

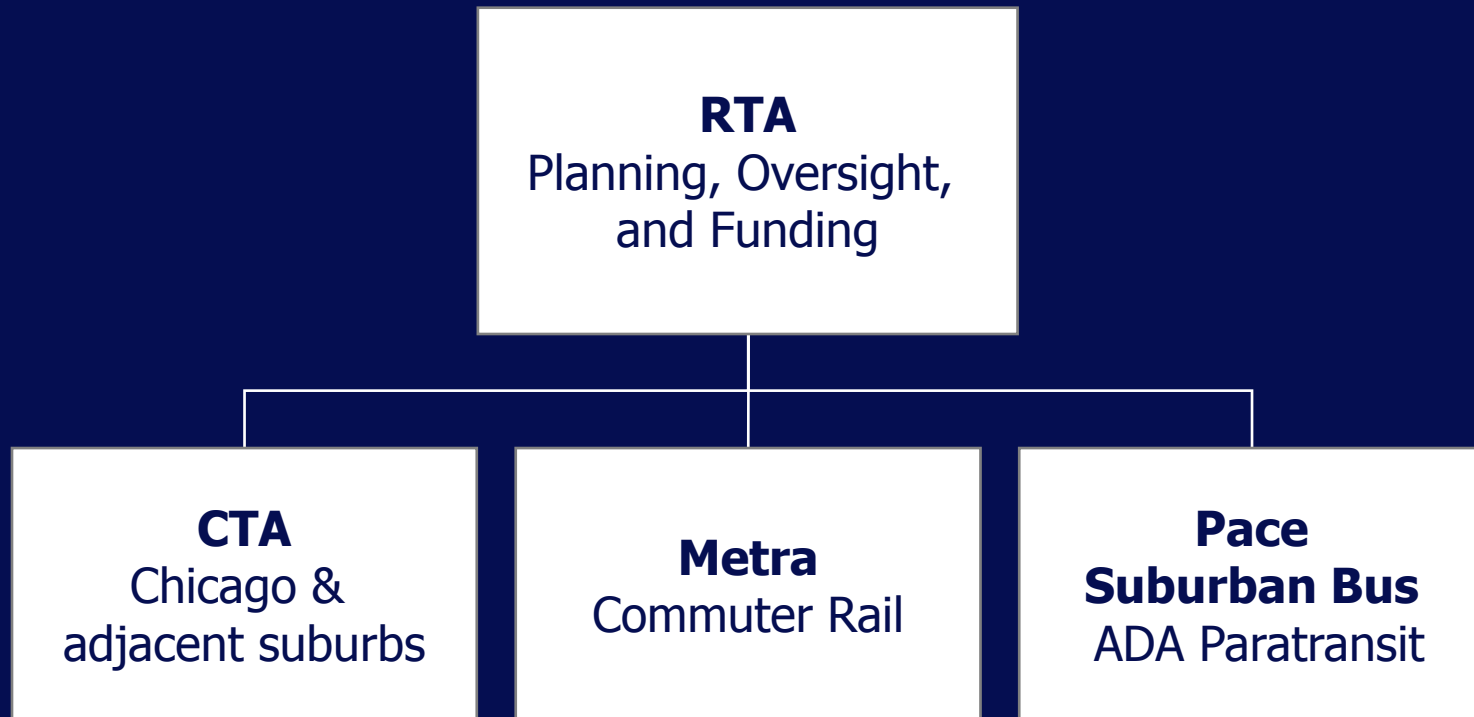


Regional
Transportation
Authority

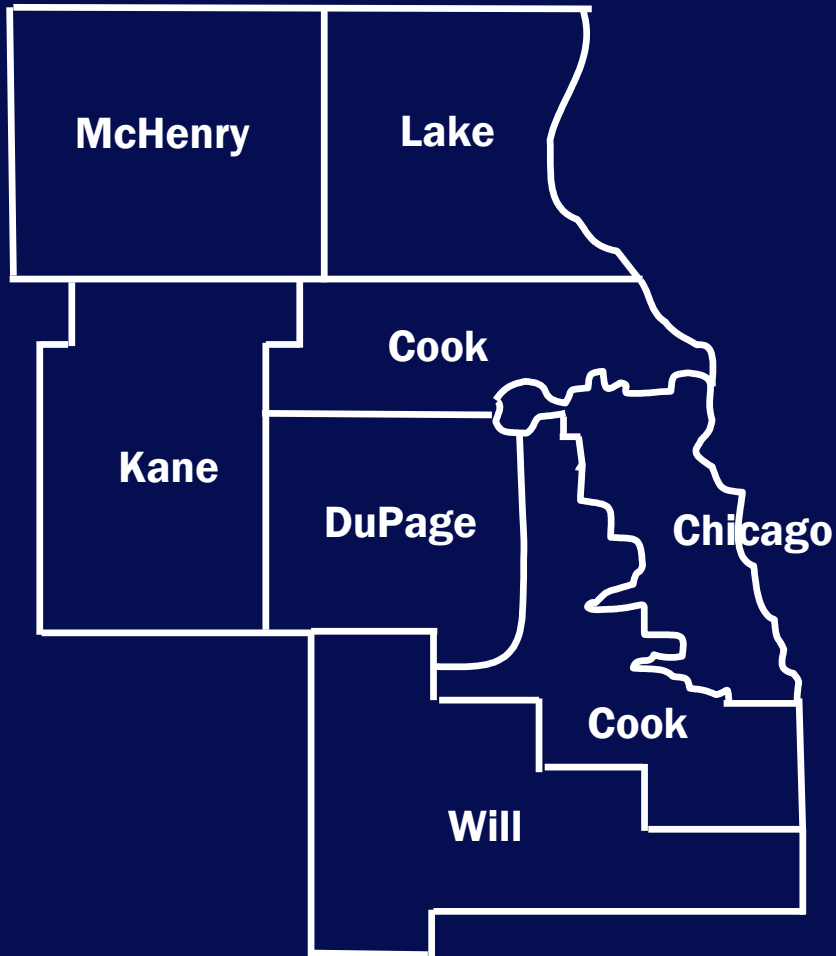
Transit-Oriented Development Implementation in the Chicago Region: *Setting Ideas in Motion*

**Rail~Volution
October 19, 2011
Washington, D.C.**

Overview of RTA



RTA Region



- 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

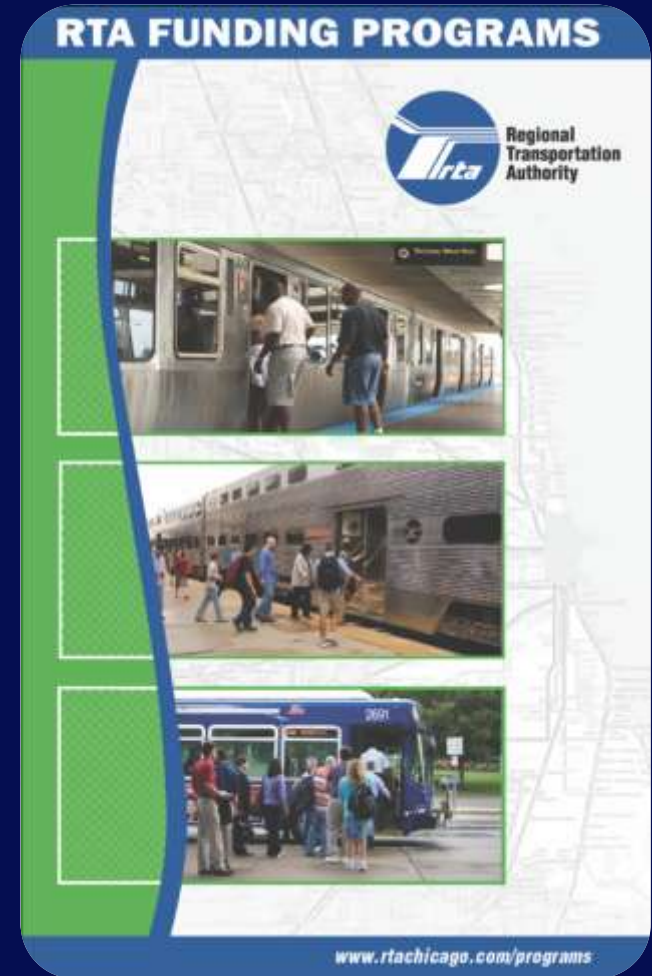
Planning Programs

- 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

Developer Involvement



- Feedback during planning process
- Surveys
- Targeted roundtables
- ULI partnership

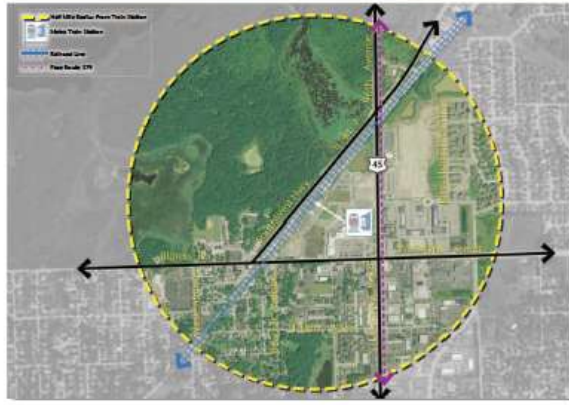


TOD: Planning through Implementation



Case Study: South Suburbs

INITIATIVE FOR THE CHICAGO SOUTHLAND TRANSIT REGION



Park 143rd Street Station is located along the eastern edge of the McGinnis Slough Forest Preserve on Southwest Highway. The station is located at the northwestern edge of a triangular parcel that contains a variety of commercial and multi-use buildings including the Orland Park Shopping Center. The station area contains a mix of commercial and residential uses (34%) to the east and south with the entire western quadrant being taken up by forest preserve and wetlands.

Parking for commuters is available in several small lots distributed throughout the train station and utilized fairly well (74%). Pace Bus Route 379 runs north-south along Route 45 connecting Midway Airport to Orland Square Mall and serving several commercial, residential, and institutional areas. A pedestrian/bicycle bridge over LaGrange Road will link this station to the village-wide train system in 2012.

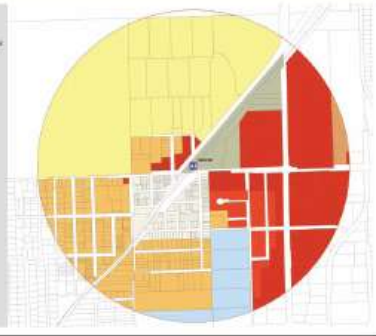
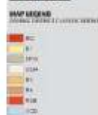
Contact Information

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Orland Park 143rd Street Station

Initiative for the Chicago Southland Transit Region

ZONING



LAND USE



INITIATIVE FOR THE CHICAGO SOUTHLAND TRANSIT REGION

DATA TABLE

CATEGORY	1/2 MILE	1 MILE	5 MIN. DRIVE
Population	1,387	5,415	24,088
Population Density	1,704.22	1,781.27	2,721.00
Average HH Income	\$105,580.00	\$99,602.00	\$100,802.00
Median HH Income	\$84,804.00	\$93,473.00	\$90,992.00
Total Employees	1,003	6,741	14,400
Total Retail Expenditure	\$18,852,920	\$50,312,774	\$201,345,081
Weekday (2006) / Sat. (1000) / Sun. (1000) Boardings			234 / - / -
Commuter Parking Capacity (2008)			644
Commuter Parking Utilization (2008)			74%

Source: Demographic Data © 2009 by Expertus/Applied Geographic Solutions

COMMUNITY DESIRES

The triangular site north of 143rd Street provides the Village of Orland Park with a unique opportunity to develop a pedestrian and transit-oriented multi-use center. As per the Triangle Site Redevelopment Plan completed in 2000, the village envisions the site to contain approximately 1.1 million square feet of retail, office, residential, entertainment, institutional and structured parking buildings. The large amount of square footage would be distributed in mid-rise multi-use and single-use buildings with parking structures built to accommodate commuters, visitors, and residents to the development. A market study was conducted to determine the mix and proportion of uses feasible for the site.

Residential development in the triangular site will be a combination of higher and rental apartments and townhomes. Infrastructure improvements in the form of streetscape improvements at the intersection of 143rd Street and LaGrange Road are currently underway. The village is also planning to build a bike-ped overpass across LaGrange Road connecting the neighborhoods to the train station. The Village is also currently pursuing the widening of 143rd Street west of LaGrange Road.

ADDITIONAL INFORMATION

- Triangle Site Redevelopment Plan (In Progress)
- 1997 Comprehensive Plan (Currently Being Updated)

Case Study: South Suburbs

INITIATIVE FOR THE CHICAGO SOUTHLAND TRANSIT REGION

DEVELOPER TYPOLOGIES 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 Area 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 construction of sites with a combination of residential, commercial, industrial, office, and/or institutional uses. The intent is to create a neighborhood that offers a variety of experiences and create a symbiotic relationship between complementary land uses.

Commercial Developer

This type of developer selects commercial sites that are typically located closer to the center of 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. restaurant, grocery store, shopping plaza)
- Office/Institutional (e.g. business park, bank)
- Recreation/Entertainment (theme park, playground, convention center)

Greyfield / 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.



Brownfield Developer

This type of developer builds market supportable developments exclusively on land that has been contaminated by previous industrial or commercial uses. The developer has expertise in the clean-up of contaminated and hazardous waste in accordance with EPA and local regulations and guidelines.

Industrial Developer

This type of developer has expertise in the design and construction of a variety of industrial facilities. Due to the specific and unique needs of each industry, developers typically specialize in the construction of one type of industrial building (e.g. storage warehouse, manufacturing plant, refinery, packaging facility, etc.)

High Density Residential Developer

This type of developer has expertise in the design and construction of a variety of high density (more than 5 stories) housing products including condominiums, apartment buildings, and senior housing.

Low to Medium Density Res. Developer

This type construct to 5 store detached homes, to and senior

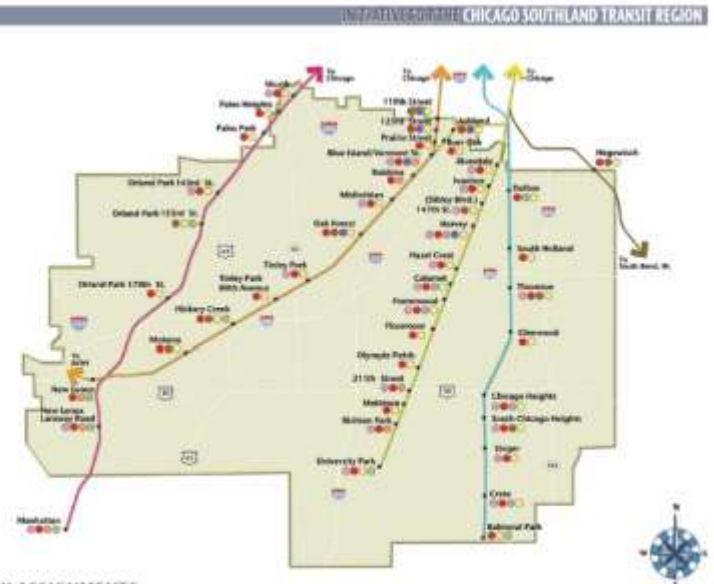
Greenfield Developer

This type of developer builds exclusively 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 his/her all-encompassing characteristics, a master developer would be able to undertake the development of any of the station areas identified as part of this initiative.

LEGEND

- Metro Electric District Line
- Rock Island District
- SouthEast Service (proposed)
- SouthWest Service
- South Shore Line
- Multi-Use
- Commercial
- Greyfield / Adaptive Reuse
- Brownfield
- Industrial
- Residential Infill: High Density (above 8 stories)
- Residential Infill: Low Density (below 8 stories)
- Greenfield
- SSMA Service Area



POTENTIAL DEVELOPER TYPOLOGY ASSIGNMENTS

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?



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