Achieving Transit-Friendly Development in Chicago: STATION AREA TYPOLOGY
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Project Team

- City of Chicago
  - Department of Zoning and Land Use Planning
  - Department of Transportation
- Chicago Transit Authority
- Real Estate and Urban Design Consultants
  - Jones, Lang, LaSalle
  - TR Advisors
  - Kimley-Horn and Associates, Inc.
Other Typology Efforts

► Charlotte
► Denver
► Minneapolis
► Indianapolis
Chicago already is transit-oriented!
Creating Transit-Friendly Development
Objectives of Creating TFD

- Encourage transit friendly development in the vicinity of CTA rail stations and other CTA transit nodes
- Provide a tool for elected officials and private developers to attract appropriate, desired development to station areas
- Identify opportunities for development adjacent to CTA stations including CTA and city-owned properties
- Partner with the City of Chicago and CTA
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Sidewalks in the Kingdom
by Eric O. Jacobsen
Markers of the City

- Public spaces
- Mixed-use zoning
- Local economy
- Beauty and quality in the built environment
- Critical mass
- Presence of strangers
Let's dive in!!
Overall Organization

- Downtown core
- Activity center
- Neighborhood
- Employment district
Overall Organization

- Downtown core
- Activity center
  - Major
  - Local
- Neighborhood
  - Dense urban
  - Urban
- Employment district
  - Service
  - Manufacturing
Seven Typologies

- (DC) Downtown core
- (MC) Major activity center
- (LC) Local activity center
- (DN) Dense urban neighborhood
- (UN) Urban neighborhood
- (SD) Service employment district
- (MD) Manufacturing employment district
Assigning the Typology

- Station area characteristics
- Land use mix and density
- Residential neighborhood character
- Retail and employment density
- Zoning designation
- Development opportunities
- Transit modes and ridership
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Land Use Mix

- Residential
- Retail
- Employment

Sources:
- Rail-Volution
- CTA
- Kimley-Horn and Associates, Inc.
(DC) Downtown Core

This type includes the station areas in the Loop and the other highest density areas of Chicago’s Central Business District. This type encompasses the primary cultural center and the highest intensity employment areas of the metropolitan area.

Development Opportunities: The development opportunities are in-fill projects within the existing zoning that will include increased residential densities to compliment the current commercial and cultural uses that already exist. This should include continued density of mix of uses, access to transit by direct connections to buildings, and ease of transfer among modes. CTA should work with developers and partners toward enhanced placemaking.
Downtown Core
**Major Activity Center**

This type encompasses the station areas serving a relatively wide range of densities, urban forms, and land uses. This type of area is intended to be developed at a significant density that supports and provides services for the region and nearby neighborhoods. These areas are outside Chicago’s downtown core and provide high levels of employment, especially in the retail sector, and can include special uses like university campuses and mixed use centers.

**Development Opportunities:** The potential development opportunities will incorporate a balance of residential and employment densities with retail or other uses that serve residents and visitors and promote activity. They will preserve or enhance the pedestrian environment, walkability, bicycling and access to transit. CTA should work with developers and partners toward enhanced placemaking.
This type includes the station areas that exist in the centers of identifiable neighborhoods. This type is focused on supporting the surrounding area or community. These centers have a mixture of higher intensity land uses and are noticeably denser than the neighborhoods that surround them providing a mix of employment in retail, service, and other sectors. Some of these centers will have civic and community uses, but this is not a defining characteristic of these areas.

**Development Opportunities:** Opportunities exist in some local centers for infill development with a higher density of residential and employment uses at the core of the local center immediately around the transit station. CTA should work with developers and partners toward enhanced placemaking.
(DN) Dense Urban Neighborhood

Station areas in this classification are primarily residential in character but will have some limited neighborhood retail uses in scale with the surrounding area. The neighborhoods in this area are generally at relatively higher densities with primarily multifamily buildings of three or more stories.

Development Opportunities: These areas may have opportunities for infill development with high density residential projects adjacent to transit. Pedestrian and bicycle connections to transit should be emphasized.
(UN) Urban Neighborhood

This type includes station areas in well-established, primarily residential neighborhoods where retail development exists primarily to support the immediate area. The urban neighborhoods are often a mix of multifamily buildings immediately around the station and single family homes on surrounding streets. This type also may include station areas with neighborhoods that have infrastructure such as an expressway, an intermodal or park-and-ride facility, or other features. Nonetheless, these neighborhoods remain meaningfully and are identifiable and walkable with good access to transit.

Development Opportunities: Opportunities exist to maintain densities and to provide in-fill projects that maintain the stability of the neighborhood and encourage transit use. New multifamily buildings and local retail development should be directed immediately adjacent to the station area.
(SD) Service Employment District

Areas around stations in this type are dominated by large employers in multistory office buildings as well as hospitals, and university facilities. Retail and residential uses may be located nearby but activity is driven by service employment.

Development Opportunities: The focus is on retaining and expanding employment opportunities. New development should improve transit by locating workplaces close to the transit station and enhancing pedestrian and bicycle access.
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The station areas in this type have a predominance of employment in the construction, manufacturing, and wholesale sectors. It can include high tech manufacturing or R&D. The employment is low density and characterized by large building footprints with relatively few employees per square foot as compared to major employment districts. Rail stations are used primarily as bus transfer locations. Urban neighborhoods may be located close to these districts.

**Development Opportunities:** Although these areas may not support the typical TOD densities and intensities, there is residential development potential and selective employment based projects. Some stations have extensive vacant parcels and might be amenable to larger planned developments with a mix of front-office and related manufacturing facilities.
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Other Considerations

- Station modifiers
- Parking opportunities
- Connectivity
- Placemaking
- Development guidelines
Existing residential project
Park-and-ride and bus turnaround
Des Plaines Avenue
Eisenhower Expressway
Forest Park on the Blue Line
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Development Guidelines

- Land use mix
- Zoning considerations
- Lower parking ratios
- Desired housing types
- Commercial employment types
- Desired scale
- Connectivity, access, and circulation
- Opportunities for public space
- Opportunities for concessions