Transit-Oriented Development Implementation in the Chicago Region: Setting Ideas in Motion
Overview of RTA

RTA
Planning, Oversight, and Funding

CTA
Chicago & adjacent suburbs

Metra
Commuter Rail

Pace
Suburban Bus
ADA Paratransit
8.5 million people
3,700 square miles
2M rides daily
3.6 bil. passenger miles
5,640 bus & rail cars
381 rail stations
334 bus routes
7,200 route miles
650 vanpool vehicles
$36 billion in assets
Four Coordinated RTA Funding Programs

Planning Programs
• Community Planning
• Subregional Planning

Operating/Capital Programs
• Job Access Reverse Commute / New Freedom (JARC/NF)
• Innovation, Coordination and Enhancement (ICE)

Setting Ideas in Motion
Implementation Efforts

- Efforts guided by RTA and Regional TOD Working Group
- Dedicated staff focused on implementation
- Inventory and track all implementation on past projects
- Ongoing technical resource to past grantees
Regional Planning Agencies
  • CMAP
  • RTA

Service Boards
  • CTA
  • Metra
  • Pace

Regional TOD Working Group

Not for Profits
  • Metropolitan Planning Council
  • Urban Land Institute
  • Center for Neighborhood Technology

State/Local Government
  • Governor’s Office
  • City of Chicago
  • Illinois DOT
TOD Implementation Technical Assistance Program

- Available to former grantees
- Land Control Document Updates
- Streamline TOD Approval Process
- Developer Recruitment and Solicitation
- 2011 Program = 12 Projects
Developer Involvement

- Feedback during planning process
- Surveys
- Targeted roundtables
- ULI partnership
Case Study: South Suburbs

45 Station Areas
Case Study: South Suburbs

Orland Park 143rd Street Station
Initiative for the Chicago Southland Transit Region

Initiative for the Chicago Southland Transit Region

ZONING

LAND USE

Community Desires

Additional Information

* Trangate the Adjacent Green (in Progress)
* New Comprehensive Plan (Currently being updated)
Case Study: South Suburbs

DEVELOPER TYPLOGIES ASSIGNMENTS

Introduction:
Based upon previously identified station areas’ market overview and demographic characteristics, input from stakeholders, regarding their desired development vision, and assigned station area typologies, the following potential developer typologies have been identified. The typologies will help communities in targeting specific types of developers using a more efficient and effective marketing and recruitment strategy. Additionally, it may also be beneficial to the development community in helping them identify potential sites in a more user-friendly manner expediting the station area evaluation process as a result.

In this section, the developer typologies are ordered in a manner corresponding with the station area typologies, (i.e. by decreasing development intensity). Higher intensity multi-use and commercial developers that correspond with the Multi-Use Transit Center and Community Transit Area typologies are placed above the residential developers that may correspond with the Neighborhood Transit-Oriented typology. The size of developable parcels for each typology may vary from a few thousand square feet to several hundred acres, depending on their location.

Developer Typologies

Multi-Use Developer
This type of developer specializes in the construction of mixed-use developments that include both residential and commercial components. They are typically found in commercial zones.

Commercial Developer
This type of developer focuses on the construction of commercial sites that are typically located closer to the center or the community and are already served by public infrastructure, such as roads, water, and sewer lines. The range of commercial buildings covered by this type of developer include, but are not limited to:
- Retail (e.g., restaurants, grocery stores, shopping plazas)
- Office/ institutional (e.g., business parks, banks)
- Recreation/Entertainment (theme parks, playground, convention center)

Greystar-Adaptive Reuse Developer
This type of developer has expertise in the rehabilitation of properties that are occupied by declining or abandoned commercial buildings such as shopping malls and big-box retail stores into market-supportable uses. In addition, they recycle and retrofit existing buildings or neighborhoods of historic significance with new uses that are market-supportable and attractive to potential buyers.

Greenfield Developer
This type of developer builds market-supportable developments on previously undeveloped parcels of land located in an urban or rural environment.

In addition to the above mentioned developer typologies, there has been a growing interest among municipalities in the concept of a Master Developer. This type of developer is responsible, over an extended period of time, for bringing about the comprehensive, integrated development of an area or multiple areas within the community. A Master developer is responsible throughout the development process from pre-development (planning, land assembly, financing, design and engineering) to construction (site preparation, infrastructure improvements, selection of contractors, construction management) to post-development (marketing of properties, sales, leasing, maintenance and operations). Due to its overarching characteristics, a Master developer would be able to undertake the development of any of the station areas identified as part of this initiative.
Case Study: South Suburbs

- Development process guidelines
- Development review process for TOD
- Development economics and incentives
- Development / design guidelines

An Economic Development Framework for Municipal Development - The “Three Legged Stool”

**Leg One:** Market analysis from the perspective of the development community.

**Leg Two:** The goals, objectives and capability of the property owner(s) and the municipality.

**Leg Three:** The ability of the land location, land and buildings on the site to simultaneously meet market, property owner and municipal requirements.
Case Study: Orland Park

- TOD plan completed in 2000
- Transform Metra station area from industrial to mixed-use Town Center
- Improve access
- Implementation success story
Case Study: Orland Park

- Solid plan
- Strong leadership
- Persistence
- Updated zoning
- Established TIF
- Land assemblage
- New Metra station
- Weathered economic downturn
- Public investment in catalyst project
Case Study: Orland Park

Catalyst Project: 9750 on the Park (Luxury Apartments)

- PPP for market-supported apartments
- Village fronting $62M of the $63M needed to private developer
- Village paid back through increased sales tax, TIF revenues and bonds
- Site Data:
  - 295 units
  - 4,000 square feet of first floor commercial
  - Residential amenity space
  - Four-story wrapped parking deck
- Parking reduced due to TOD
- Approved by Village Board in Sept--construction underway
Questions?

Regional Transportation Authority

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