transit-oriented development

Downtown Station Location Public Meeting 03.04.2019
Agenda

1) Welcome

2) ORBT Update

3) What is TOD? What is this project? What are we doing here?

4) Breakout Group Question – What is the character of the area?

5) Intro to Tiers

6) Breakout Group Task – Look at draft tier boundaries and comment / redraw / confirm

7) Voting – Residential building design

8) Next steps & lingering questions

9) Opportunity to post comments on other station locations
Meeting Purpose

1. Learn about the City’s effort.

2. Telling us about the area.
   a) How do you describe the area?
   b) What do you like most about the area?
   c) What is most important to you?
   d) What is most fitting for your station location?
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
GET ON BOARD

/MetroTransitOMA  @METROTRANSITOMA  Metro Transit Omaha

RIDE ORBT.com
What is TOD?

What is this project?

What are we doing here?
Terms

BRT = Bus Rapid Transit

ORBTT = Omaha Rapid Bus Transit

TOD = Transit Oriented Development
Develop a series of new mixed-use TOD districts, which provide for different scales of intensity (2-4 districts).

- Form-Based Codes Institute, part of Technical Assistance Grant with Smart Growth America
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...
This is TOD...
This is TOD…

 Entrances
This is TOD...

Landscaping
This is TOD...

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

Blank walls
This is not TOD...
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.
What is this project?

1. Propose amendments to the City’s Master Plan to support and encourage Transit Oriented Development.

2. Develop and propose Transit Oriented Development (TOD) regulations for the Zoning Ordinance.
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 have other Cities done?
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.
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.
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.
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.
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.
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.
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.
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.
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.**

Source: City of Kansas City, Mo.
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.**
Breakout Group Question:
What is the character of this area?
 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
Breakout Group Question:
What is the character of this area?
Intro to Tiers
What are tiers?
## Tiers

<table>
<thead>
<tr>
<th>Tier</th>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scale</td>
<td>4 – unlimited stories</td>
<td>2-6 stories, moderate footprint</td>
<td>2-3 stories, moderate to small footprint</td>
<td>1-3 stories, small footprint</td>
</tr>
<tr>
<td>Uses</td>
<td>Office, commercial, mixed use</td>
<td>Mixed use</td>
<td>Smaller scale multi-family, townhouse, duplex</td>
<td>Single family detached, ADUs? Well designed and located duplex?</td>
</tr>
<tr>
<td>Examples</td>
<td>Downtown, Midtown Crossing</td>
<td>Blackstone</td>
<td>Benson, Dundee</td>
<td>Fairacres, Swanson</td>
</tr>
</tbody>
</table>
Tier 3
Tier 4
Map

1. Height Allowed by Zoning (blue) & Proposed Tiers (colors)

2. Historic Sites & Districts (stars & hatch)
   1. Local = protection from demolition or from alterations that may dramatically change the appearance of a historic property
   2. National = primarily honorific, eligible for tax credits and grants, given special consideration if a project is proposed that requires federal money
Breakout Group Task:

Look at the draft Tier boundaries and comment / redraw / confirm what you think is appropriate for future development
Voting

Anticipating new development...what is acceptable for the area?
Next Steps
Next Meeting

Recommendations based on what we heard
April 29, 2019
5:30-7:30 PM
Stay Up To Date

Online:
• http://bit.ly/OmahaTOD
  • Presentation
  • Surveys

E-mail List:
• Sign-In
• E-mail kljohnstondorsey@cityofomaha.org
transit-oriented development

Kellie Johnston Dorsey, AICP
City Planner
City of Omaha
kljohnstondorsey@cityofomaha.org