

The Case for Density

TOD / eTOD

WSP

KNIGHT

BACKGROUND

- Growth in the future must be **concentrated around key transit nodes** to avoid greater cost and inefficiencies associated with the current patterns of development – in Chicago and other cities in America – that have experienced new construction moving away from the core of our urban centers and existing infrastructure.
- Dispersed patterns of development that rely more on vehicular connectivity than mass transit **greatly increase public costs** of extending roads and other infrastructure, **increase travel time and the cost of getting to jobs** for workers, and **decrease the ability of cities to attract new employers and a younger workforce** that are more conscious of the environmental and sustainability benefits of public transit and dense, walkable, urban transit-oriented development (TOD).
- At the same time, policy makers also need to be cognizant of **more equitable investment** in transit and find opportunities for **equitable TOD** (eTOD), which benefits neighborhoods and residents, regardless of race, ethnicity, income, age, gender, or immigration status:
 - » According to the City of Chicago: “eTOD elevates and prioritizes investment and policies that close the socio-economic gaps between neighborhoods that are predominantly people of color and those that are majority white.”
 - » CTA supports the City’s effort to promote eTOD, saying it “complements the inherent nature of public transit as an equalizer – allowing anyone at any time to travel anywhere in the city for a low, flat fare.”
 - » Research by the American Public Transportation Association (APTA) shows that investment in public transportation creates significant new jobs, and notes that 77% of Americans prioritize transit as the backbone to provide reliable, affordable mobility options in ways that reduce congestion, strengthen communities, and improve quality of life.
- Recent studies of the American Public Transportation Association (APTA) and other industry analysts prove that the greatest demand for office, residential, entertainment and hospitality development in the future will be concentrated in areas adjacent to rail with superior transit connectivity.

CONCLUSIONS

The ONE Central density analysis, completed by a world-class team of experts committed to re-shaping the urban landscape across the globe, points to the distinct advantages of this site that support first-class TOD, including transit adjacency / access, existing roadway access, walkability, and more.

Relative to other recently rezoned or completed large-scale development projects in Chicago (including Lake Shore East, Lincoln Yards, The 78, and Bronzeville Lakefront), ONE Central will have the best multi-modal transit access and superior roadway infrastructure, with a full diamond interchange (18th Street) linked to State and Interstate Highways in immediate proximity.

Business leaders, their workforce, and public officials around the globe are calling for a continued movement toward urban centers of dense, TOD nodes and infrastructure investment that will close the socio-economic gaps and secure the future for diverse, thriving cities. ONE Central is Chicago’s greatest opportunity to create the model for urban development for the next generation.

“Incentivizing development near rail lines with unused capacity will make our City less car-dependent and more resilient, as well as contributing to ridership and revenue growth for the City’s transit system.”

DORVAL CARTER, CTA PRESIDENT

TOD (eTOD) KEY FACTS & FINDINGS

Multitude of Transit Service Options Available at ONE Central

With the highest number of planned transit connections and the only integrated “hub” within the WSP/Knight comparison, ONE Central stands out with 13 planned service lines / routes serving the site – and all new development being planned within ¼ mile of the new on-site transit station.

Parking Ratio Achieves Lowest FAR / Parking Space

The lowest “FAR” (or buildable square footage by site size) per parking space number means ONE Central will have the greatest number of available parking spaces based on permitted development, even while reliance on vehicular travel in the future, and related parking need, is expected to decline. As compared to other development sites, Lake Shore East also has a relatively low FAR / space, yet it was constructed at a time when development was much more dependent upon parking, and it is also an area with many fewer transit service options (with only two bus routes passing the site).

Superior Roadway Access

Vehicular access North / South on DuSable Lakeshore Drive (DLSD) utilizes existing roads and intersections designed for game-day activities, and ONE Central development includes a series of additional planned improvements for local intersections to maintain traffic throughput. The ONE Central site also benefits from efficient access to I-55 for regional connectivity -- with significant interchange capacity -- and from existing DLSD infrastructure and interchanges.

Walkability

ONE Central’s walkability score is comparable to that of Lake Shore East when factoring in current and proposed development, meaning alternate means of movement (walking, biking) are optimal.

South Side Connectivity

The Transit Hub at ONE Central with CTA + Metra connectivity is projected to spur additional economic development and eTOD in neighborhoods to the South along the Metra electric lines, while creating the possibility for 78,000 new jobs on the South Side alone (not accounting for the nearly 70,000 new jobs on the ONE Central site).

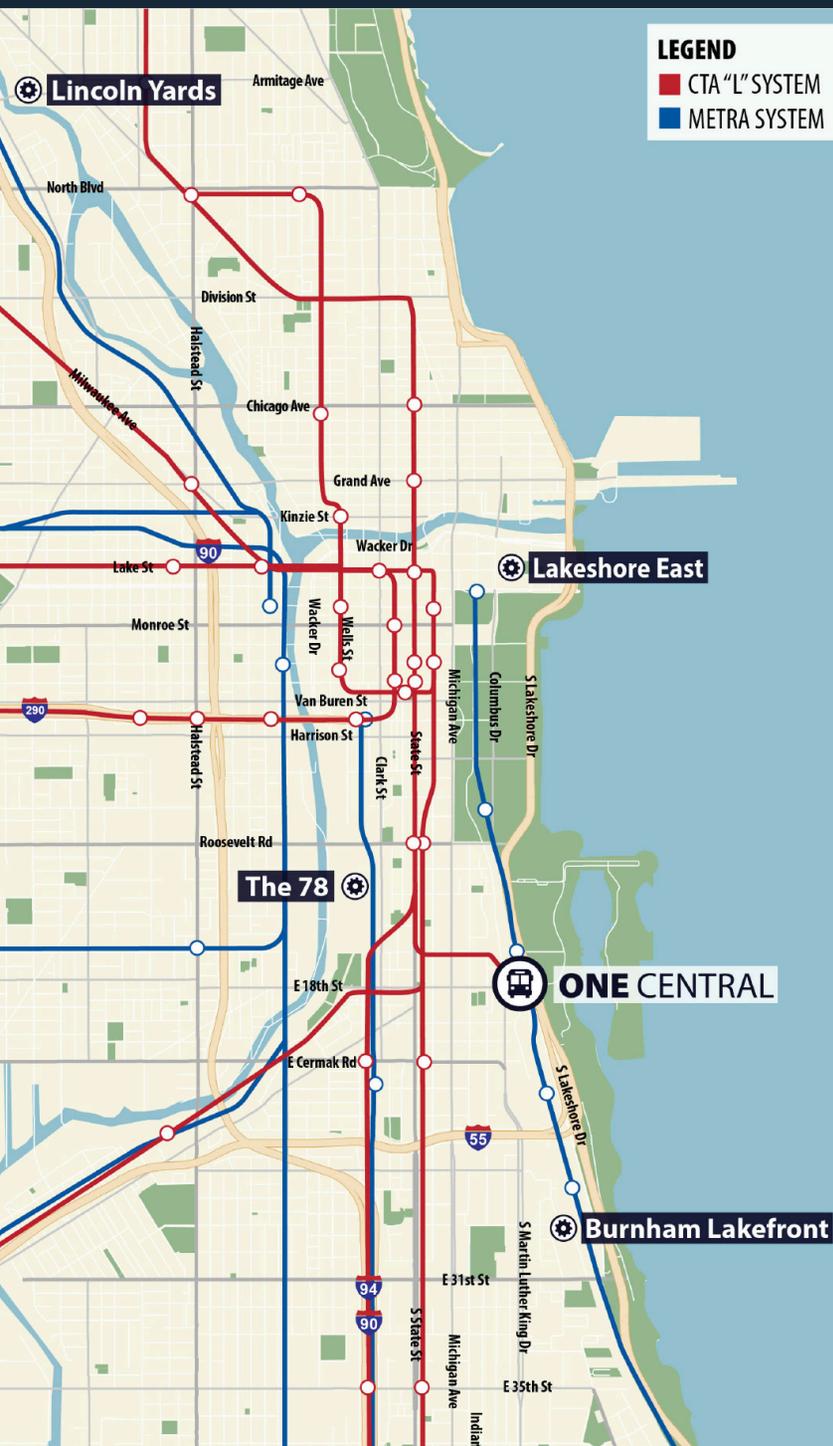
Utilizes Existing Parking Supply

There is a policy movement nationally to allow major developments to take advantage of existing parking supplies, rather than requiring new parking for new development, which supports transit usage and increased density (TOD). Not only can ONE Central accommodate necessary parking on site, but it can also utilize nearby public parking that is largely underutilized, generating additional revenue for public owners.

“Every Chicagoan, no matter what side of the City they reside on, should have access to both our world-class transportation system and the recreational, housing and environmental benefits that come with it.”

MAYOR LORI LIGHTFOOT

	ONE Central Station	Lake Shore East	The 78	Lincoln Yards	Bronzeville Lakefront
Approximate / Planned Square Footage	22,000,000	27,000,000	16,000,000	12,000,000	9,500,000
FAR/Space	2,750	3,068	5,926	3,097	4,270
TRANSIT CONNECTIONS					
CHI-Line Bus/Area Circulator	3	-	-	-	1
Bus Routes Passing Site	4	2	1	1	4
CTA Station On Site	1	-	1	-	-
CTA Rail Routes Accessing Site	2	-	1	-	-
Metra Station On Site	1	-	-	-	1
Metra Routes On Site	1	-	1	-	1
Transit Center On Site	1	-	-	-	-
Total	13	2	4	1	7



CRAIN'S

CHICAGO BUSINESS.

How to rebuild neighborhoods? Start with equitable transit.

"Instead of a 'cars-first' mentality, we prioritize people walking, biking and using public transportation. Instead of banning apartments and businesses near transit, a common occurrence in much of Chicago, we encourage those vital land uses adjacent to train stations and bus routes."

- ROBERTO REQUEJO, ELEVATED CHICAGO



"Between 2016 and 2019 ... almost 90% of new TOD projects took place in the North Side, Northwest Side, in Downtown and around the West Loop. In contrast, little TOD activity occurred near station areas in the South and West Sides."

CITY OF CHICAGO | eTOD POLICY



Density: drivers, dividends and debates

"Densifying cities can accommodate population growth within a contained environmental footprint, they can enjoy better connectivity, amenities, open spaces, and social interaction, and they become more productive and spawn innovation. Density is a way to have better cities and to provide for all the extra people."



Property values 'thrive' near transit, study finds

"Residential properties within a half-mile of public transit (heavy rail, light rail, commuter rail and bus rapid transit) had a 4%-24% higher median sale price. Meanwhile, commercial property values saw a median sales price per square foot increase by between 5%-42%."