

Chapel Hill North-South BRT

Council Committee on Economic Sustainability

May 3, 2019



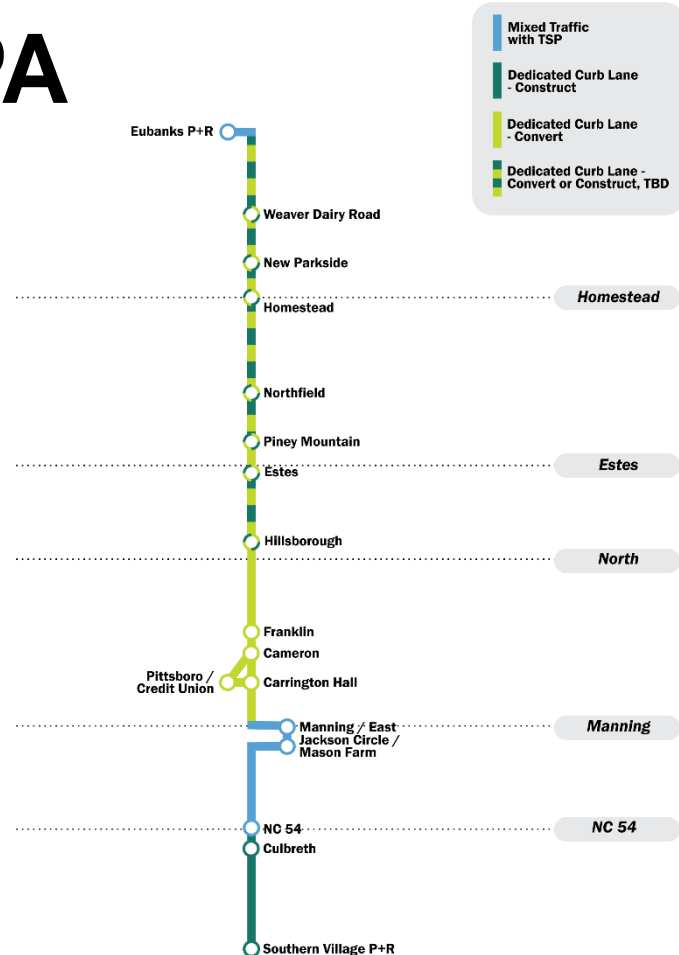
Agenda

- Review of North-South BRT Project
- Transit-Oriented Development Overview
- North-South BRT Study Overview

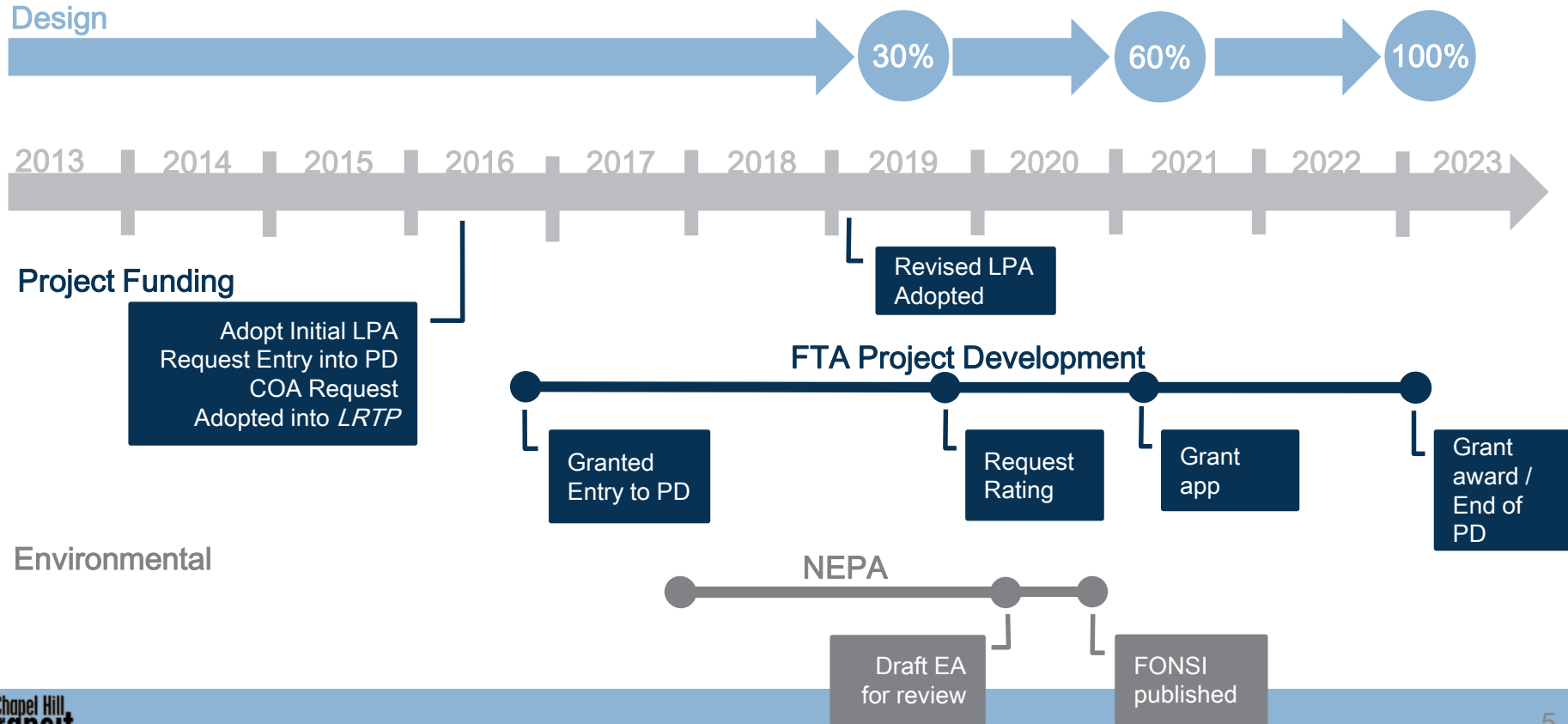
Review of North-South 1: BRT Project

Revised LPA

- Reflects the recommendations of the Technical and Policy Committees
- Adopted by Town Council on January 16, 2019



NEPA and 30% Design Schedule



Next Steps

- **Summer 2019:**
 - Draft 30% Design plans are given to NEPA team
 - Non-Small Starts funding finalized
- **Late Summer 2019:** 30% Design Plans finalized, based on FTA feedback
- **Spring 2020:** NEPA document is published for review
- **Summer 2020:** FTA publishes a FONSI, completing NEPA

2: TOD Overview

What do we mean by TOD?

Four Foundational Principles

1. Development around transit that is **dense and compact**, compared to its surroundings
2. A **rich mix of land uses**—housing, jobs, retail, and civic destinations, creating real places and expanding ridership
3. A **great public realm**—sidewalks, plazas, bike paths, a human-scale street grid, buildings that work at ground level
4. A **fresh approach to parking**—less of it; shared wherever possible; sensitively located and designed

Where does TOD happen?

1. At the **region** level:
plans, policies, and strategies
2. At the **corridor** level:
transit planning and design
3. At the **station** level:
TOD Plans
4. At the **parcel** level:
individual TOD project

Viva BRT, York, Ontario

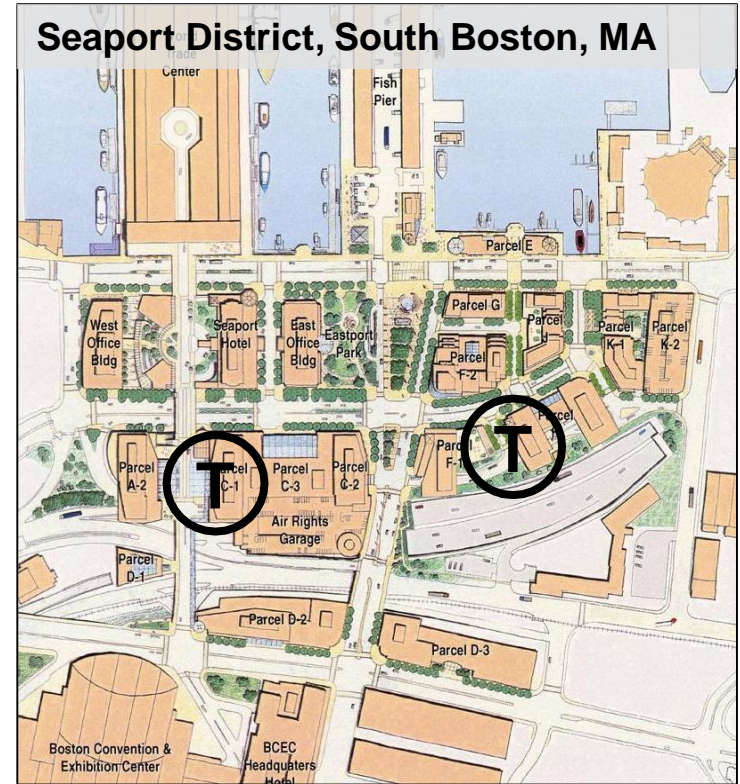


How does TOD happen?

Transit Planning

- + Land Use Planning
- + Community Outreach
- + Station Design
- + Urban Design
- + Development Economics
- + Value Capture
- + Public-Private Transactions
- + FTA Policies

= TOD



North-South BRT

3: TOD Study Overview

TOD Study Work Plan

1

Develop TOD Typology Framework

Define Appropriate Character Typologies

Collect Metrics to Assign Typologies to Corridor Segments and Stations

2

Conduct Urban Design Engagement

Prepare for Workshop

Multi-Day Workshop

3

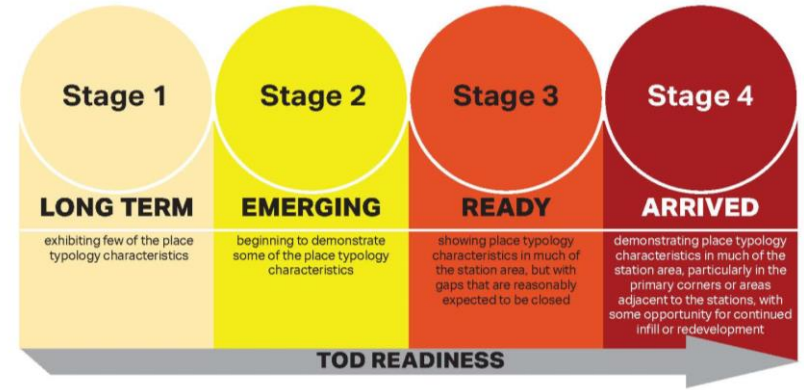
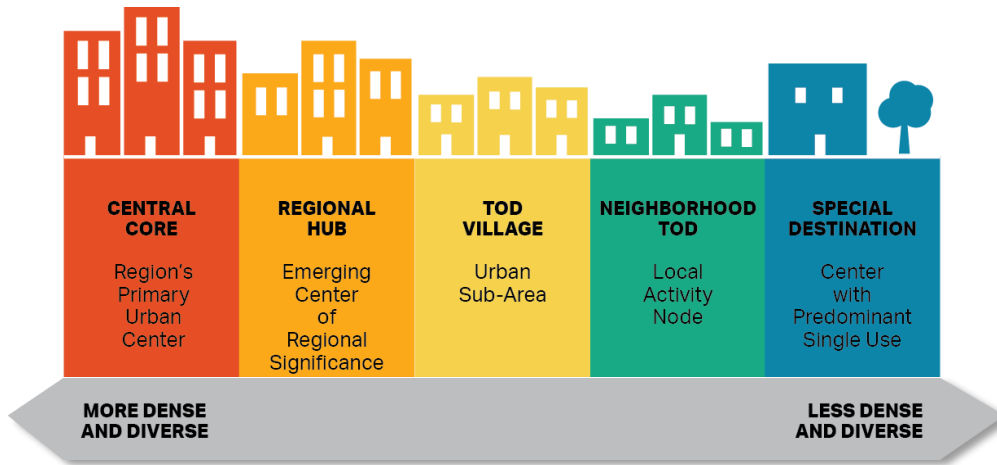
Identify an Implementation Plan for Achieving TOD

Assess TOD Readiness and Implementation Needs

Organize Implementation Action Items

Project Plan Document

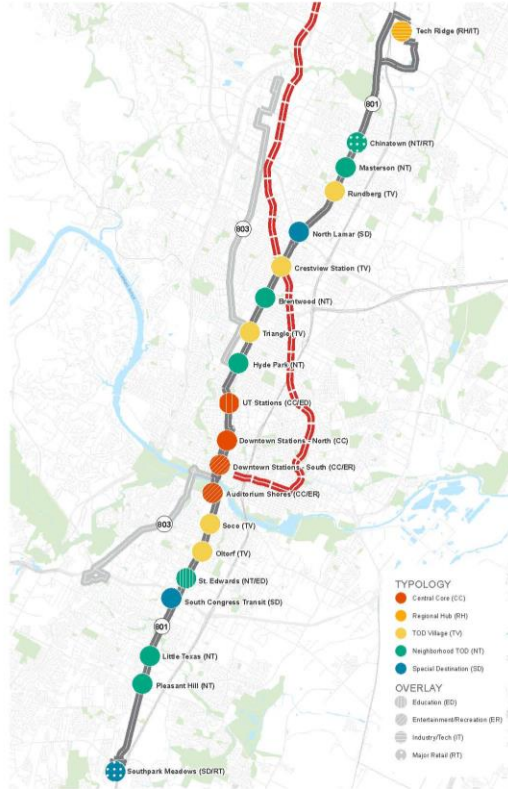
Austin, TX: TOD Priority Tool



Austin, TX: TOD Priority Tool

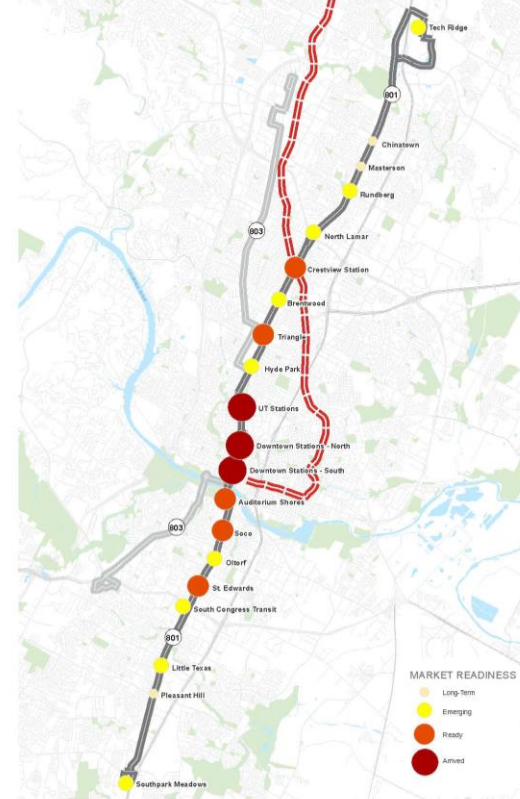
TOD PLACE TYPOLOGY ASSIGNMENTS

All five Place Typology categories are present on the MetroRapid 801 corridor.



TOD READINESS SCORES

Stations on the MetroRapid 801 corridor exhibit all four stages of TOD Readiness.



TOD Public Outreach



Implementation Plan

4. IMPLEMENTATION

There are many locations across Capital Metro's high-capacity transit network that are capable of providing transit through mixed development. The TOD user typology establishes the target form vision for each station area. The TOD Readiness Score, along with its underlying Subscores and metrics, provides a number of how closely a station area currently conforms to aspirational TOD objectives, while highlighting those aspects of TOD readiness that are lagging. By examining the Readiness Score, stakeholders can identify and prioritize the unique combinations of capital and infrastructure investments, policy and regulatory changes, and development strategies that can move the station area up the readiness scale. A general strategy is to focus, for each station, on those metrics with scores of 1 (not at all) or 2 (not enough) and to increase the Readiness Score of its own sake, but to change set-site specific conditions underlying the score.

4.1 STRATEGIES TO INCREASE TOD READINESS

4.1.1 Connectivity

Improvements to station area connectivity will improve physical access to and through a station area by all the potential modes, as well as providing access to the potential peak and off-peak modes via use for the area.

Metric	Strategies to Increase Readiness
Daily Ridership	Increase local activity in the station area to increase residential density and retail business use all modes with high employment, open space, parks, and public-use vital destinations with convenient driving power. Advance and maintain density by making trip reliable, frequent, and efficient services with diverse station TOD options.
Labor Market Connectivity	Focus on transit access and job growth in diverse areas and encourage "multi-use" residential development in those station areas to increase transit use.
Walkshed Connectivity	Maximize and improve pedestrian access to the station and within the station area. It includes green, extensive ADA ramp areas, and ADA streets to be more accessible to people with disabilities and those who are not.
Bicycle Connectivity	Maximize and improve bicycle access to the station and within the station area. Provide bicycle parking and locking at stations. Develop bike connectivity through bicycle share services, and bike lanes and bike boulevards that are comfortable for the majority to work for safety and ease of movement.
Highway Connectivity	Provide a complete and efficient interchange interchange that's suitable for all highway access.



Multimodal accessibility encourages high ridership.

4.1.2 Market Strength

Improvements to station area Market Strength will improve the fundamental conditions necessary for successful, vibrant, diverse development and supportive policies relative to other areas within the central business district.

Metric	Strategies to Increase Readiness
Station Area Population Density	Focus on medium to high density residential development projects in transit station areas, including affordable housing as well as the building envelope. It includes zoning and other incentives, including affordable middle-class housing units.
Station Area Employment Density	Focus on medium to high employment economic development projects in transit station areas.
Development Activity	Provide and streamline ordinances and regulations that by-right permit TOD in the station area and in the surrounding area. Consider public incentives to defray the additional and allowable costs.
Residential Submarket Performance	External economic factors like overall economic strength, public transit, and walkshed connectivity, transportation, and the local labor market are all factors that can affect residential development. Local conditions, like: Projects that accommodate a mix of jobs, services, and housing (residential, retail, office, cultural, civic, and employment) uses should be targeted to promote vibrant and substantial transit demand and a vibrant TOD environment.
Office Submarket Performance	External economic factors like overall economic strength, public transit, and walkshed connectivity, transportation, and the local labor market are all factors that can affect office development. Local conditions, like: Projects that accommodate a mix of jobs, services, and housing (residential, retail, office, cultural, civic, and employment) uses should be targeted to promote vibrant and substantial transit demand and a vibrant TOD environment.



Green, well-lit and secure surface parking may create development opportunities.

4.1.3 Land Availability

Identify a viable measure and the activity to increase the activity by land availability in the market. Coordinate with relevant stakeholders to address station areas by doing up and build out parcels of developable parcels by assessing similar parcels where appropriate. Identify those parcels of developable parcels, and by setting the stage for them to be developed as complete transit-oriented areas. Increase transit use to the central business district.

Metric	Strategies to Increase Readiness
Developable Sites	Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas.
Surface Parking	Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas.
Susceptible to Change	Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas.
Key Frontages and Corners	Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas. Identify and build out parcels of developable parcels in transit station areas.



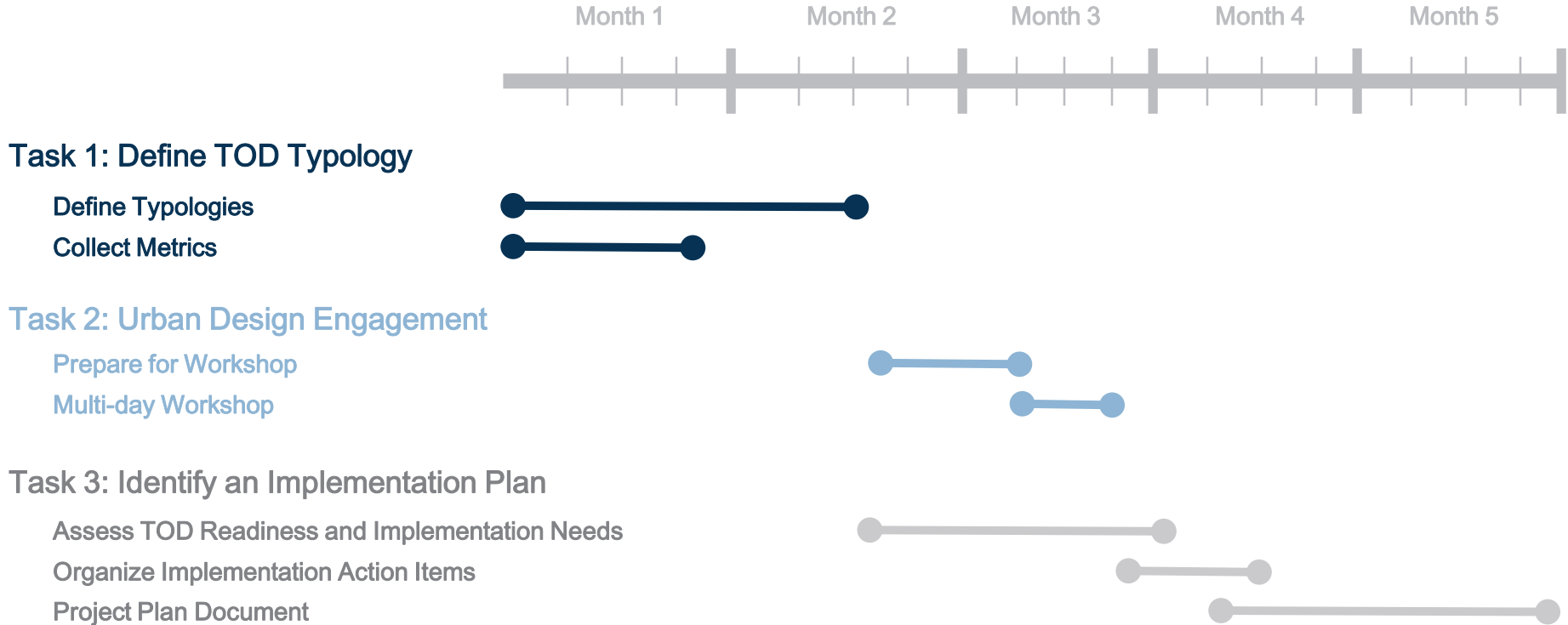
Predictable entitlement and permitting processes encourage and accelerate new development.

4.1.4 Government Support

Local and Federal Government Support policies can be improved by change to public policy, investment strategies, and administrative controls and processes, consistent with the aspirational vision of the TOD Place Typology.

Metric	Strategies to Increase Readiness
Land Use Entitlements	Ensure regulatory consistency between ordinances and regulations across development to facilitate the TOD Place Typology. Provide technical assistance and incentives to defray or mitigate costs related to site compliance or expedite permitting requirements. Simplify permitting requirements.
District or Other Special Plans	Local and Federal Government Support policies can be improved by change to public policy, investment strategies, and administrative controls and processes, consistent with the aspirational vision of the TOD Place Typology. Provide technical assistance and incentives to defray or mitigate costs related to site compliance or expedite permitting requirements. Simplify permitting requirements.
Infrastructure	When setting capital improvement plans, construction schedules and public financing strategies, prioritize infrastructure projects closest to transit to allow for transit-adjacent public use and access into the transit station areas. Ensure public transit and investment improve connectivity and contribute to site redevelopment needs.

Schedule for BRT TOD Study



Questions?