QUESTIONS FOR THE PANEL:

Q1: HOW WILL BRT INFLUENCE MARKET AFFORDABILITY, PROPERTY VALUES, AND DEVELOPMENT PRESSURE ADJACENT TO THE TRANSIT CORRIDOR?

Q2: CAN BRT AND THE ASSOCIATED STATIONS ACT AS A CATALYST FOR REINVESTMENT AND/OR REDEVELOPMENT?

Q3: WHAT ARE THE MOST APPROPRIATE USES OF THE SINGLE-FAMILY RESIDENTIAL HOMES IMMEDIATELY ADJACENT TO VEIRS MILL ROAD?

Q4: WHAT ARE POTENTIAL LAND USE AND STATION AREA TYPOLOGIES? WHAT IMPROVEMENTS SHOULD BE CONSIDERED TO PROVIDE SAFE AND CONVENIENT ACCESS TO THE BRT STATIONS ALONG THE CORRIDOR?

Q5: SHOULD THE CURRENT STATION LOCATIONS BE CHANGED? HOW CAN THE STATIONS BE DESIGNED AND/OR LOCATED TO SERVE AS AN INSTRUMENT FOR PLACEMAKING?

PLANNING OBJECTIVES

- IMPROVE SAFETY, SECURITY AND ACCESSIBILITY
- STRENGTHEN COMMUNITY COHESIVENESS
- LEVERAGE DEVELOPMENT OPPORTUNITIES

BRT: POSSIBLE OUTCOMES

EVIDENCE FROM OTHER BRT AND LIGHT-TRANSPORTATION SYSTEM PROJECTS SUGGESTS POSSIBLE OUTCOMES MAY INCLUDE:

- MODEST PROPERTY LAND VALUE APPRECIATION WITHIN ~¼ MILE RADIUS OF BRT STOPS; PRIMARILY COMMERCIAL OR MIXED-USE PROPERTIES
- PROPERTY LAND VALUES MAY APPRECIATE BEYOND THE ~¼ MILE RADIUS OF A BRT STOP, BUT LESS THAN PROPERTIES WITHIN CLOSER PROXIMITY TO BRT STOPS
- IN THE SHORT RUN, WILL LIKELY NOT INCREASE DEVELOPMENT PRESSURES OR CHANGE MARKET CONDITIONS FOR REDEVELOPMENT OF EXISTING HOUSING STOCK
- LEVERAGE AS A BENEFIT FOR FUTURE INFILL OR DEVELOPMENT OPPORTUNITIES IN SELECT LOCATIONS
- LEVERAGE EXISTING CONDITIONS TO MAXIMIZE BENEFIT AND RIDERSHIP OF BRT SYSTEM

DATA

- Mix of frontage conditions
- Service roads
- Mix of setbacks
- Inconsistent sidewalks
- Transit access
- Variable terrain

RECOMMENDATIONS

- Consistent sidewalks
- Street edge beautification
- Corridor maintenance
- Streetscape
- Parking management

IMPLEMENTATION

- State MOU
- Dedication of property taxes to O&M obligations