transit-oriented development
Agenda

1) Welcome
2) Changes to Tiers
3) Guidelines for 35th / 33rd Street ORBT Station area
4) Guidelines for the Park Ave ORBT Station area
5) Finish Visual Preference Survey
6) Proposed TOD Overlay Regulations
7) Implementation / Expectations
8) Next Steps
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
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.

* Development Guideline document for each ORBT Station
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.
Changes to Tiers
What are 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
Changes to Tiers

1. Added Tier 4

2. North of Davenport Tier 3, except:
   a) 33rd & California
   b) North 30th Street & Chicago Street
Changes to Tiers

1. North of Davenport Tier 3, except:
   a) 33rd & California
   b) North 30th Street & Chicago Street
Guidelines for the 35th / 33rd Street ORBT Station
Guidelines for the Park Ave ORBT Station
Potential TOD Overlay Regulations
Potential TOD Code Regulations

- Regulating scale of development by “Tiers”
  - Focusing on building envelope rather than FAR and density
    - Setbacks
    - Height
    - Building Frontage
    - Building Footprint
- Building Materials (similar to ACI Overlay)
- Transparency
- Reducing / eliminating parking minimum, establishing parking maximum
- Requiring bicycle parking
- More tangible design regulations
- Regulating non-transit supportive uses
- Allowing accessory dwelling units
Implementation
Discussed Implementation Route

1. Adopt Master Plan Amendments
2. Adopt Transit Oriented Development Zoning Overlay (into the Zoning Code)
3. Opt-In Rezoning (as development comes forward)
4. Proactive Rezoning by Request (by neighborhood district, neighborhood association, etc.)
5. Development Guidelines are recommendations, not requirements
Next Steps
Next Meeting

July or August
Stay Up To Date

Online:
  • Presentation
  • Surveys

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transit-oriented development

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