The introduction of Omaha’s first bus rapid transit route, ORBT, brings the opportunity to facilitate Transit Oriented Development along the route. One goal of Omaha’s Transit Oriented Development initiative is to respect neighborhood context. This document serves as a guide to neighborhood context. This document should be used to inform the design and form of new development within 1/2 mile of the 90th & 84th Street ORBT Stations (see map on page 3).

Within this document you will find:

1. Area Characteristics - Facts from the 2017 Census American Community Survey and Douglas County Assessor
2. Map - A map of the area showing recommend Tiers of development and other areas of note
3. Recommendations - Recommendations for new development within the area

The 90th & 84th and Dodge station locations are home to two hospitals, office buildings, and stable single family neighborhoods.

The 90th & 84th and Dodge Street intersections are wide and walkability is a challenge. Development is auto oriented. Employment density is high. Opportunities exist for appropriate infill development and/or redevelopment that is walkable and could attract persons from area businesses and hospitals, as well as residents.
The 90th & 84th Street ORBT Station Locations (study area) are similar to the city as a whole in many characteristics.

The majority of two census tracts are within 1/2 mile of the 90th & 84th Street Orbit Stations. The total population of those two census tracts is nearly 10,000 persons. Population density, housing unit density, and household size are similar to the City as a whole. The median home value, median rent and median household income are higher than the City as a whole. Fewer households have persons under the age of 18 years when compared to the City as a whole. The same percentage of persons commute to work by public transportation or walking as to the City as a whole. One of the census tracts is north of Dodge Street, the other is South of Dodge Street and they do differ. The following facts relate to TOD regulations or recommendations.

Land Uses (by acreage) within 1/2 mile of the 90th & 84th Street ORBT stations.

A variety of land uses exist within the study area. The predominate use is Single Family Residential. Only 9% of the station area is Commercial - Office, Multi Family Residential, and Institutional uses are all more common than Commercial uses.

Sources:
1. 2017 American Community Survey 5-year Estimates
2. Douglas County Assessor

1. Accessory Dwelling Unit exists within 1/2 mile of the stations
2. Townhouse or duplex units are available within 1/2 mile of the stations
3. Housing Units exist within 1/2 mile of the stations
4. Buildings have been constructed since 2014. Seven of those are single-family detached homes
5. Transportation
6. Undeveloped
7. Buildings within 1/2 mile of the stations are taller than 4 stories in height
Additional height and density is welcome along Dodge Street near the 90th & 84th Street station locations.

Tiers guide the height and scale of development. Tier 1 is the most intense with a minimum of 4 stories and unlimited height; 2-6 stories are appropriate in Tier 2; 1-3 story buildings including duplexes, townhomes, and small apartment buildings are appropriate for Tier 3; and Tier 4 is the least intense opening the door for accessory dwelling units in traditionally single family areas. The map to the left shows the appropriate Tier boundaries.

One building is a Local Landmark - the J.E. Megeath Residence at 619 North 90th Street.
1. Context Summary

Sixty-nine percent of the area buildings were built from 1950-1969, when automobile ownership was increasing and driving auto-centric design and development further to the west. The 90th & 84th and Dodge auto orientation has been exasperated as roadways and intersections increased in size due to increased traffic flows as the city continues westward development.

During the public engagement process, attendees expressed their desire for walkable mixed use buildings, additional housing options, and uses that could serve the hospital employees and visitors within a safe walk.

As part of the public participation process, feedback was gathered on a series of images. Those with the strongest reaction are shown below and on page 5, along with highlights of the feedback received. It must be noted that participation was low and the following may not be reflective of the majority opinion of the area.

The majority of public meeting attendees and online voters found the residential buildings below “acceptable” or “excellent.”

Voters like the brick, trees, traditional style, windows, and entries of the townhouses to the left.

Voters like the porches and landscaping of the duplex above.

The four accessory dwelling units at the bottom right of this page were favored by voters because they increased housing options and density while architecturally appropriate and in scale with the surrounding single family detached homes.
Recommendations

Voters thought, while the above structure is multi-family, it looks similar in scale to some of the single family detached homes in the area.

Voters liked the decks and upper story setback of the multi-family building above.

Voters liked the materials, setback, and landscaping of the structure above.

Voters did not like the garage doors or wide driveway.

Voters did not like the lack of setback, landscaping, and entrance.

The majority of public meeting attendees and online voters found the residential buildings below “bad” or “close - but not acceptable.”

Voters thought the above structure was appropriate in Tier 1 and would attract residents to the area.

Voters liked the materials and windows of the above structure.
2. Specific Recommendations

Within residential neighborhoods, new development should be compatible with the existing context of the block. Compatibility is evaluated based upon a building’s footprint, placement in relation to the street, massing, scale, and form of adjacent properties.

The commercial areas within 1/2 mile of the 90th & 84th Street station are primed for a new context. Creating a mix of uses with vertical development on Dodge Street is welcome.

All new development should be landscaped, connected, and prioritize walkability.

Specifically, new development should:

• Avoid creating walls or perceived boundaries within the area. These are typically created by long and / or tall walls and / or fences.

• Small pedestrian scale blocks should be utilized. Large “superblocks” and street and alley vacations should be avoided as they degrade walkability.

• If long blocks are unavoidable, they should include pedestrian cut-throughs, pocket parks, and architectural treatments to break up the large block size.

• On street parking provides a buffer between the pedestrian and moving traffic. It should be preserved and added, whenever possible, including within developments with private streets.

• Give equal design treatment and architectural consideration to all visible elevations - with particular attention to elevations adjacent to streets.

• Multi-story buildings should be designed with a variety of scales. Create a scale and level of detail at the street level - including windows, architectural details, entrances, signage, amenities, etc. - appropriate to the pedestrian.

• Additions to the public realm are encouraged, such as: outdoor dining, public plazas, pocket parks, alley activation, public art, etc.

• Parking should be located in a garage or at the rear of the property behind buildings. Where feasible, parking is encouraged in below grade structures. Additional surface parking lots, particularly those with street frontage, are discouraged.

• Sharing parking among a variety of uses is encouraged; as is breaking up larger parking lot into smaller parking lots.

• Prioritize the safety of pedestrians by installing wide sidewalks, emphasizing sidewalks across drive aisles and driveways, reducing the width of drive aisles and driveways, etc.

• Every effort should be made to retain existing mature trees.

• Add / improve traffic calming and pedestrian crossings on Indian Hills drive between 90th and 84th Streets. The importance of this recommendation is even stronger if residential units are added between Dodge Street and Indian Hills Drive, to ensure safe crossings for students walking to area schools.

Additionally, new development within or abutting residential areas should:

• Integrate into the predominant scale of the neighborhood and / or particular block and be sensitive to the height, scale, setback, building footprint, etc. of adjacent uses. Use a combination of building setbacks, upper-story stepbacks, and articulated sub-volumes to sensitively and adequately transition to adjacent lower height buildings.

City of Omaha Planning Department
1819 Farnam Street, Suite 1100
Omaha NE 68183-1100
402-444-5150
Planning.CityofOmaha.org