The Tide
Light Rail in Norfolk

Rail-Volution – Boston, Massachusetts
October 30, 2009
The Tide in Norfolk
A City on the Right Track

- This presentation will describe how Norfolk, Virginia is moving forward with implementation of a light rail system in a community that is over 97% developed. It will illustrate the approach the City, working with Hampton Roads Transit, has taken to address community environmental concerns and the impact of construction on the business community while ensuring the system provides opportunities for regional and multimodal connections.
Norfolk Rail History

- Norfolk developed as a streetcar city
- Last trolley ran in 1948

Light Rail
- 1980s began studies
- 2007 received Federal approval

Norfolk Light Rail Firsts
- Smallest city in nation to undertake
- First in Virginia to undertake
**The Tide**

**Goals and Objectives**

- Improve mobility, access, and transportation reliability
- Contribute to a seamless, integrated multi-modal transportation system
- Ensure economic competitiveness
- Link land use through transit corridors
- Protect and preserve the environment, increase safety and improve quality of life
The Tide Alignment

- 7.4 Mile System - Medical Center to Virginia Beach
- 11 Stations
Norfolk – A Built Out City

- Established as *Towne* in 1682
- Less than 3% of Norfolk land is undeveloped
The *Tide* IS Rising

- Construction began in 2008
- More than 50% complete
- Construction Impact Program
  - Financial assistance to impacted businesses
TOD Principles

- Integrate land use and transportation planning
- Encourage supportive land uses at rail stations
- Make station a prominent feature with unique character
- Manage parking to encourage transit use
Norfolk TOD Planning Principles

- Differ from station to station
  - Different uses
  - Different intensities
- Compatible existing land uses
- Factors to consider
  - Support for change
  - Access to other transportation modes
  - Economics
Mapping Station Areas

- Proposed Core and Support Areas defined
- Property lines
- Barriers to walking
- Resulting areas provide the basis for planning efforts
Mapping Station Areas
Initial Reactions

- Downtown Norfolk functions as a single TOD
Mapping Station Areas
Downtown Norfolk 2020

- Light rail became central theme of Downtown Norfolk 2020 Plan
Downtown Station Areas

- Stations to define places
- MacArthur Station
  - Access to
  - MacArthur Memorial
  - Slover Library
  - MacArthur Mall
  - Granby Street entertainment district
Downtown Station Areas

- Promote development of TODs
  - Belmont at Freemason
  - Wells Fargo Center
  - Government Center
Downtown Station Areas

- Multimodal Connections
  - Light Rail
  - Higher Speed Rail
  - Regional Bus Transfer
  - Intercity Bus Terminal
  - Ferry
Mapping Station Areas
South Brambleton Area Plan

- Coordinate with Norfolk State University and Norfolk Redevelopment and Housing Authority
- RISE Center already developed
Mapping Station Areas

Eastern Stations

- Examine land use and zoning
- Examine development pattern
Mapping Station Areas
Eastern Stations – Community Meetings

- Area property owners invited
- Overview of *The Tide*, TOD principles and station area mapping process
- Public input to refine boundaries
Mapping Station Areas

Eastern Stations – Community Meetings

- Newtown Road
  - Coordination with Virginia Beach
- Military Highway
  - Connect to Military Circle
    - 4.2 M sq. ft. retail
    - Largest shopping area in region
- Ingleside
  - Walk-up station only
Creating Station Areas
General Plan Initiatives

- Designate TOD areas
- Amend policies
  - Link land use and transit system
  - Provide for mix of uses
  - Highest intensity development in “Core” areas
  - Transitional “Support” areas between Core and surrounding neighborhoods
- Revise regulations to support transit through density bonuses, building placement and reduced parking
Creating Station Areas
Regulatory Initiatives

- Develop new Zoning Overlay District
- Different regulations for Core and Support areas
- Ensure buffers and protection for adjoining neighborhoods
- Provide that TOD Overlay regulations:
  - Supersede underlying regulations in Core areas
  - Supplement the existing zoning in Support areas
  - Address parking, building height, building facades, orientation to the street
Creating Station Areas

Station Design

- Take station options to affected communities
- Receive public comment on station design with community vote at each station area
- Result
  - Support for a common design at all stations
# Fiscal Impacts to Date

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Development</th>
<th>Value</th>
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<tbody>
<tr>
<td>Medical Center Station</td>
<td>Fort Norfolk Plaza</td>
<td>$70 M</td>
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<tr>
<td>Freemason/Museum Station</td>
<td>Belmont at Freemason</td>
<td>$45 M</td>
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<td></td>
<td>Residence Inn by Marriott</td>
<td>$35 M</td>
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<tr>
<td>Monticello Station</td>
<td>TCC Student Center</td>
<td>$18 M</td>
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<td>Virginia Arts Festival</td>
<td>$3 M</td>
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<tr>
<td></td>
<td>Wells Fargo Center</td>
<td>$150 M</td>
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<tr>
<td>MacArthur Station</td>
<td>Slover Library</td>
<td>$50 M</td>
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<tr>
<td></td>
<td>Westin Hotel/Conference Center</td>
<td>$150 M</td>
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<tr>
<td>Government Center Station</td>
<td>Norfolk Courts Complex</td>
<td>$108 M</td>
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<tr>
<td>Norfolk State Station</td>
<td>RISE Center</td>
<td>$30 M</td>
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**TOTAL DEVELOPMENT** $659 M+

**TOTAL COSTS** $288 M
The Tide - Next Steps

- Supplemental studies for system extension
  - Norfolk
    - North to Old Dominion University and Naval Station Norfolk
  - Virginia Beach
    - East to the Oceanfront
• Please come to Norfolk in . . .
• Norfolk IS your kind of town