

An orange arc graphic that starts above the 'M' in 'Metropolitan', goes over the 'Planning' word, and ends above the 'C' in 'Council'.

Metropolitan**Planning**Council

Equitable Transit-Oriented Development

Kendra Freeman

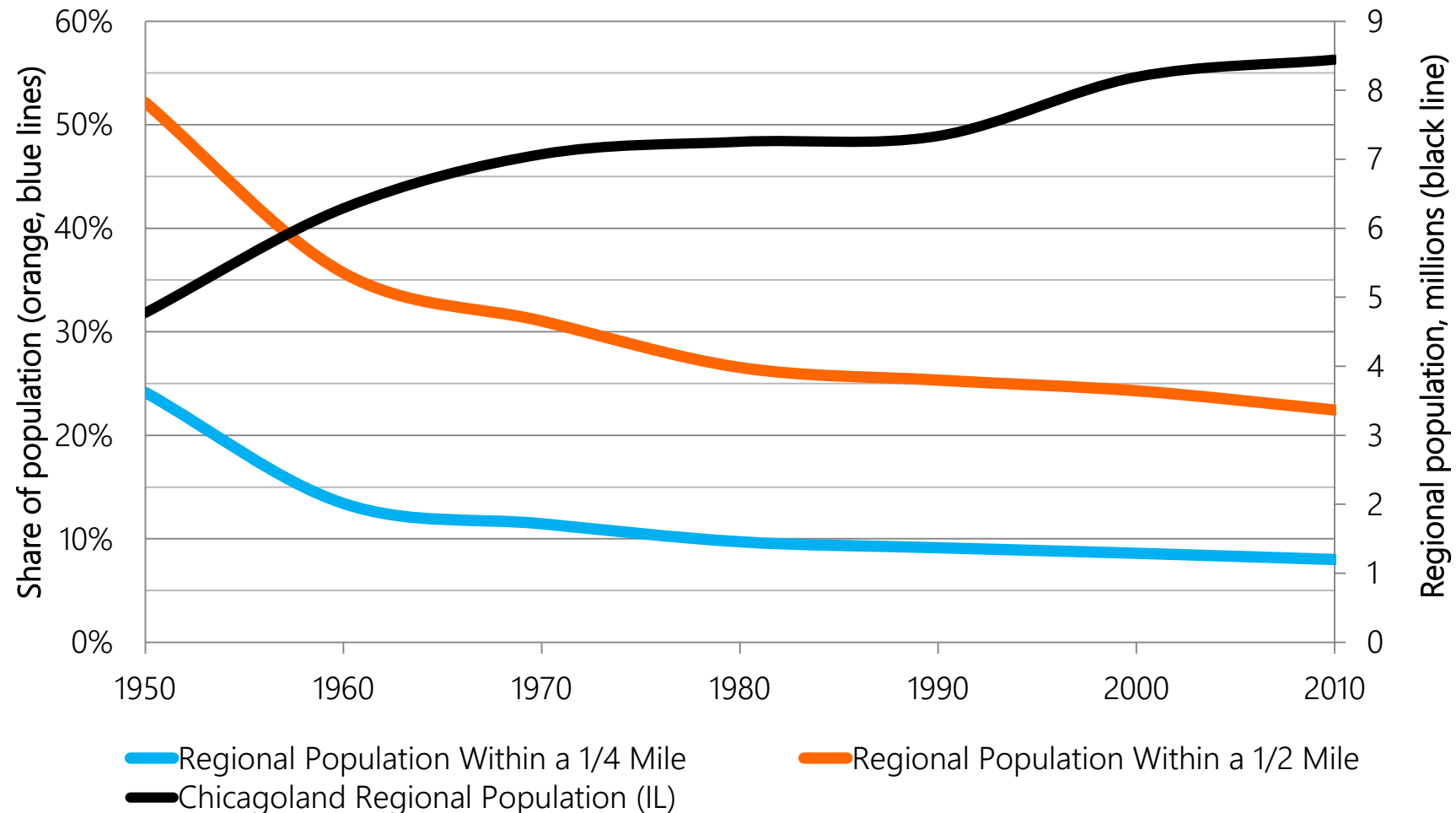
MPC's Equitable TOD Initiative



Encouraging TOD in the Chicago region through:

- Community engagement
- Advocacy and Regulatory change
- Financial incentives
- Good planning

Chicagoland has grown away from transit



U.S. Census



Zoning

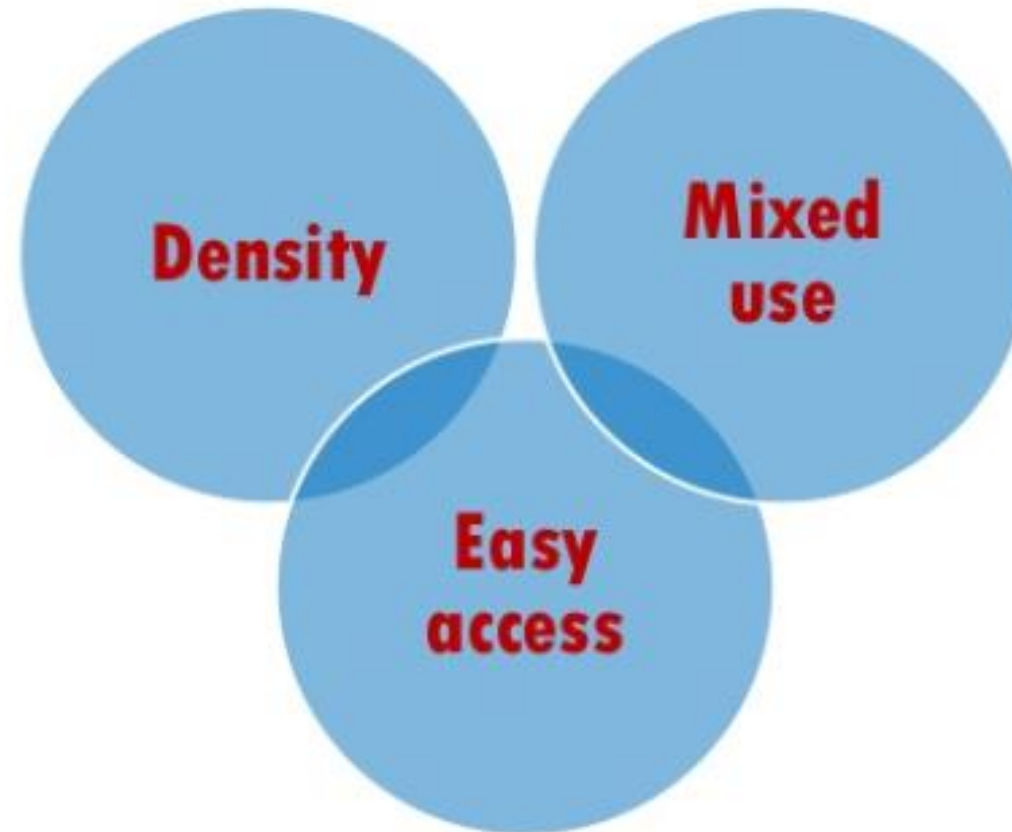


98%



What is TOD?

- Residential or commercial centers centered around rail or bus station



Existence of Transit

Woodlawn Station – 63rd & Cottage Grove



- 55 rental units
- Mixed income
- First floor retail
- Estimated completion: Summer 2018

Principles of Equitable Transit-Oriented Development (eTOD)



AFFORDABILITY: Equity-focused policy ensures affordable housing options near transit, low-cost transit fares and tenant protection.



DENSITY: Compact development connects people to jobs and commerce, and supports transit infrastructure.



TRANSIT: Transit contributes to equitable development by expanding access to opportunities and providing convenient, reliable transportation services.



WALKABILITY: Pedestrian-friendly elements create vibrant and active spaces, which lead to health, environmental and economic benefits.



MIXED USE: A mix of land uses within a building, block or neighborhood encourages fewer car trips and creates dynamic spaces.

Benefits of Development Near Transit



Access to
community
services and
resources

Mixed-use
development

Fast,
competitive
transit in
many
directions

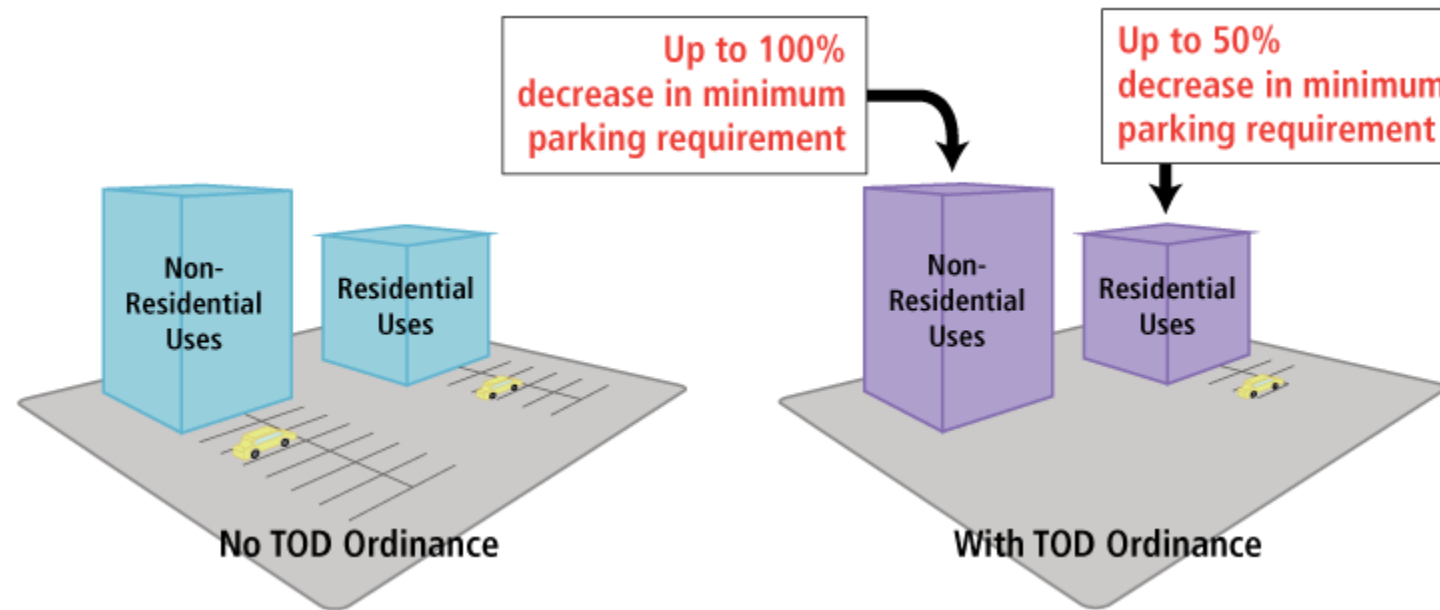
Housing for
multiple
income levels

Walkable,
landscaped
streets



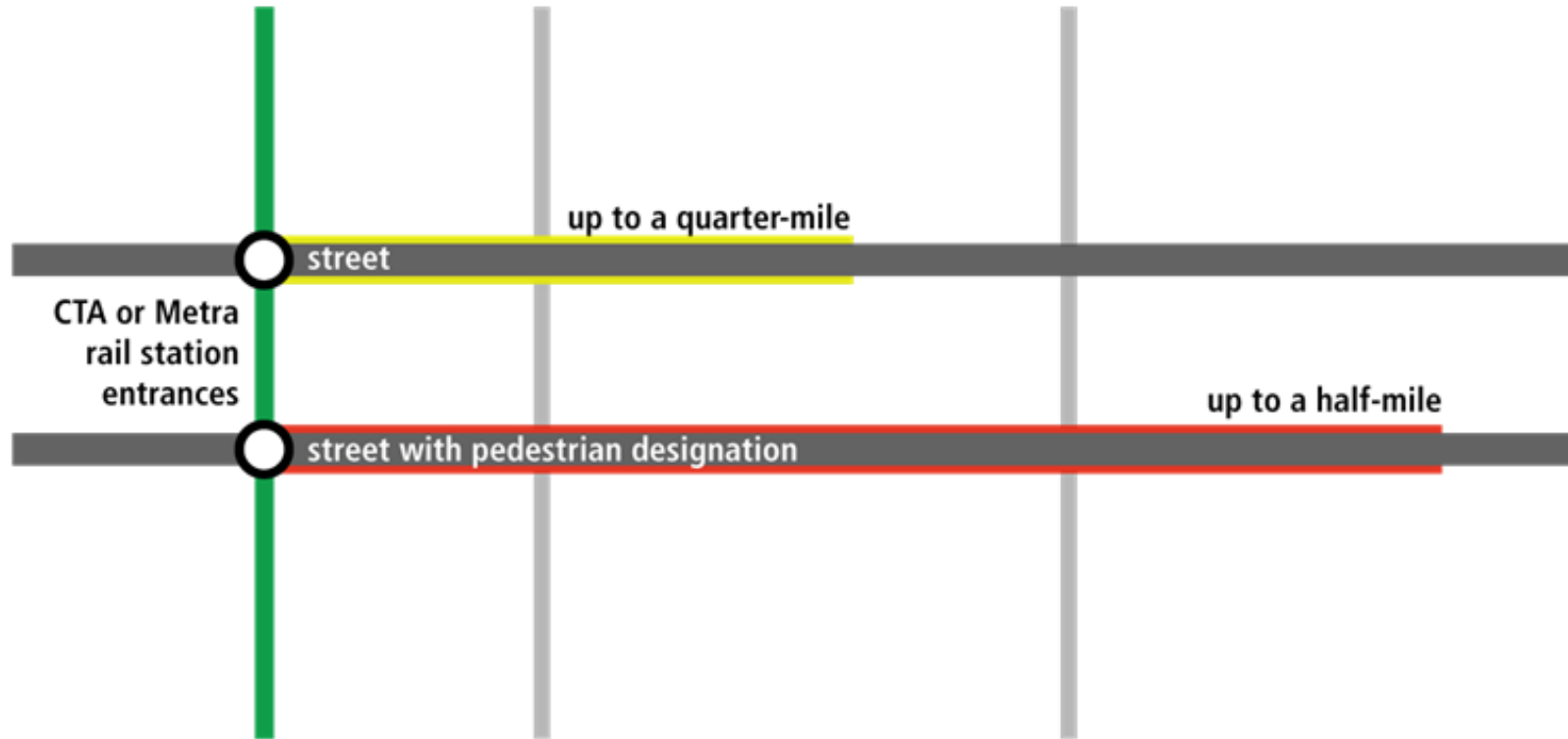
Chicago's TOD Ordinance

- Reduction in parking requirement
- Increase in density and increase in height



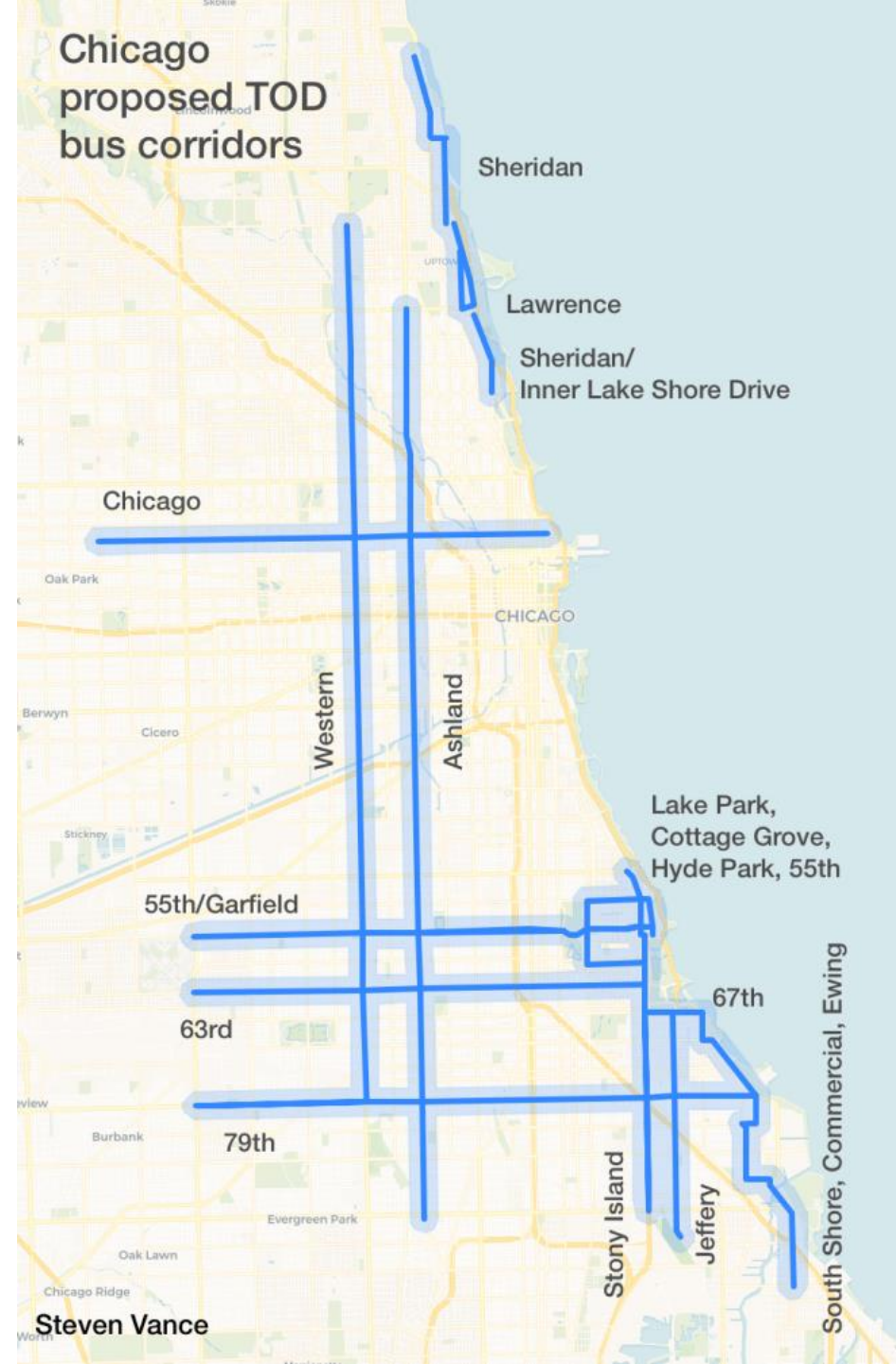
Chicago's TOD Ordinance

Areas where TOD ordinance applies



Applicability of specific TOD ordinance provisions depends on the zoning of the parcel on which a new building or rehab is occurring. The ordinance

2019 Ordinance
was revised to
include high
ridership bus
routes



Zoning change benefits

- Double the parcel area that qualifies for density increases and parking minimum reductions (citywide)
- Estimated 60,000 to 70,000 new housing units located near rail transit stations
- 1,300 on-site affordable units and \$150 m for off-site affordable housing
- \$200 m additional revenues for local taxing bodies
- \$450 m in additional retail sales at neighborhood stores and restaurants

Metropolitan Planning Council

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THANKS!



McKinley Park: eTOD Presentation &

eTOD Expert Panel

McKinley Park Development
Council Meeting
09.18.2019

Caitlin Goodspeed
Enrique Castillo



Planning Process



CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT



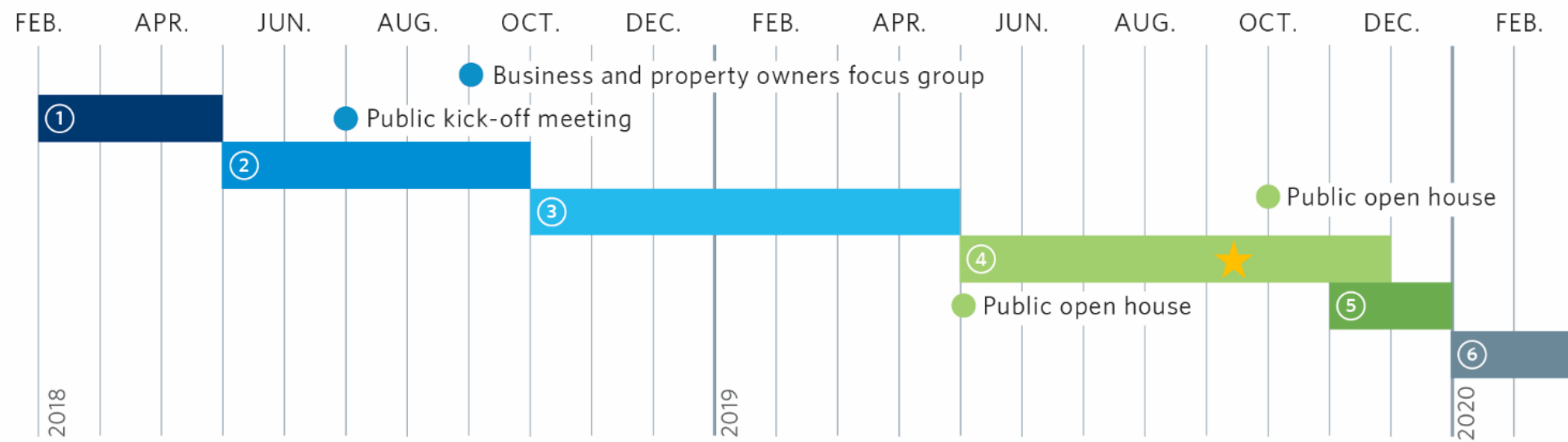
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McKINLEY PARK
DEVELOPMENT
COUNCIL

McKinley Park Neighborhood Plan

 CMAP



1. Project orientation

2. Community Outreach and Engagement
3. Assess existing conditions

4. Draft plan development
5. Plan completion and approval

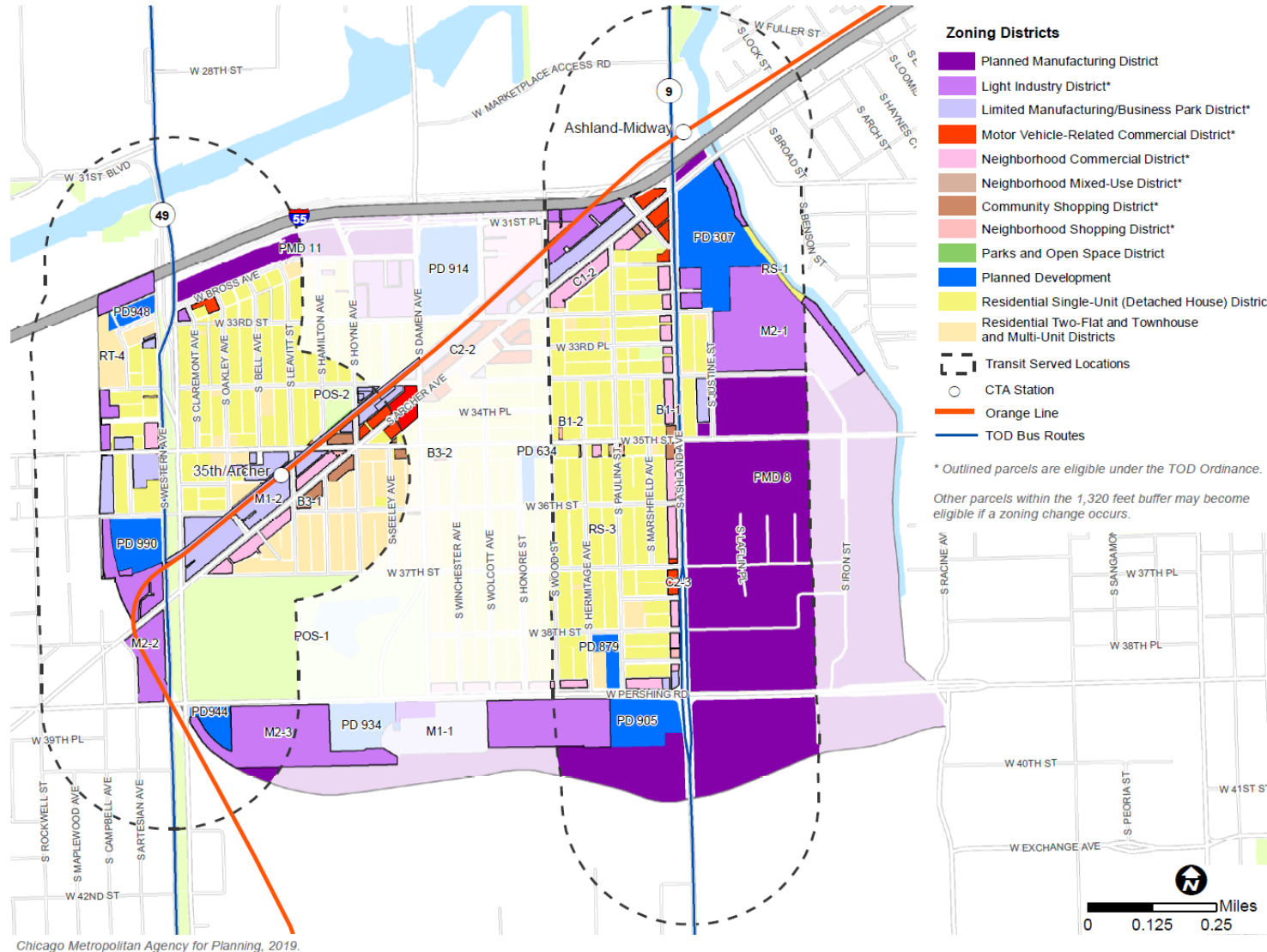
6. Implementation

Existing Conditions Report: Key Findings

- Stakeholders expressed interest in using their strong access to rail transit to attract commercial and residential development to McKinley Park.
- Under the 2019 TOD ordinance, a large number of properties in the study area are TOD eligible.
- Preserving housing affordability was identified as a top priority for the community.
- CTA rail ridership at McKinley Park stations has remained steady but has declined in recent years.
- While the zoning is in place for TOD eligible properties, transit-served areas conflict with high intensity permitted uses.
- Investment in the community and transit infrastructure can significantly enhance opportunity for low-and moderate-income families, though resulting in property value increases can jeopardize this outcome.



Zoning and Parcels in McKinley Park Eligible under the TOD Ordinance



Under the 2019 TOD ordinance, a large number of properties in the study area are TOD eligible.

- Eligible properties include those in the B, C, or M Districts
- Properties should be within 1,320 ft. of the centerline of bus routes (No. 9 Ashland and No. 49 Western) and the CTA Orange Line stations at Ashland and 35th/Archer
- Would allow an additional FAR increase from 0.25 to 3.75 if at least 50% of the required affordable housing units are provided on-site and an additional 0.5 to 4.0 for 100%
- Developers could also qualify for up to 100% parking reduction

McKinley Park eTOD Tour and Panel

Goal:

To establish an equitable framework to help measure social and economic impacts of future development near transit areas in McKinley Park.

Panelists:

Thomas Applegate, Executive Director, North River Commission (NRC)

Lindsay Bayley, Senior Planner, Chicago Metropolitan Agency for Planning (CMAP)

Veronica Gonzalez, Vice President of Real Estate Development , The Resurrection Project (TRP)

Wendell Harris, Vice President of Lending Operations, Chicago Community Loan Fund (CCLF)

Juan Carlos Linares, Executive Director, Latin United Community Association (LUCHA)

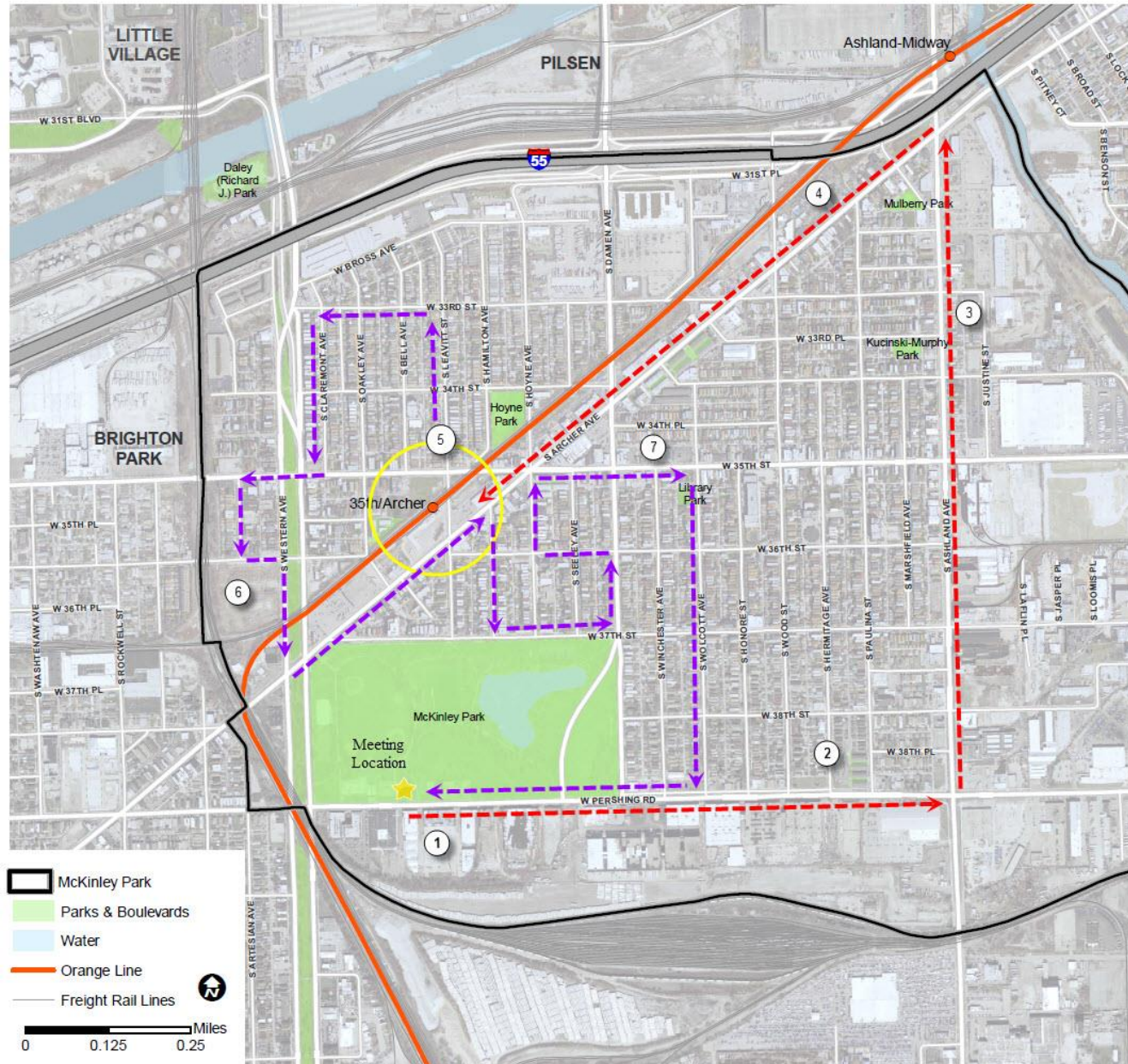
Dominic LoGalbo, Owner's Representative Team Manager, IFF

Tony Manno, Senior Planner, Chicago Metropolitan Agency for Planning (CMAP)

Erika Sellke, Urban Planner, City of Chicago Department of Planning and Development (DPD)

Elizabeth Scott, Senior Planner, Chicago Metropolitan Agency for Planning (CMAP)

McKinley Park eTOD Community Tour Map



Things to look out for:

- Central Manufacturing District
- Recent town homes and vacant lots
- Ashland Avenue Corridor
- Archer Avenue
- 35th and Archer
- New residential areas
- 35th Street Corridor

McKinley Park eTOD Community Tour Photos



Site # 7



Site # 11



Walking to Site # 7



Site # 11



Site #6



Site #1

McKinley Park eTOD Panel Outcomes



The Thrift store parking lot (site 11) has been identified as a possible development site

Site 7 would be a good place for a mid-size residential development

MPDC expanding its capacity to facilitate future development discussions with developers while engaging the community

Other ideas recommended include:

- Landscaping buffer around the CTA station
- Traffic calming strategies
- Attracting neighborhood-scale service amenities

Our goal is to ensure TOD recommendations are equitable

McKinley Park eTOD Moving Forward

Goal: Promote Equitable Transit-Oriented Development

Guiding Principle: *Focus equitable mixed-use development in areas with access to transit and amenities*

Thoughts:

1. Engage Stakeholders to Define Community Priorities for Future Development within TOD Areas
2. Implement land uses that aligned with Community Vision and Priorities
3. Improve Commuter Experience
4. Advocate to include 35th/Archer Orange Line Station as a Future Elevated Chicago Station
5. Proactively address Parking Implications



Managing parking

Neighborhood solutions

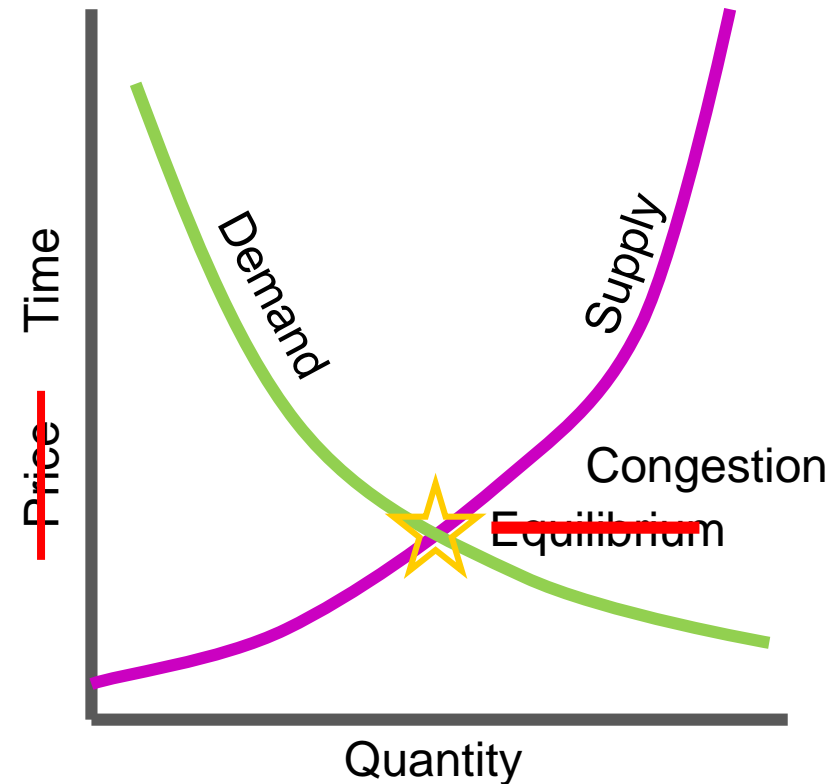
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We cannot solve a parking problem by building more parking

ECON 101: Supply & Demand

Without pricing, congestion is the equilibrium point

As you increase parking supply and roadway capacity, it will eventually fill up. Congestion is the constant and we cannot solve it by increasing supply.



Average Parking time per space, Division St

Project Summary

On Thursday May 24, CMAP conducted a turnover survey along the Northern and Southern portions of Milwaukee Ave and Division St. The data below represents the average number of cars parked for a 7 hour period of time in each space of a given block. License plates were checked by an individual at 1 hour intervals walking a particular route and recording the license plate numbers of vehicles occupying each parking space. Overall, the study was conducted to reveal existing parking patterns within the Wicker Park Study area in order to ensure appropriate final recommendations.



MOVING CARS



28.4 PEOPLE
PER BLOCK

MOVING TRANSIT



225 PEOPLE
PER BLOCK

MOVING PEOPLE



1,000 PEOPLE
PER BLOCK

Equity

- When the cost of driving and parking is baked into everything, the poorest people end up subsidizing the wealthiest
- Our poorest citizens often bear the brunt of externalities of driving, with high asthma rates and highways through their communities
- We should consider equity impacts of every policy enacted, closely analyzing fines/fees/fares

Neighborhood solutions

- Residential permit parking
- Metered parking for businesses
- Improve walking, biking, and transit experience
- Limit parking in new buildings, require new parking to be leased separate from rents





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