

Transit-Oriented Development

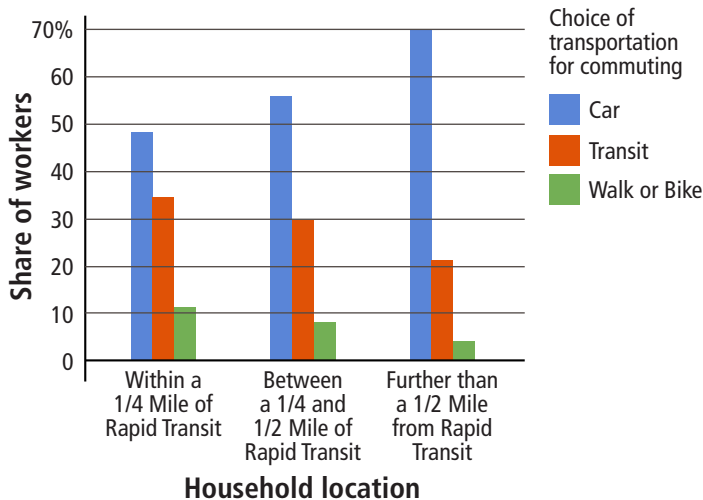
Transit-oriented development (TOD) is the term used to describe the nurturing and growth of communities in areas near rapid transit stations. TOD comes in many forms, but MPC's goal for TOD is to encourage dense, mixed-use and mixed-income projects within close walking distance of frequent, reliable and fast public transportation.

TOD has a number of benefits, both to individuals and to urban municipalities:

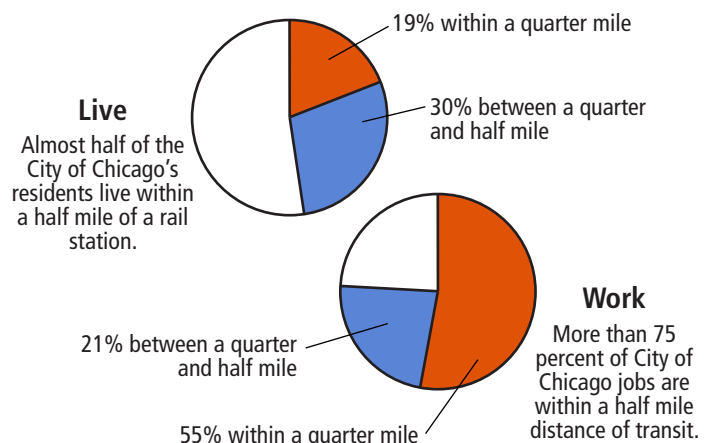
- **It reduces the cost of commuting for individuals.** People who live near the City of Chicago's L and Metra rail lines are far more likely to take transit, walk or bike to work than their peers who live further from transit. People who do not have to drive to work have lower automobile expenses or do not need to rely on a personal automobile at all.
- **It reduces congestion on roads and demands less parking.** People who live and work near transit are less likely to clog the roads not only for commuting to work but also for their daily shopping and recreational needs, which are more likely to be within walking distance. As a result, fewer people need cars and there is less of a need for parking spaces at homes, stores and at workplaces.

- **It benefits local business.** Because people who live in TOD areas are predisposed to walking around, rather than driving, they are more likely to frequent neighborhood shops than national chains and strip centers elsewhere. That's especially true when TOD is built as a mix of uses, so that people who live in a building may actually frequent shops downstairs.
- **It reduces the demand on local public services.** Studies have shown that denser developments result in lower costs of water, electricity and road infrastructure, as well as reduced costs for services like schools, police departments and fire protection. These efficiencies mean more money to spend on other needs, or lower taxes.
- **It increases property values.** TOD has been shown to produce higher property values and property values increases than areas further away from transit, making investments there a surer bet. Higher property values translate into higher revenues for local governments.
- **It produces a cleaner environment.** Thanks to a lesser reliance on cars and denser homes and offices, TOD produces less waste and requires less energy than other types of developments.

How Chicagoans get to work



Where Chicagoans live and work







Source: U.S. Census, 2010

Recent Chicago TOD projects



1611 W. Division (Division Blue Line)





Completed 2013 by developer 1601 W. Division, LLC, with Wheeler Kearns Architects

-  99 apartments; 27% studios; 36% 1-bed; 36% 2-bed
-  0 residential parking spaces (0 spaces/unit)  11 stories
-  Retail: Intelligentsia Coffee; PNC Bank



1225 Old Town (Clark/Division Red Line)





Completed 2012 by developers Hines and JDL, with Hartshorne Plunkard Architects

-  250 apartments; studio, 1-bed, 2-bed and 3-bed apartments
-  250 residential parking spaces (1 space/unit)  16 stories
-  Retail: Plum Market Grocery



3200 N. Clark (Belmont Red/Brown Lines)





To be completed 2015 by developer BlitzLake, with Hirsch Associates Architects

-  90 apartments; studio, 1-bed and 2-bed apartments
-  39 residential parking spaces (0.43 spaces/unit)  8 stories
-  Retail: 32,000 sq. ft. (currently leasing)



3400 N. Lincoln (Paulina Brown Line)

To be completed 2015 by developer Centrum Partners, with Hirsch Associates Architects

-  36 apartments
-  9 residential parking spaces (0.25 spaces/unit)  5 stories
-  Retail: 6,000 sq. ft. (currently leasing)