Workshop 3:00 - 4:30

Transit-Oriented Communities

Moderator:
Heather Tabbert, AICP, RTA Project Manager

Presenters:
Richard Wilson, URS Corporation
Otto Condon, ZGF
Tony Mazzella, Seattle DOT
Transit-Oriented Communities
Riverside, Illinois

Richard Wilson, AICP, AIA
Principal, Director of Community & Strategic Development Planning

URS CHICAGO
BNSF SERVICE COMMUNITIES (52,500 average weekday commuter trips)

Chicago • Cicero • Berwyn • Riverside • Brookfield • La Grange • Western Springs
Hinsdale • Clarendon Hills • Westmont • Downers Grove • Lisle • Naperville • Aurora
1869 - Commuter service to Chicago begins (railroad built in 1864)

1869 - Riverside Improvement Company purchases 1,600 acres by the Des Plaines River & commissions Fredrick Law Olmsted to design a “Suburban Village”

1929 - Village Zoning Ordinance was adopted

1970 - National Historic Landmark Designation (Riverside Landscape Architecture District)

2003-04 - Zoning Revision

2005-06 - Downtown TOD Development Strategy
Bedroom Community • Curvilinear Streets & Continuous Park System • Development Covenants • Public Infrastructure • No Formal Downtown
Mobile Workshop Tour Route

19th Century Suburbia to Modern Day TOD

Rail-Volution
Community Character

Riverside – The Alternative to the City
Community Character

Riverside Residential
Community Character

Downtown Riverside – “The Good”
Community Character

Downtown Riverside – “The Bad & The Ugly”
Community Character

Transit in Riverside

Key Characteristics

- 400+ weekday round trips
- Ridership ranks 120 out of 230 outlying stations
- 80 “permit parking” spaces
- 82 “daily parking” spaces
- Parking usage at Riverside Station is 99.4%
- 49% of riders walk to the station
- 33% drive alone to the station
- 12% are dropped off
- 5% carpool
- 1% bike

Riverside Station
2006 Transit-Oriented Development Plan

RTPA Funded Study

(Regional Technical Assistance Program)
“Challenges for Downtown”

- **Size** – Downtown is small with set boundaries
- **Character** – Preserve the historic character while accommodating change
- **Perceptions** – Role of Downtown & acceptable levels of development
- **Access** – The Central Business District is hard to find
- **Function** – Parking & Circulation
“Build Upon its Strengths” - Scale, Character, Image & History

- Maintain Downtown’s Scale & Character
- Protect the Olmsted Legacy
- Balance the Business Mix & Attract Niche Markets
- Increase use of Metra by Commuters, Visitors, Shoppers, etc.
- Optimize Parking & Pedestrian Access
- Establish a Design Program for Public Investment & Design Guidelines for Private Sector Investment
- Define & Develop Implementation & Management Strategies
Zoning Map

R-1 Single Family Residence District
   Area District AA: 10,500 sf min. lot size
   Area District A:  7,000 sf min lot size
R-2 Two Family Residence District
R-3 Multi Family Residence District
R-4 Office Residence District
B-1 Retail Business District
B-2 Central Business District
Current Land Use
Business Inventory

34% Retail  36% Office  22% Service  8% Public/Semi-Public  (66% Non-Retail)

16% Specialty Shops & Gifts  7% Personal Services
18% Food & Restaurants  4% Construction Services
16% Bank & Financial  11% Auto Services
5% Real Estate & Insurance  8% Public/Semi-Public
8% Professional Services  7% Other
Transportation & Circulation
Historic Resources

1. Johnson Residence*
2. Intermediate School**
3. St. Paul’s Episcopal Church*
4. St. Paul’s Episcopal Church Rectory*
5. Tower Building*
6. Water House & Pump House**
7. Water Tower**
8. Riverside Train Depot (North & South)*
9. Riverside Improvement Company Building*
10. Driver Block
11. Riverside Public Library**
12. Riverside Township Hall**
* Riverside Landmark
** Illinois Historic Structure

Legend:
- Illinois or Riverside Landmark
- No Designation (meets criteria)
- Character Structure
- Historic Parkway/Park
Planning Framework

[Map showing planning framework with various areas and strategies indicated.]
Market Assessment & Positioning Strategy

Demographic Profile

- Family-oriented population of 8,895 residents
- Little population change
- Affluent population
- Majority of workers are “white-collar”
- Highly educated population
- Strong homeownership rates, yet many rental options
- High median home values
- Average travel time to work is 32.6 minutes
- Majority of people drive alone; small percentage use public transportation

Data provided by Claritas, Inc
## Property Tax Base

### Assessed Valuation, Village of Riverside, 1999-2002

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Total Valuation</th>
<th>Residential</th>
<th>% of Total</th>
<th>Commercial</th>
<th>% of Total</th>
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</thead>
<tbody>
<tr>
<td>1999</td>
<td>$173,709,957</td>
<td>$150,029,400</td>
<td>86.4%</td>
<td>$23,680,557</td>
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<tr>
<td>2000</td>
<td>$170,151,052</td>
<td>$148,786,756</td>
<td>87.4%</td>
<td>$21,364,296</td>
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<tr>
<td>2001</td>
<td>$173,888,685</td>
<td>$155,015,848</td>
<td>89.1%</td>
<td>$18,872,837</td>
<td>10.9%</td>
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<tr>
<td>2002*</td>
<td>$228,684,207</td>
<td>$202,384,220</td>
<td>88.5%</td>
<td>$26,299,987</td>
<td>11.5%</td>
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</tbody>
</table>

- Majority of property tax base is from residential property
- Commercial property trend - *decreasing value!*

*2002 increase due to Cook County’s triennial reassessments*
All Aboard!

Things are not as bad as they seem............
Downtown Riverside Ground Level Commercial Build-Out Potential

200,000 sf  Total Ground Level Commercial Space Potential

- 80,000 sf  Current uses in contributing structures – Arcade, Tower Building, etc.

120,000 sf  B2 Potential for New Structures

80-90,000 Sf is feasible target for new ground level commercial with balanced parking & circulation improvements.

Absorption Target Years 1-5:

40,000 sf  Relocation of current uses from obsolete structures into new construction.

+ 20,000 sf  New Uses

= 60,000 sf  Total

Absorption Target Years 5-10:

+ 20-30,000 sf – New Uses
Downtown Riverside Residential Build-Out Potential

There are 184 existing residential units downtown today.

70-100 New Units are targeted for Downtown Riverside

Absorption Target Years 1-5:

100 - As fast as you can build them!

1,250 sf average $350,000
Burlington Street Alternatives

1. **NORTH:**
   - 46,000 sf New Commercial; 27 New Residential Units; 101 Surface Parking Spaces

   **SOUTH:**
   - 50 Space Parking Lot

2. **NORTH:**
   - 40,000 sf New Commercial; 23 New Residential Units; 111 Surface Parking Spaces

   **SOUTH:**
   - 11,000 sf New Commercial; 6 New Residential Units
Quincy Street Alternatives

1. 7,200 sf New Ground Level Commercial; 8 New Residential Units; 33 New Parking Spaces

2. 17,600 sf New Ground Level Commercial; 20 New Residential Units; 33 New Parking Spaces

3. 10,000 sf New Ground Level Commercial; 11 New Residential Units; 33 New Parking Spaces

4. 20,000 sf New Ground Level Commercial; 22 New Residential Units; 27 New Parking Spaces
Forest/East/Pine Avenue Options

1. 2 Story = 64 spaces / $1.25M  
3 Story = 96 spaces / $1.7M  
7,200 sf  12 New Residential Units

2. 2 Story = 94 spaces / $2.1M  
3 Story = 140 spaces / $2.8M  
7,000 sf  12 New Residential Units

3. 2 Story = 84 spaces / $2M  
3 Story = 126 spaces / $2.6M  
7,000 sf  12 New Residential Units
Preferred Concept Plan

- Opportunity Sites
- Potential
- Actuated Traffic Signals

Map showing:
- Parking Structure
- Museum/Visitors Center
- Train Station
- Community Club
- Hotel or Community Center
- Swim Club
- Community Center Option
- Parking Structure
Railscape Concepts

Current Conditions

Concept 1
- Additional Trees
- Rear Facade Architectural Features
- Lighting & Landscape Enhancements

Concept 2
- Ornamental Fencing
- Trail Feature

Concept 3
Coordinated Municipal Signage Programs

Interpretive Signage Programs – “Storytelling”

Parking Management Signage Programs

Informational Kiosks
2006 Transit-Oriented Development Plan

Implementation Focus
Community Planning to Date

✓ National Landmark Designation, 1970, Olmsted Society
✓ Quality of Life Workshops, 1996, Our Town Project
✓ Village of Riverside Strategic Plan, 1995, Center for Government Studies, NIU
✓ Conserving the Olmsted Legacy, A Comprehensive Vision Plan, 1999, DLK/LDR/Beveridge
✓ CBD Zoning Ordinance Amendment, 2003 Camiros

Q: How is this plan different from the rest?

A: Finance & Implementation Tools
The potential development program was tested:

- Approximately 70-100 owner-occupied condominium units will be built. For purposes of this analysis, 70 units were used, with an average sale price of $400,000/unit.
- Approximately 45,000 square feet of new retail/commercial space will be constructed & will be valued at $100/square foot.
- A new hotel facility with 20 rooms valued at $120,000 per room will be built.
Incremental Revenue Projections (TIF)

FINDINGS:
The incremental property taxes to be generated & collected by the Project Area are estimated to total approximately $15 - $19 Million during the period ending in 2029.

- Money must be spent within the TIF District.
- Funds may be used as a source of revenue to pay back bonds issued for “upfront” costs.
- Funds may be used on a “pay-as-you-go” basis for individual projects.
Special Service Area - SSA

SSAs, also known as Business Improvement Districts & Special Improvement Districts, may be used for:

- Downtown Management Organizations
- Recruitment, Retention & Promotion of New & Existing Businesses
- Marketing & Promotional Activities
- Streetscape & Landscape Enhancement Programs
- Facade Improvement Programs
- Parking & Pedestrian Safety Programs
- District Maintenance Initiatives
Based on the 2003 equalized assessed valuation of $12,267,345 the following SSA budgets may be available:

<table>
<thead>
<tr>
<th>POTENTIAL SSA INCOME</th>
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<tbody>
<tr>
<td>2003 EAV</td>
</tr>
<tr>
<td>0.25%</td>
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<tr>
<td>0.50%</td>
</tr>
<tr>
<td>0.75%</td>
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<tr>
<td>1.00%</td>
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2006 Transit-Oriented Development Plan
Development Underway
Acceptable Scale of Development

Focal Point Feature Scale

117' - 0"

Civic Scale

60' - 0"

Mixed-Use Commercial Scale

45' - 0"
1st Major Mixed-Use Development
Arcade Building Addition
Father Olmsted is watching

Thank You!
Richard Wilson, AICP, AIA
URS Corporation

For more information visit:
www.riverside.il.us