transit-oriented development
Agenda

1) Welcome

2) ORBT Update

3) Project Introduction

4) Discussion
Omaha is following the lead of countless cities that have implemented bus rapid transit to move thousands of people every day.

Ours is called ORBT.

WELCOME ABOARD

SMART TECH + STREAMLINED TRAVEL = STELLAR TRANSIT
**INDIVIDUAL**
- Increase mobility & independence
- Bolster household budgets
- Promote access to opportunity

**BUSINESS**
- Connect businesses & employees
- Attract & retain a talented workforce
- Catalyze economic development

**REGION**
- Reduce environmental impact
- Manage traffic congestion
- Establish a more connected region
GET ON BOARD

/MetroTransitOMA

@metrotransitoma

Metro Transit Omaha

RIDE ORBT.com
Project Introduction
Terms

BRT = Bus Rapid Transit

ORBT = Omaha Rapid Bus Transit

TOD = Transit Oriented Development
What is TOD?

Transit-oriented development, or TOD, is development centered around or located within walking distance of a transit station, and includes:

- Quality Connections
- Mix of Uses
- Greater Density
- Pedestrian scale design

TOD focuses on the pedestrian environment with uses and density that will support transit ridership.

Source: Kansas City, Mo Transit-Oriented Development Policy
This is TOD...
This is TOD...
This is TOD... Public Library
This is TOD... Public Library Offices
This is TOD... Public Library Offices Restaurants
This is TOD...
This is TOD...
This is TOD...

Building Location
This is TOD...
This is TOD...
This is TOD...

Wide Sidewalks
This is TOD...
This is not TOD...
This is not TOD...

Blank walls
This is not TOD...

Parking garage access
This is not TOD...
This is not TOD...
This is not TOD...

Use

Building location
This is not TOD...
Why TOD?

• Makes the most of transit investment.
• Provides equitable access to jobs, education, housing, and entertainment.
• Provides lifestyle options.
• Supports the fiscal health of the City of Omaha.
Why is TOD policy needed?

• Reduces the chance of a “non-transit supportive” land use locating in the corridor.

• Signals to developers where and what type of development is desired.

• Focuses urban design requirements around the pedestrian, to improve walkability.

• Increases the likelihood of a successful BRT route.
What has been done so far?

Transit Oriented Development Technical Assistance Initiative (TOD TA Initiative), a project in partnership with Smart Growth America

- Market Assessment
- Housing Market Study
- Market Analysis
- Zoning Review

TOD Initiative

- 5 Action Team Meetings
- 3 Stakeholder Group Meetings
Project Phases

1. Propose amendments to the City’s Master Plan to support and encourage Transit Oriented Development.
   - Reference future routes (process, not location).

2. Develop and propose Transit Oriented Development (TOD) regulations for the Zoning Ordinance.
   - 4 “Tiers” from most intense nearest the station, transitioning to the surrounding single family
   - “Tier” locations unique to each station location
Goals of Omaha’s TOD Program

• Maximize use of the major infrastructure investment.
• Respect neighborhood context.
• Efficiently build Omaha’s tax base.
• Support equitable access to housing, jobs, education, and entertainment.
• Provide urban living, working, and entertainment options that people increasingly desire.
• Create, reinforce, and enhance the pedestrian environment and community at BRT stops.
• Streamline the development review process for projects that meet or exceed the TOD goals, guidelines, and regulations.
What has worked elsewhere?

• Prohibiting uses that are “non-transit supportive” (i.e. automotive sales, repair, drive-throughs, storage).
• Prohibiting parking lots between the street and a building.
• Setting parking maximums.
• Establishing a maximum setback.
• Setting height minimums (as well as maximums).
• Requiring primary entrances on street frontages.
• Setting minimum transparency requirements.
• Limiting the amount of blank wall.
• Requiring a minimum percentage of a street frontage is occupied by a building.
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Source: City of Kansas City, Mo.
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Metro Transit

• Buses
• Bus Stations
  • Location
  • Design
  • Name
  • Maintenance
  • Amenities (trash cans, lighting, structure, etc.)
• Route
  • Frequency (arrival times)
• Funding of system

City of Omaha

• Zoning (use and development regulations)
• Development Review Process
• General Infrastructure
Next Steps
Next Public Meeting

Second Round of Public Meetings by ORBT Station Location

Legend
- ORBT Stop
- ORBT Route

Date / Time / Location to be determined
Stay Up To Date

Online:
• www.cityofomaha.org
  > Departments
    > Long Range Planning
      > Transit Oriented Development

E-mail List:
• Sign-In
• E-mail kljohnstondorsey@cityofomaha.org
Website

• Basic Information

• Meeting Date / Time / Locations

• Surveys
Now

Small Group Discussion

1. What type of development do you want to see at stops and along the corridor? What is desired?
2. What do you not want to see along the corridor?

Visual Preference Survey

• Rank images 1-4
• This is Transit Oriented Development Specific
  • What do you want to walk past?

Turn in before you leave OR Fill out online!
transit-oriented development

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