



Ohio Hub – Rail Oriented Economic Development ORDC – July 14, 2006

What Communities Want

- Place-making: creating comfortable, memorable places
- Soften perceptions of Density
- Enhanced walking environment



BART's Oakland
Civic Center Station



Mission Street Station

Portland



What Communities Want



What Communities Want



What Communities Want

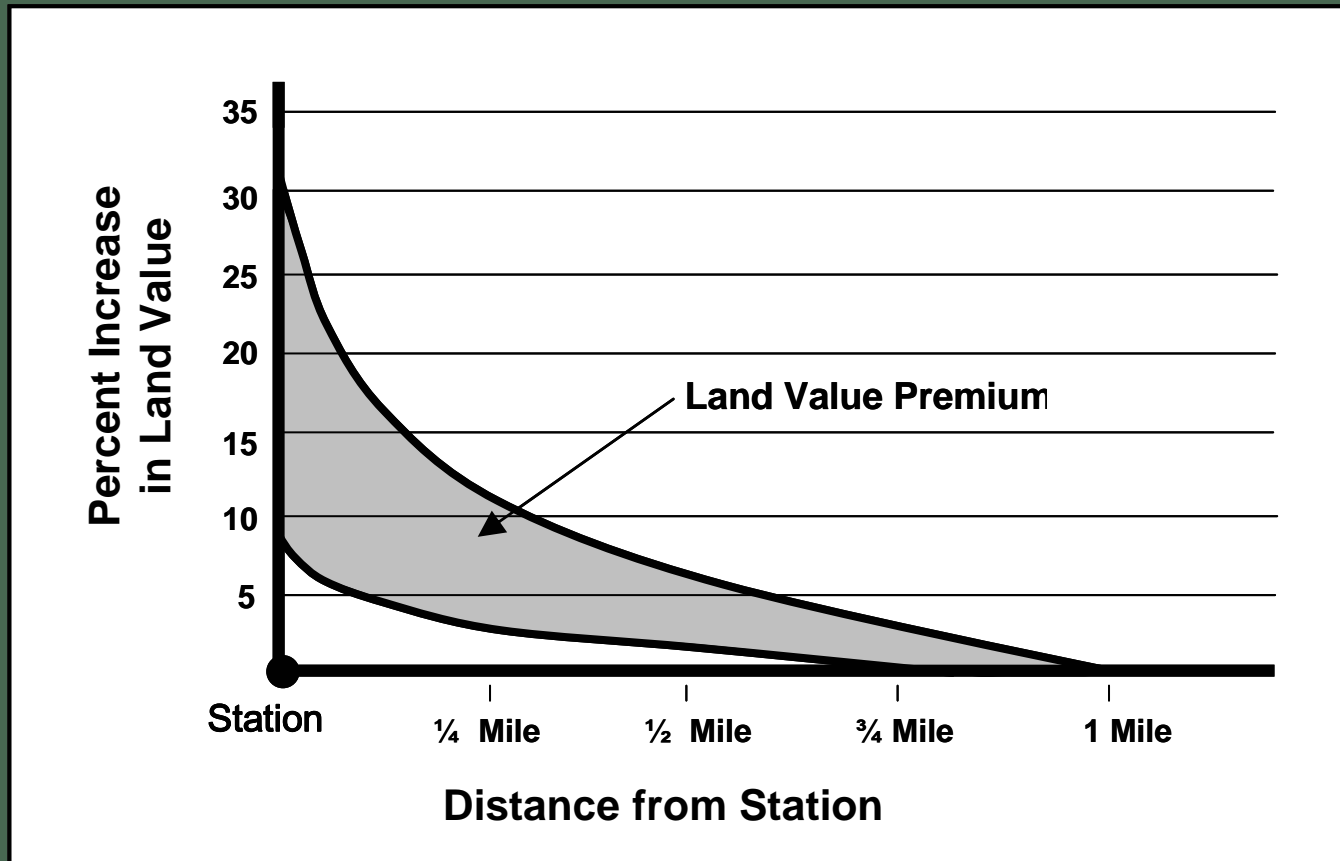


What Communities Want



What Developers Want

Accessibility Benefits of ROD: Land Value Premiums

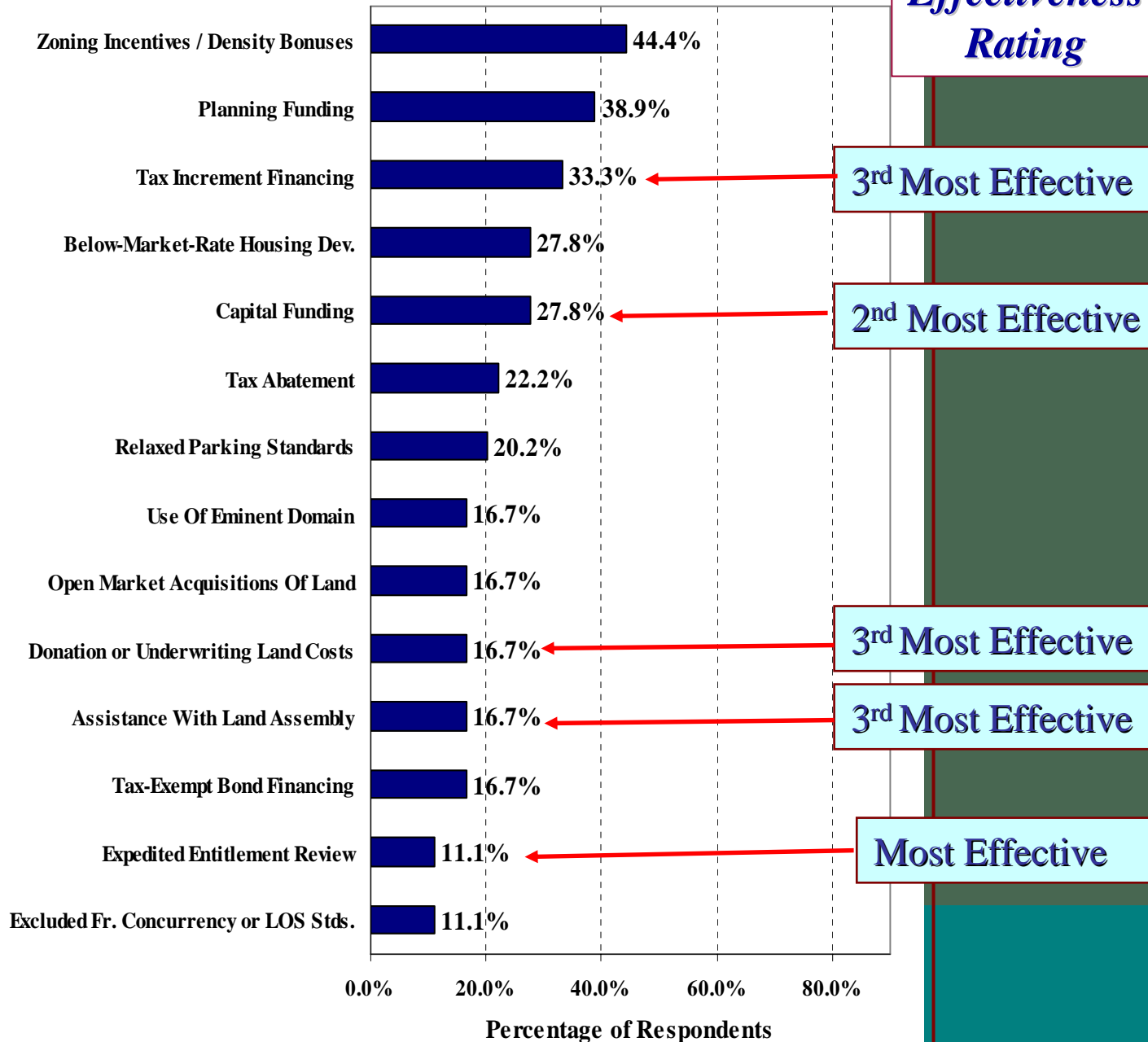


Tools used by Local Governments to promote TOD, 2002

Developers' Effectiveness Rating

TCRP
Report 102

Tools Applied to Promote TOD



<i>Implementation Roles:</i>	City/ County	Rail Agency	MPO	State
Zoning Changes	◆			
Station-Area Planning	◆		●	
Targeted Capital Invest.	◆			●
Land Assembly/Banking	◆			
Streamline Review	◆			
Parking Reforms	◆	●		
Joint Development/PPP	●	◆		●
Tax Abatement/TIF	◆			
Tax-Exempt Bonds	◆			
Funding Incentives			◆	●
Technical Assistance		●	●	◆

◆ = Usually Lead Role; ● = Sometimes Secondary Role



Rail Oriented Development (ROD) vs. Rail Adjacent (RAD)

- The Three Dimensions “3D’s” of ROD
 - Density
 - Locally defined
 - Increases boardings/reduced parking
 - Diversity
 - Public and private
 - Mixed Use
 - Entertainment/amenities/features
 - Design
 - Pedestrians Rule
 - Circulation priority
 - “Streetwall” activity zone
 - Streetscaping/amentites





Photo Copyright 2001 Eric Haas



Cisco Campus

Rail Adjacent Development ?



Bringing it Together

- Station location/selection
- Basics of rail station function and design
- Connections with other modes of access
- Land use control and development standards
- Development finance
- Rail agency governance policies



Defining Density

Recommended Residential Density Thresholds for ROD's

City/Source	ROD Type	Minimum Residential Densities (Dwelling Units/acre)
San Diego ROD Guidelines	<i>Urban ROD (RT served)</i>	25 <i>(18)</i>
	<i>Neighborhood ROD (Bus served)</i>	18 <i>(12)</i>
Washington County, Oregon (LUTRAQ Study)	<i>Urban ROD (RT served)</i>	15 <i>(7)</i>
	<i>Neighborhood ROD (Bus served)</i>	8 <i>(7)</i>
Portland Trip Met, ROD Guidelines	<i>RT Served ROD</i>	30: 0-1/8 mi; 24: 1/8-1/4 mi; 12: 1/4-1/2 mi
	<i>Bus Served ROD</i>	24: 0-1/8 mi; 12: 1/8-1/4 mi



Laraway Road – New Lenox, IL



Figure 2 - Planning Context

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

DRAFT
November 2006

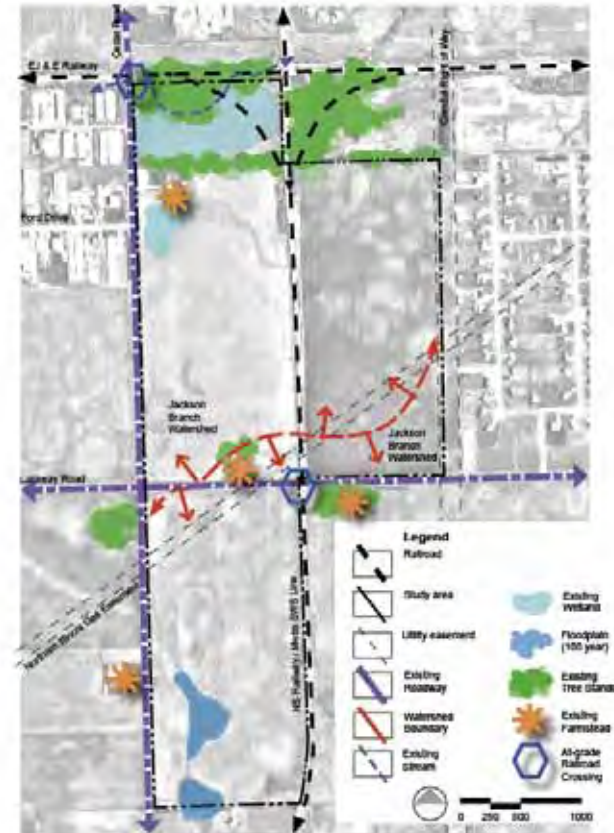


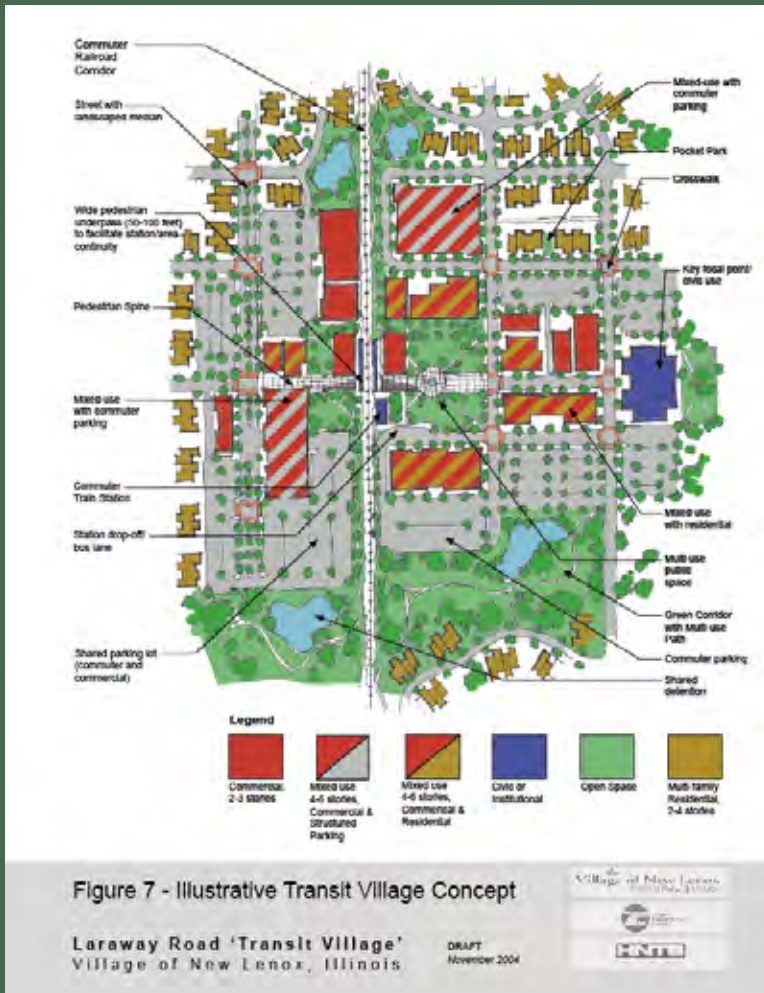
Figure 4 - Planning Influences

Laraway Road 'Transit Village'
Village of New Lenox, Illinois

DRAFT
November 2006



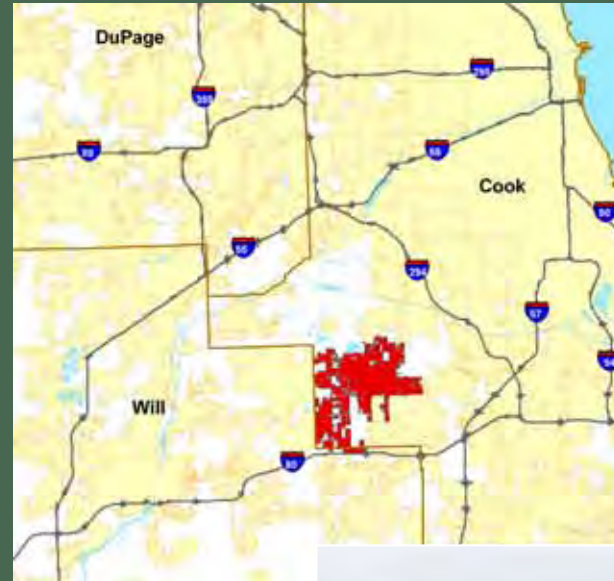
Laraway Road – New Lenox, IL



153rd St. Orland Park, IL

Situation

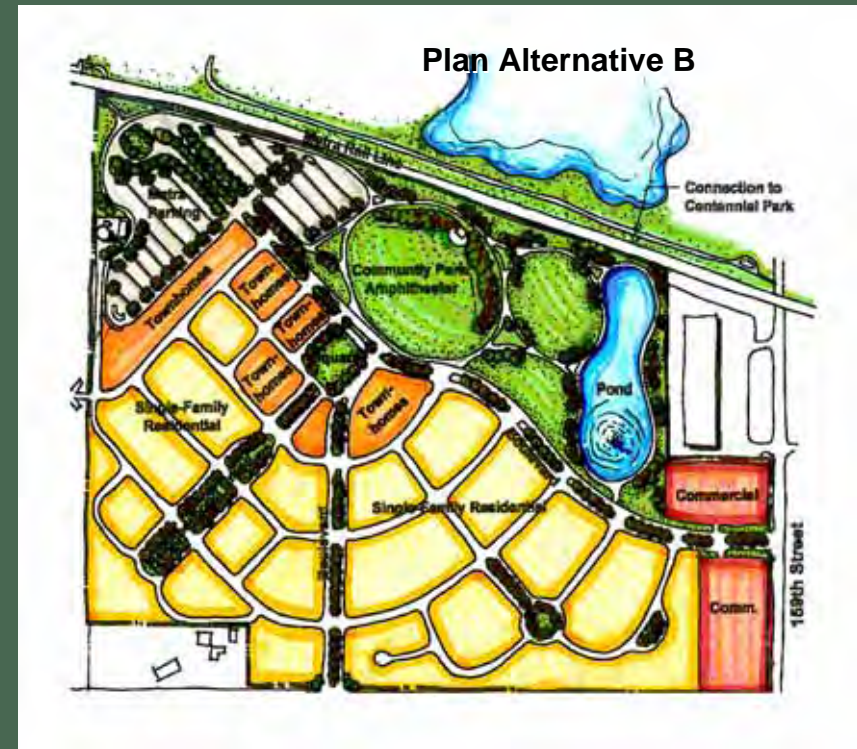
- Developer owns 96 acres of land next to station .
- Ridership to double in about the next 5 years
- Metra requires 15 acres of additional land for 800 parking spaces.
- Community aspiration for an important “outdoor venue”



153rd St. Orland Park, IL



A



C



D

DEVELOPMENT AREAS	TOTAL ACRES
Metra Parking	12 AC
Park and Open Space*	24.5 AC
Single Family Residential	45.5 AC
Townhomes	9 AC
Commercial	6 AC

**includes 6.4 AC retention*



153rd St. Orland Park, IL

Using comparable residential properties for the for the non-commercial areas, estimated net land values by concept follow:

- Concept A: \$17,181,000*
- Concept B: \$19,461,000*
- Concept C: \$17,776,800*
- Concept D: \$14,647,000*

Developer Program: \$22,782,000

A \$3.3M to \$8.1M program “gap”



153rd St. Orland Park, IL

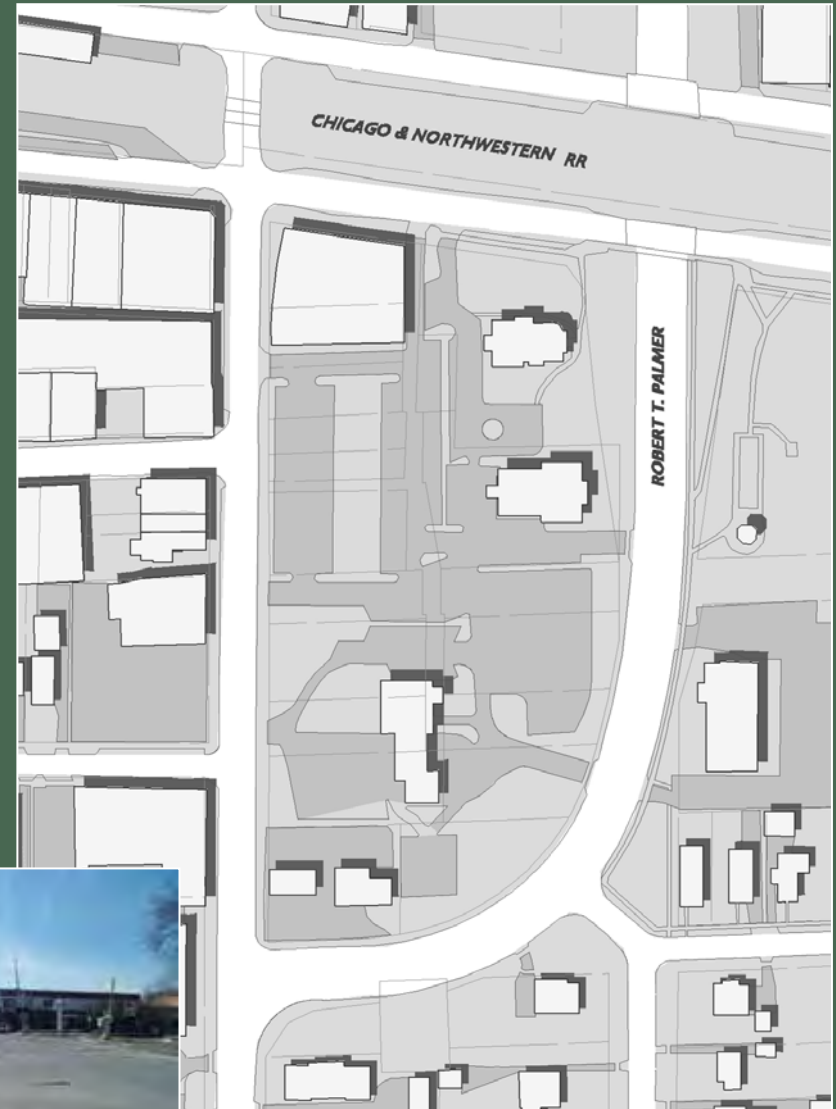


153rd St. Orland Park, IL



Downtown Elmhurst, IL

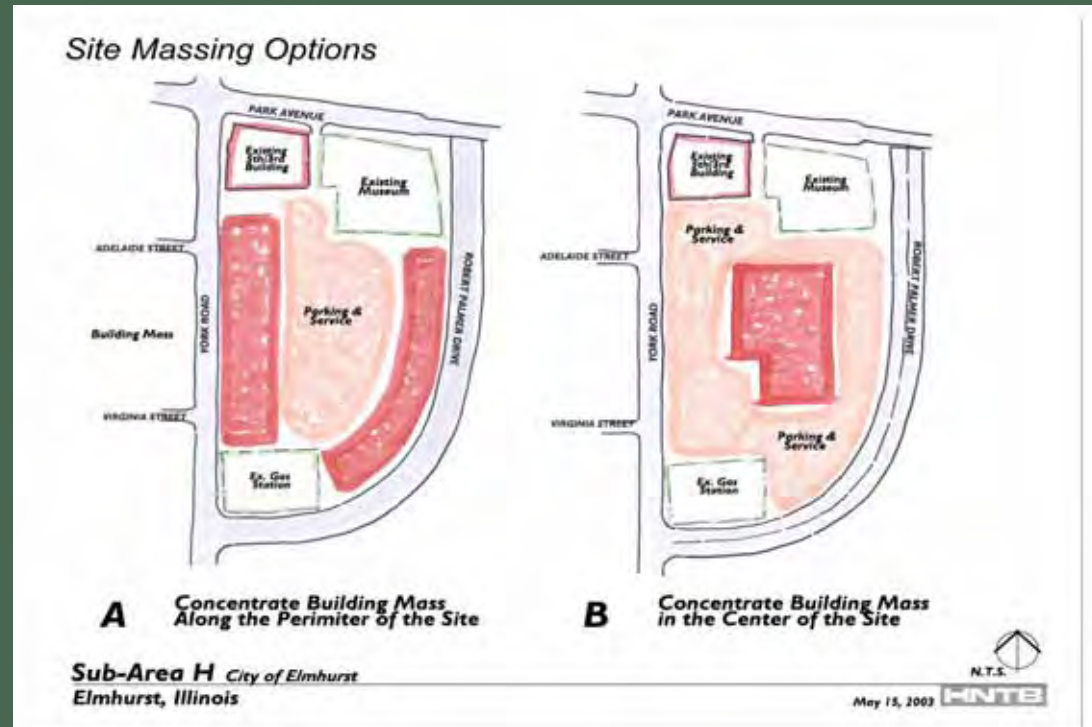
- Development proposal
- Issues:
 - Intensity (bulk/parking)
 - Building height (6/7 stories)
 - land-use mix - Retail
 - Access
 - Building/site design
- What does this Spark ?



Downtown Elmhurst, IL

Site Concepts

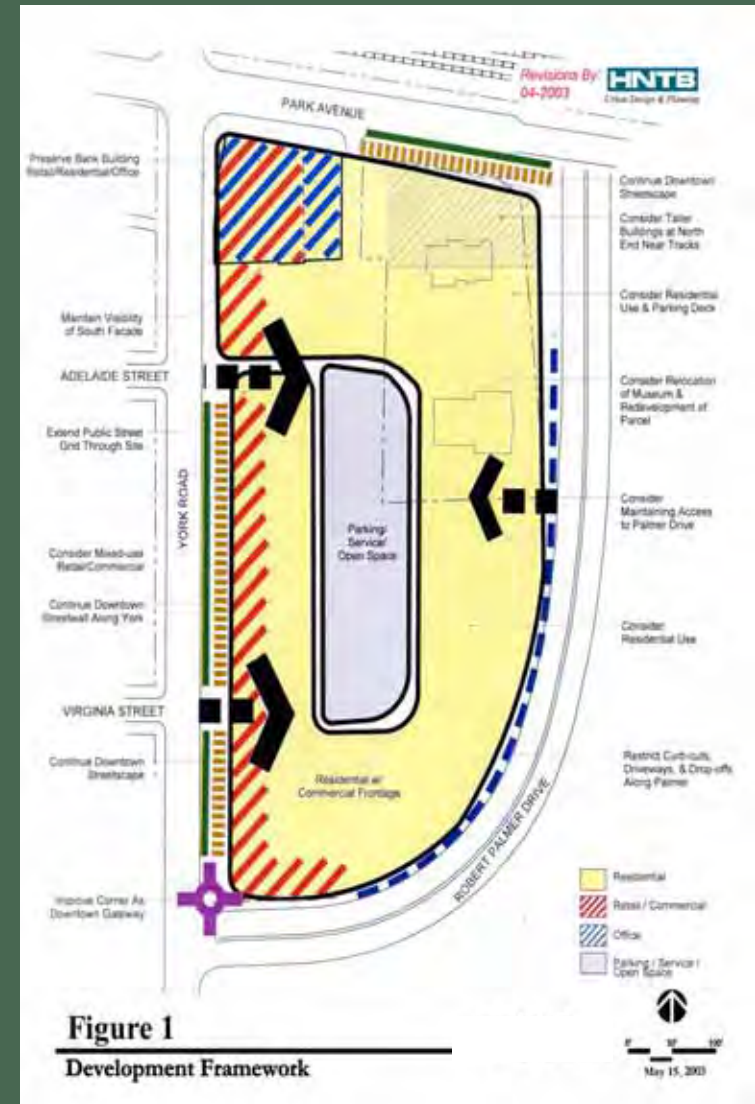
- Two basic approaches
- What is important ?
- What does the community value ?
- How can these be accommodated ?



Downtown Elmhurst, IL

Interim Framework Plan

- Charrette style planning process
- Maintain historic bank building
- Consider moving the Historical Museum
- Maintain Street Grid
- Maintain Street Wall
- Mixed use development along York Road



Downtown Elmhurst, IL



Interpretations of the Framework Plan



Downtown Elmhurst, IL

The Real Outcome

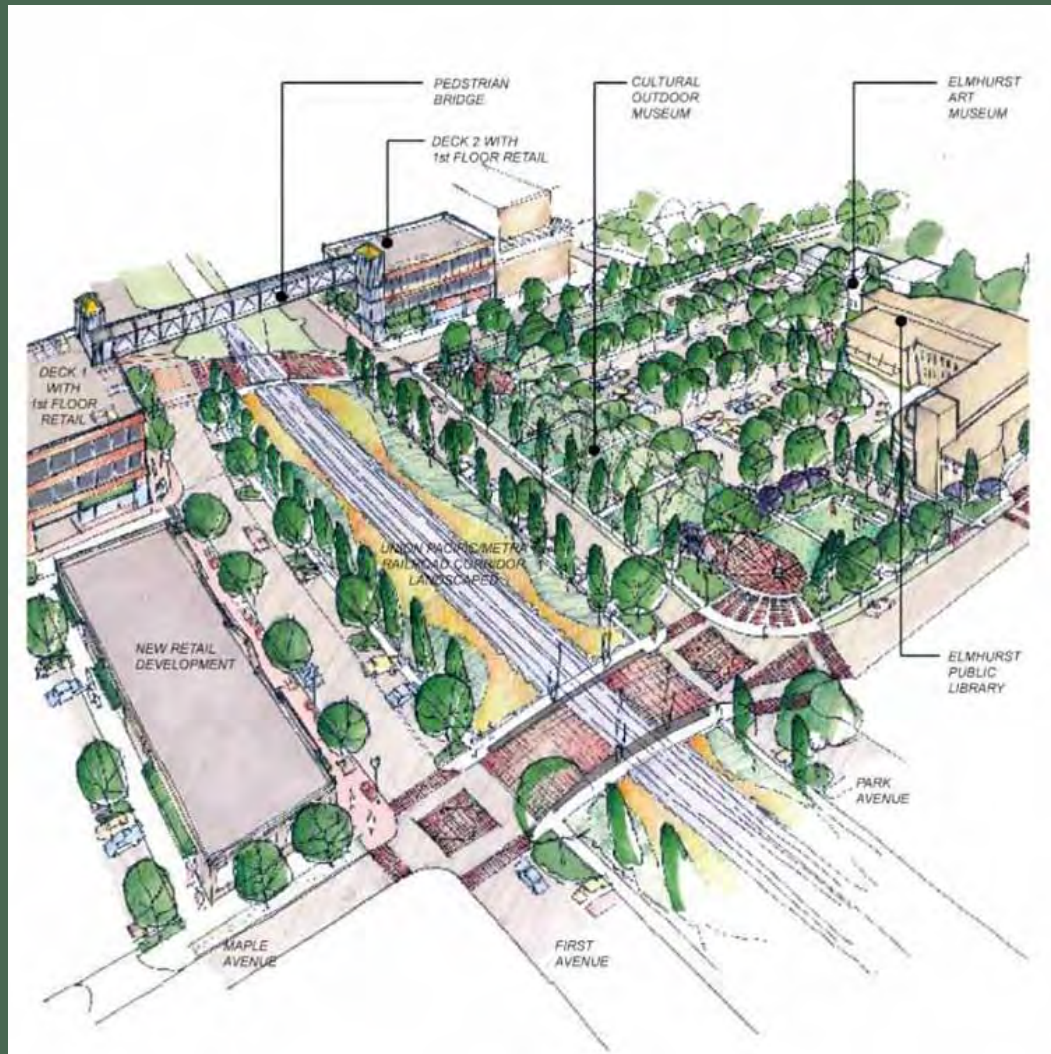
	Dwellings	Retail/Office	Max. Height	Parking
Original Proposal	178	50,000	Six Stories - 67 feet	267 - 1.5/DU
Amended Proposal	123	50,000	Four stories - 45 feet	280 - 2.2/DU



Downtown Elmhurst, IL



What's Next for Elmhurst



FTA New Starts

- Transit Supportive Policies/Initiatives
 - Approved plans to increase corridor/station development
 - Zoning which supports recommended densities
 - Demonstrated TOD projects
 - Regulatory/financial incentives
 - Public Involvement / Community Engagement
- FTA Criteria Ranking
 - Low, Medium, Medium High, High

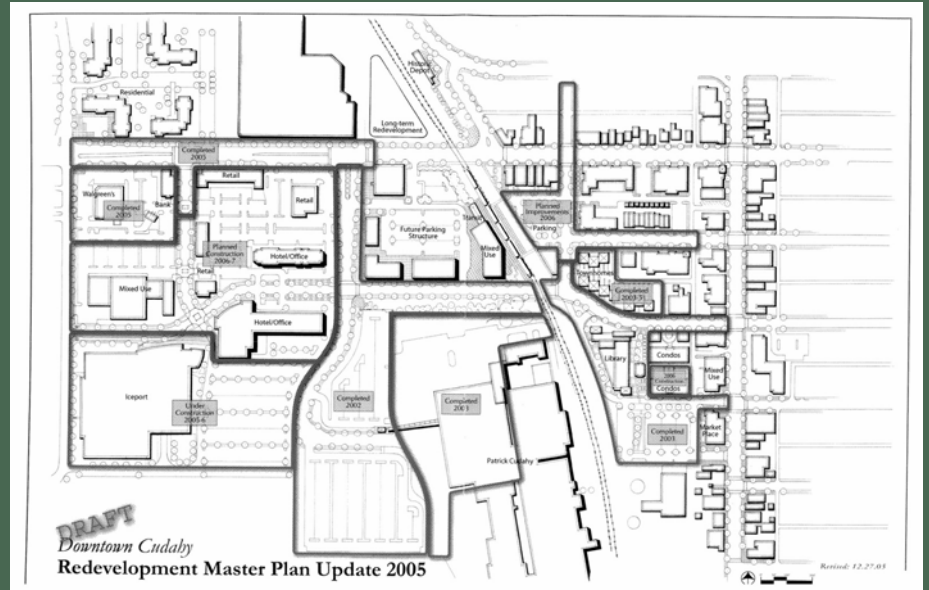


FTA New Starts

- Other Factors
 - Concentration of development around established activity centers and regional transit
 - Parking policies - reduction in parking requirements and traffic mitigation - plans for park-and-ride lots - parking management
 - Demonstrated cases of developments affected by transit supportive policies
 - Economic development – market support – projected growth



Downtown Cudahy, WI



Greenway Station Site, Middleton, WI



Harley Davidson Museum, Milwaukee, WI



Harley Davidson Museum, Milwaukee, WI



Toledo, Ohio – A Case Study of Possibilities





Precedents in Transit Oriented Development ILAPA Metrosection – June 8, 2006