





Transit Oriented Development Workshops

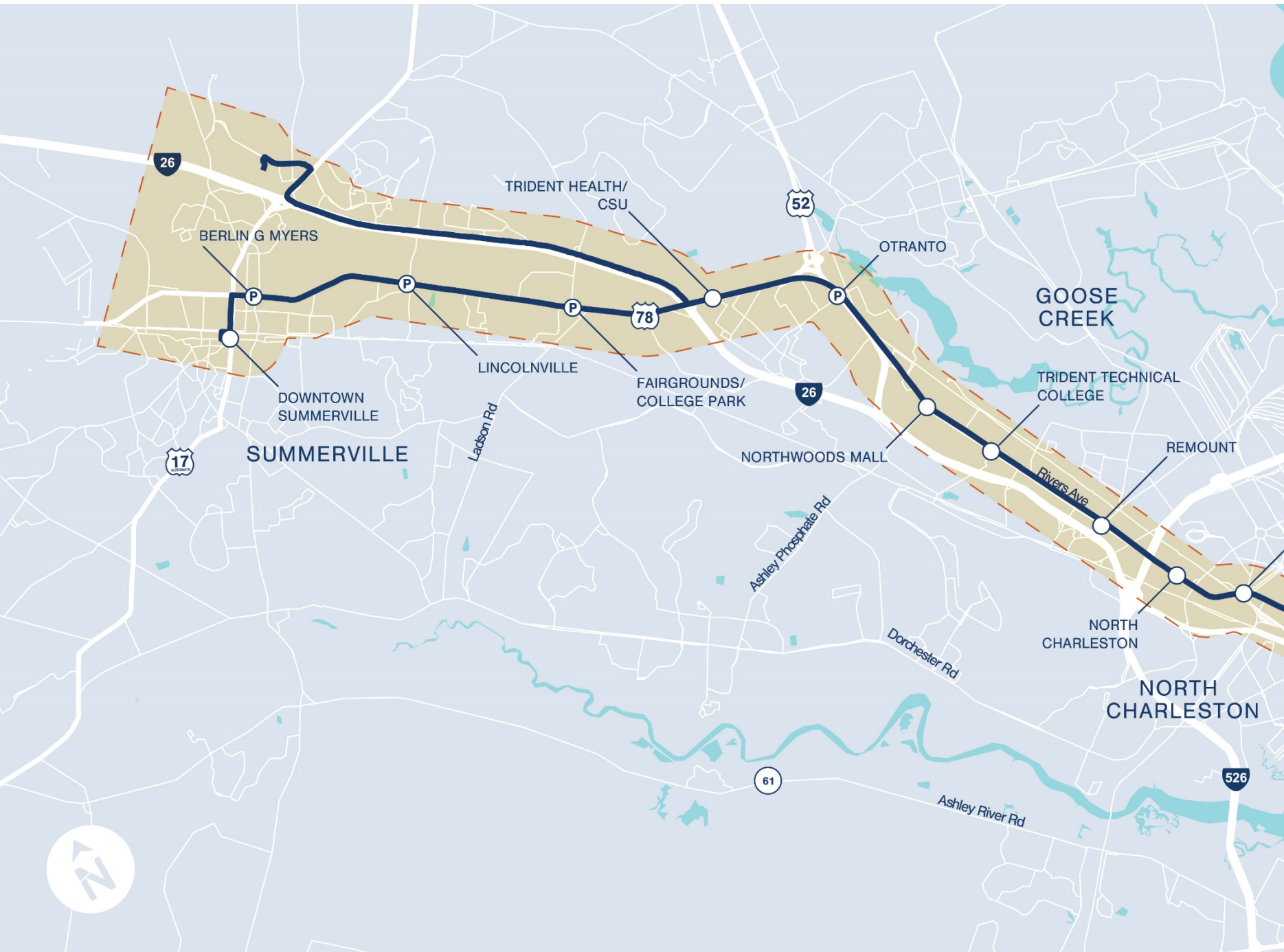
December 10-12, 2019

Agenda

- Update on Lowcountry Rapid Transit
- Introduction to Transit Oriented Development
- Workshop & Group Reports

-  **BRT Stations**
-  **BRT Stations with Park & Ride**
-  **BRT Stations with Transit Hub**
-  **Study Area**

The alignment shown is conceptual; a preferred alternative and station locations have not been identified.



We are currently evaluating the reasonable alternatives based on their ability to:

- Improve local and regional mobility
- Support economic development plans along the corridor
- Promote livable, transit oriented development
- Create safe, multi-modal system with travel choices
- Preserve a healthy environment
- Meet cost and logistics considerations
- Qualify for FTA funding grants

Public meetings will be held in spring 2020 to present refined reasonable alternatives.

Transit Oriented Development



Transit Oriented Development

- Compact
- Mixed-Use
- Walkable
- Oriented to a transit station

LCRT | Key Features

Most transit trips start as a walking trip.

People walking around station areas with strong TOD would find:

A well-connected, complete street grid short blocks, ample sidewalks, bike paths, slow traffic

Development density within ¼ to ½ mile around the transit station

Pedestrian-oriented building entrances and other site design elements

A strong mix of uses at different price points

Efficient parking

Strong place making elements that reflect the culture, character and natural features of the existing neighborhood

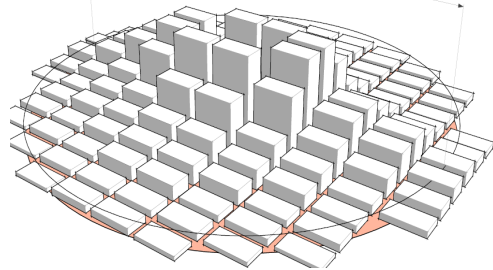


Densities and Functions

REGIONAL



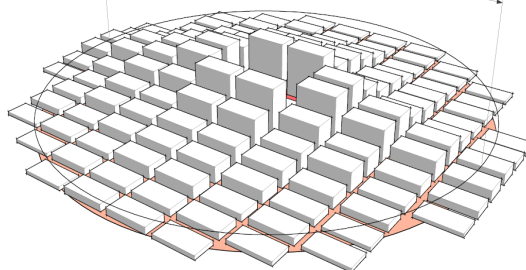
Downtown Charleston



COMMUNITY



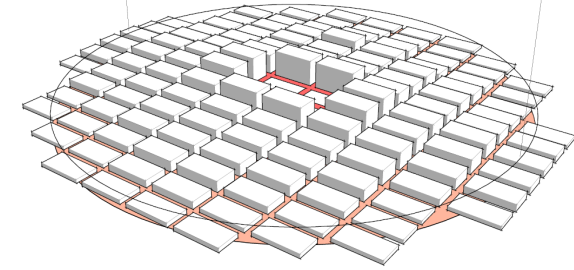
Downtown Summerville



NEIGHBORHOOD



Park Circle

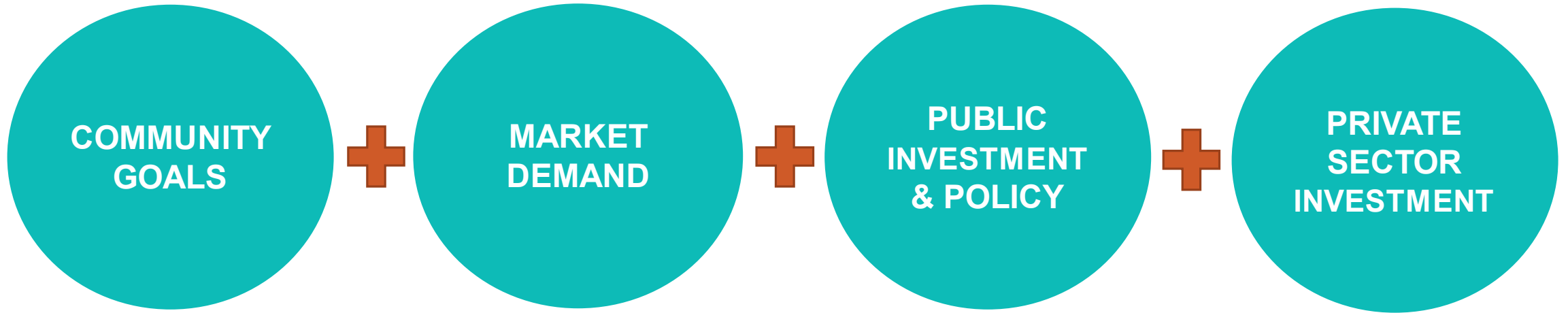


Planning for TOD means **creating a balance of place types along a transit corridor that attracts new investment while retaining the existing character, culture and other assets** of neighborhoods and commercial areas.

Benefits of TOD



How do we make TOD a reality?

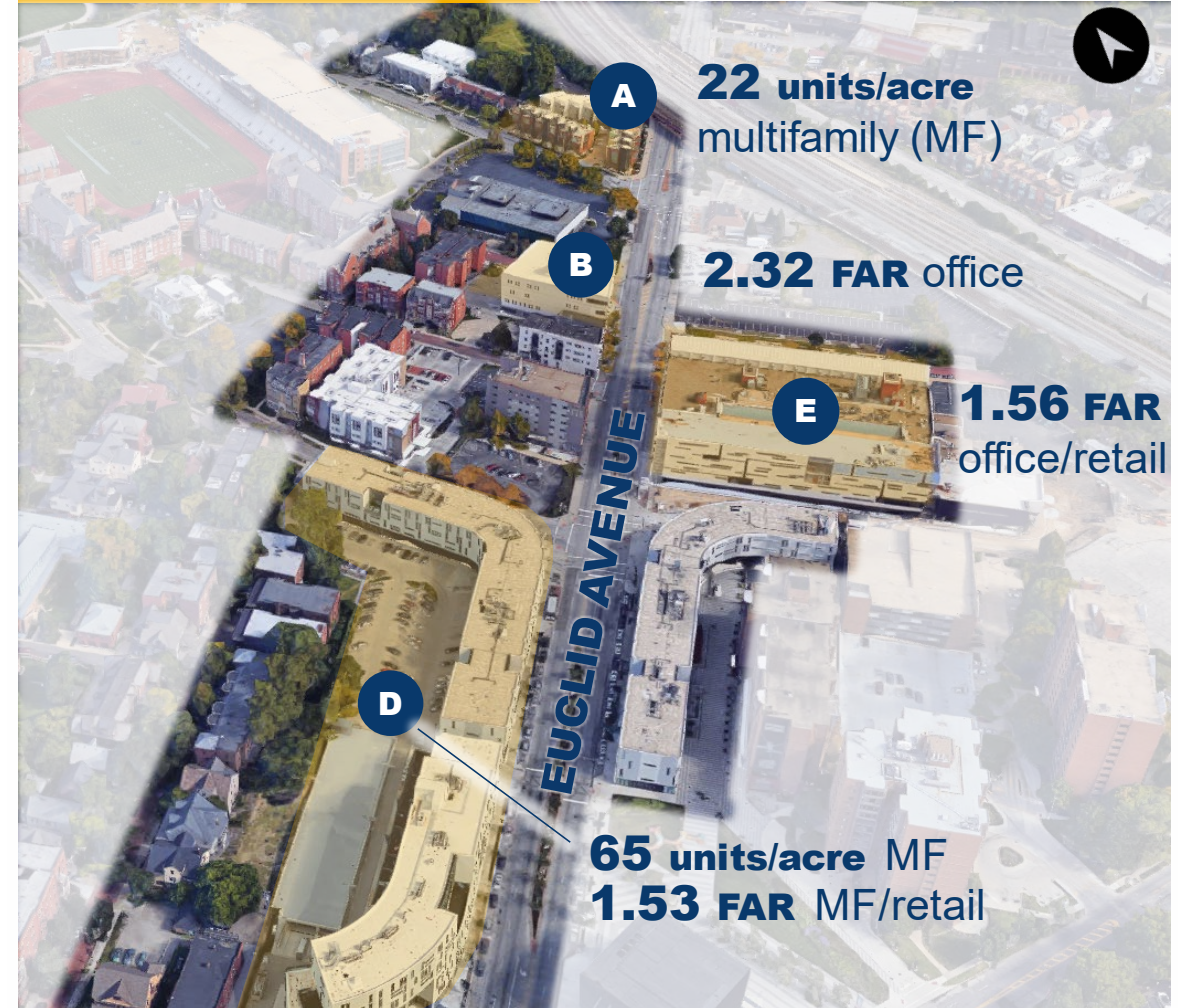


Cleveland HealthLine BRT: Case Study

Before Bus Rapid Transit



After Bus Rapid Transit



Transit Impact on Real Estate Development

The addition of a BRT line can result in significant real estate investment along the line.



DEVELOPMENT
ABSORPTION

1.1 – 2.0x



DEVELOPMENT
SHARE

1.1 – 3.1x

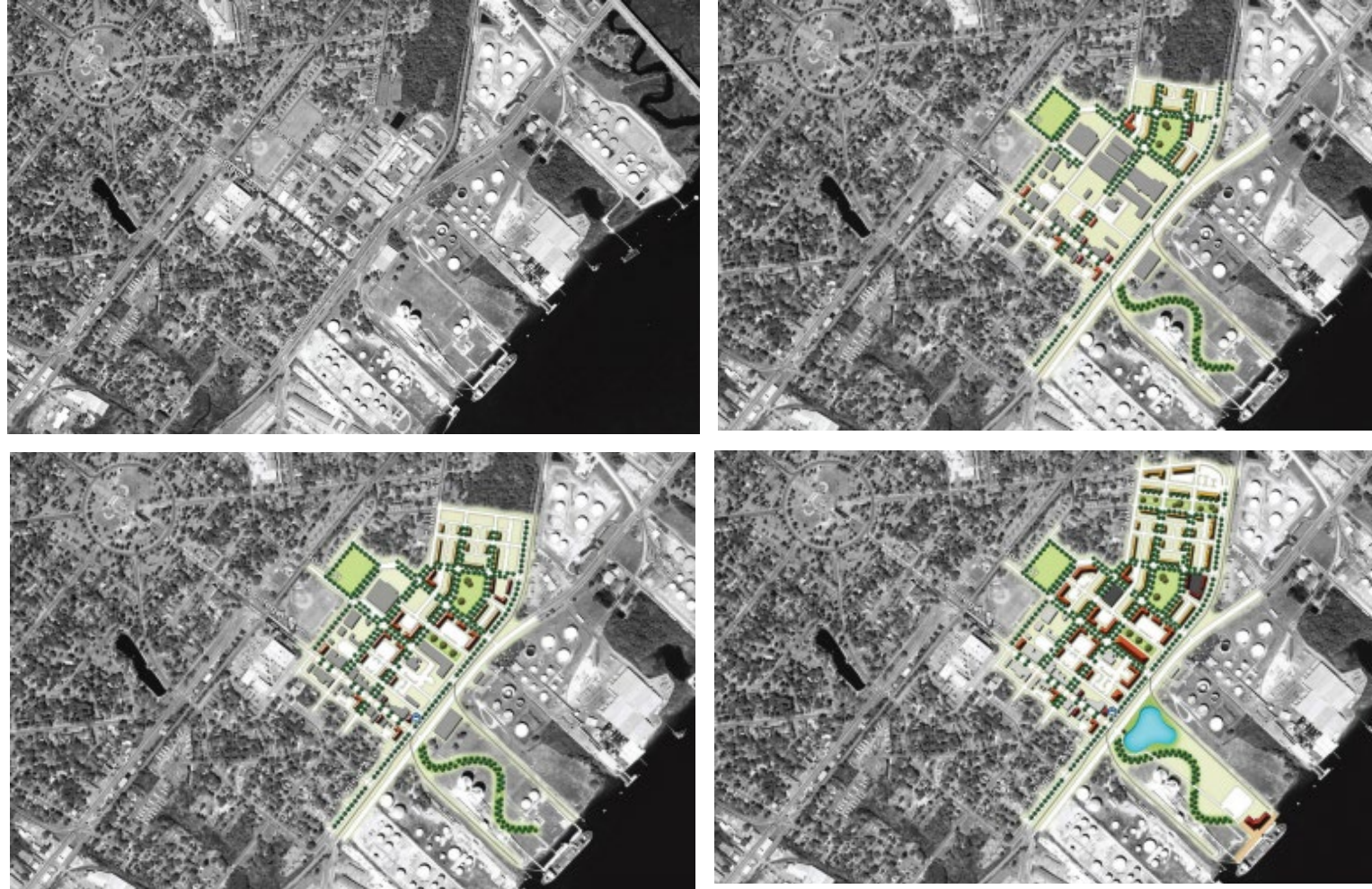


DEVELOPMENT
DENSITY

1.3 – 3.5x



Planning for the Evolution of TOD

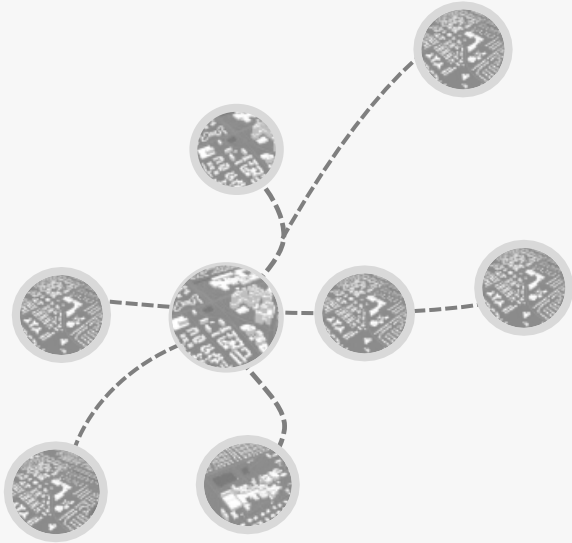


TOD takes shape over time and communities can plan for this evolution.

Images showing potential evolution of the Olde North Charleston neighborhood center district.
Source: Partnership for Prosperity

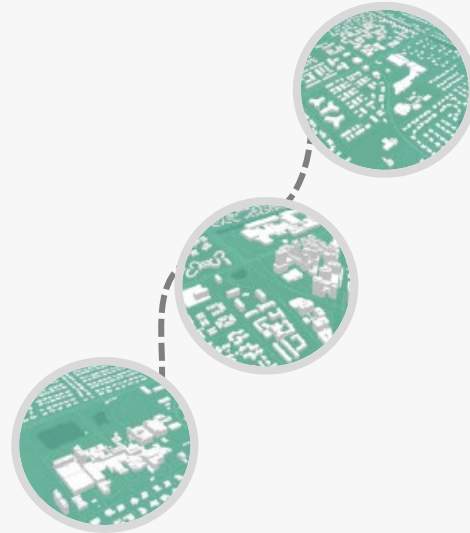
Planning for TOD at Different Scales

SYSTEM LEVEL



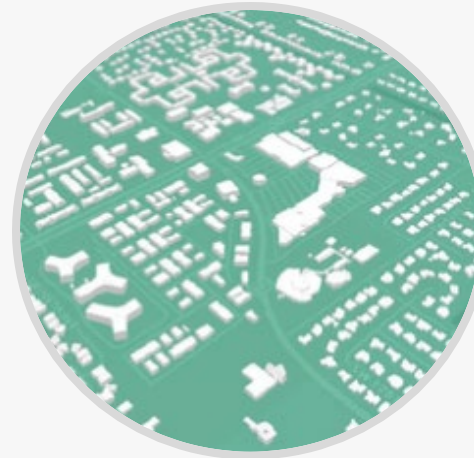
Connect regional activity centers and travel markets across multiple corridors

CORRIDOR LEVEL



Locate stations and transit alignments to create best conditions for TOD to evolve over time in support community and ridership goals

STATION AREA LEVEL



Focus on mix of uses, complete streets, parking, stormwater, housing and development character; focus on policy details and station area 'bones'

SITE LEVEL



Development at the parcel level that maximizes jobs and housing within walking distance to the station, site specific place-making and public-private partnerships

Workshop: Planning for TOD at the Corridor Scale

TOD CORRIDOR GOALS

Create livable, equitable transit oriented development

Support economic development in the corridor

Create a complete multi-modal system that enables people to make 'complete trips'

Strengthen existing neighborhoods and commercial areas

Other goals?

Attract new transit riders to the system

Other goals?

Improve safety and convenience for existing transit riders

Other goals?

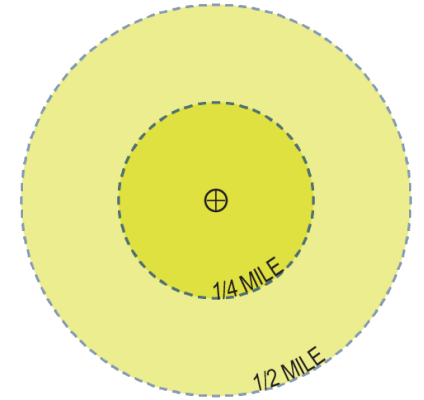
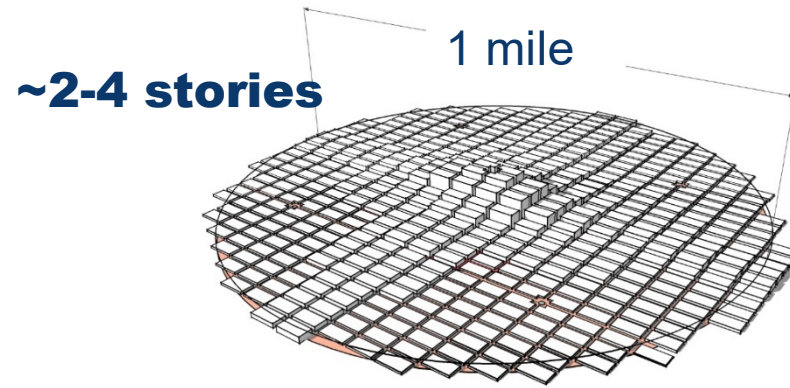


TOD Place Types

We need to identify station locations and designate place types to achieve corridor and community goals

- A hypothetical framework for the kind of station area that could evolve over time
- Defines the general type of station function

Neighborhood



High Residential
Density



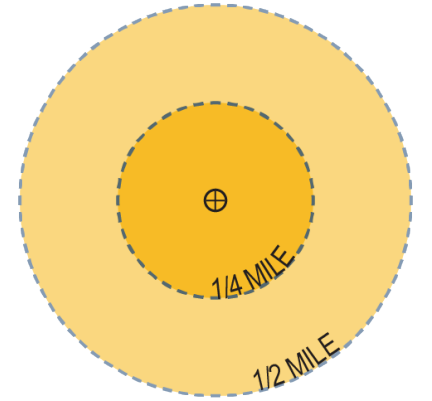
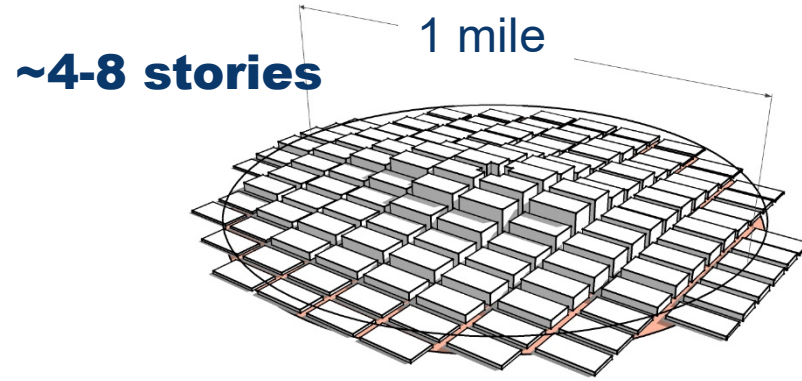
Low Employment
Density



Jobs/Housing
Ratio

2:5

Town Center



High Residential
Density



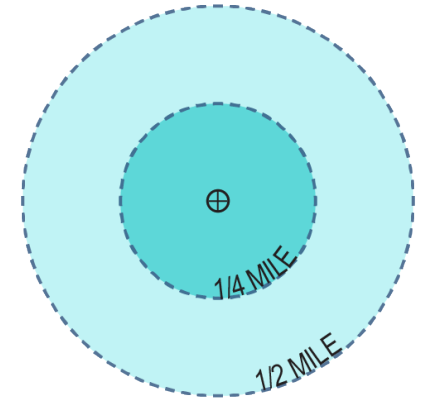
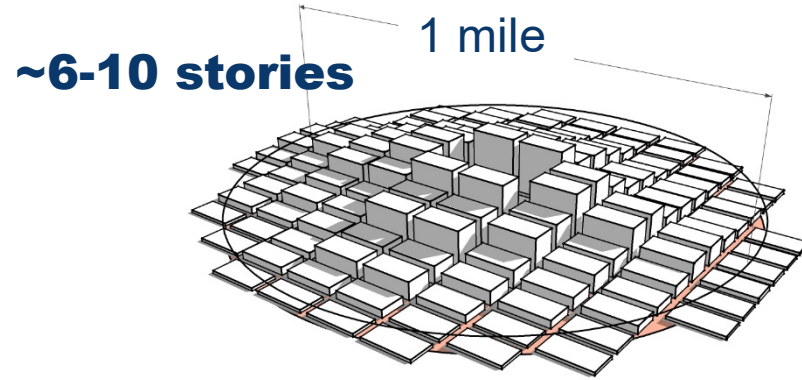
High Employment
Density



Jobs/Housing
Ratio

1:1

Employment Hub



Low Residential
Density



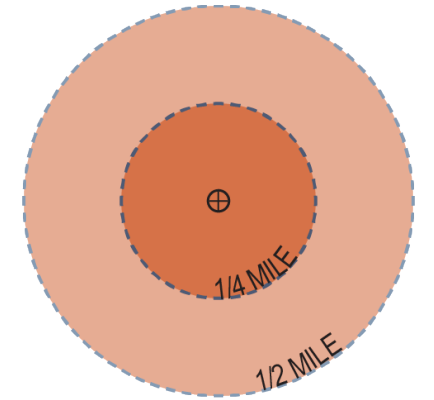
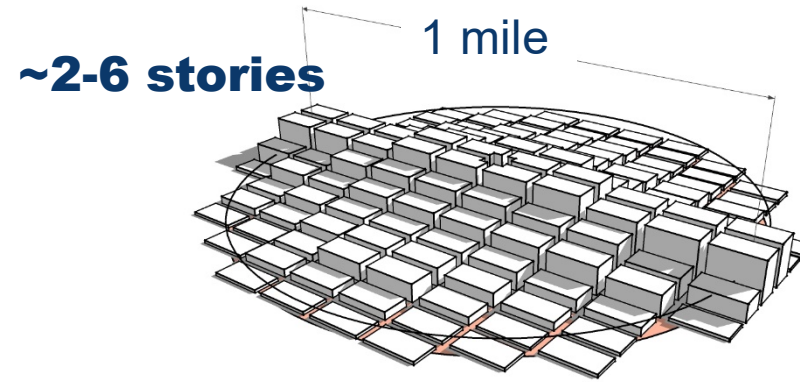
High Employment
Density



Jobs/Housing
Ratio

4:1

Downtown Neighborhood



High Residential
Density



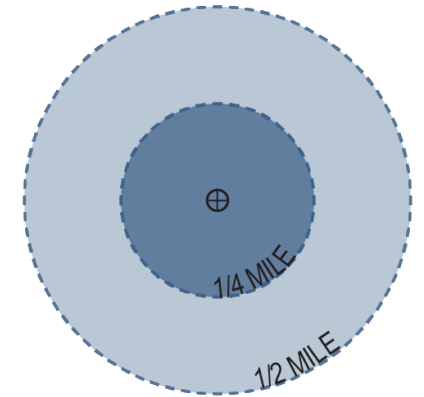
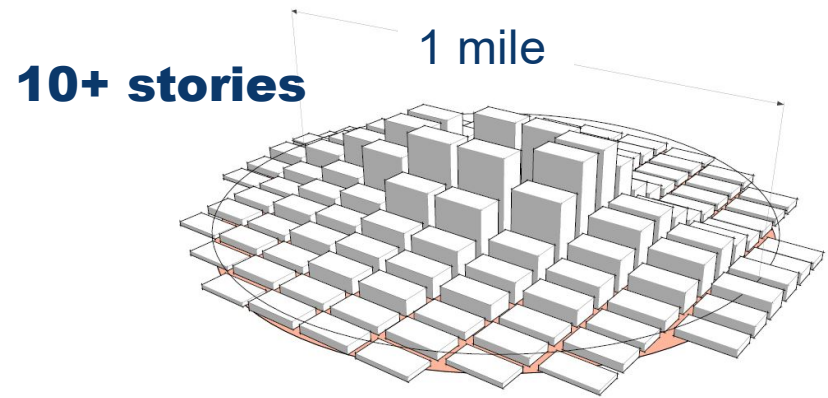
High Employment
Density



Jobs/Housing
Ratio

1:2

Downtown Employment Hub



High Residential
Density



High Employment
Density



Jobs/Housing
Ratio

2:1



Exercise Goals:

Locate 14-22 premium transit stations and corresponding place types along the corridor.

Think about the corridor goals and how the corridor station areas can evolve over time.

- 3-5 Neighborhoods
- 3-5 Employment Hubs
- 3-5 Town Centers
- 3-4 Downtown Neighborhoods
- 2-3 Downtown Employment

Things to Consider

- What areas are TOD ready today?
- What areas are ready for redevelopment/development to support station areas?
- In which areas do we need to focus on neighborhood preservation or affordable housing?
- Where are the new job centers?
- Other insights?

Group Reports

Group Reports

- What areas are TOD ready today?
- What areas are ready for redevelopment/development to support station areas?
- In which areas do we need to focus on neighborhood preservation or affordable housing?
- Where are the new job centers?
- Other insights?

Next Steps

- Synthesize findings from the workshops with the ongoing LCRT project study
- Share findings from these Workshops and ongoing studies in spring 2020