Promoting Chicagoland TOD: Finance, Regulations, and Engagement

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Immediate and long-term solutions

Connect the region’s assets

Partnerships with communities, governments, and business
The value of TOD

- Reduces costs of commuting, benefits local business, improves environment.
- Moreover, it increases transit ridership.
Chicagoland has grown away from transit

![Graph showing share of Chicagoland's residents living near rapid transit has declined.]
Sagging transit ridership

Change in annual riders from 1980

150%
100%
50%


New York City
NYCT bus/subway

Chicago
CTA bus/L
Plenty of room for infill growth

Population within a half mile of rapid transit stations

Change from 1960 (absolute population)

- New York City
- City of Chicago

Equitable Transit Oriented Development

Three-pronged approach to MPC’s work on TOD:

• Hands-on work in communities
• Regulatory reform
• Orientation of funding and financing towards TOD
Uptown CDI

metroplanning.org/uptown
REGULATORY AND FINANCIAL BARRIERS TO TOD
Initial conclusions about regulatory barriers

To build on 2013 Chicago TOD Ordinance, the city should:

• Expand incentives to include other zoning areas and potentially an affordability component;
• Develop more concrete land use goals;
• Update the building code; and
• Expedite the permit process.
Initial conclusions about financial barriers

Some financing exists from CDFIs, city and state, but to improve:

- Chicago should align its subsidies to TOD via policy directive.
- Different areas of the city have wildly different financing needs, based on market demand.
- Market and affordable developers must collaborate.
- Major opportunities exist for joint development with public agency land or buildings.
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THANKS!