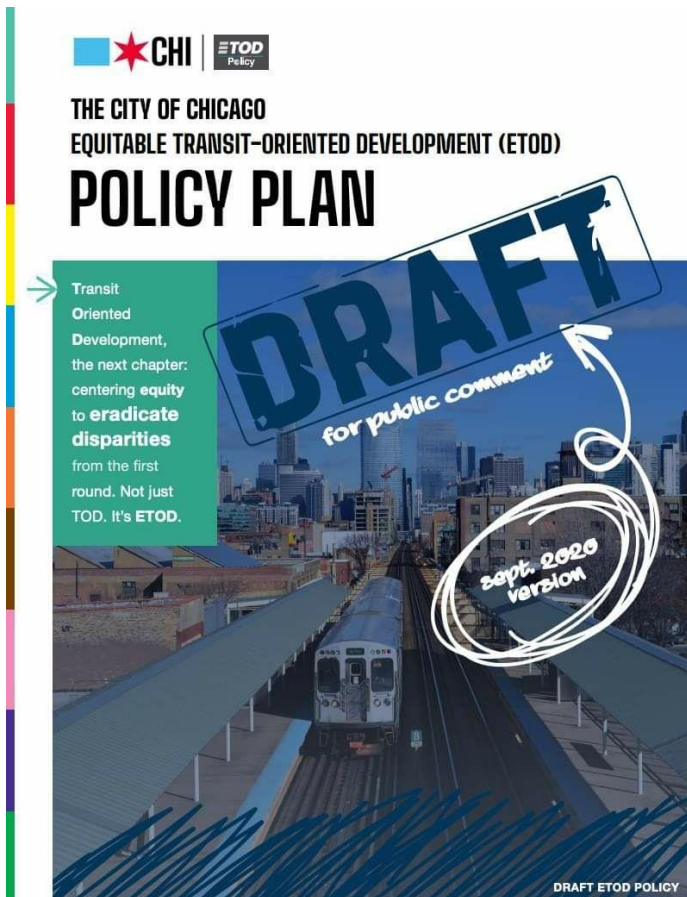




Equitable Transit-Oriented Development (ETOD) Policy Plan



Equitable Transit-Oriented Development (ETOD) Policy Plan



- Proposes policy actions to advance **desegregation, wealth building, public health** and **climate resiliency** goals through ETOD
- Goals of:
 - increasing walkable, mixed-use, healthy **development near transit** in South and West Sides, and
 - **preventing displacement** in neighborhoods with rapid growth like Logan Square and Pilsen
- Several city departments and agencies involved: DPD, DOH, CDOT, CTA, and CDPH



What is Equitable Transit-Oriented Development?

Equitable transit-oriented development (ETOD) is **development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs.**

ETOD matters because preferences for urban living are increasing the demand for housing and commercial development near transit stations.

ETOD matters because it helps attack the multiples crises we are immersed in – climate change, racial justice, public health, jobs/economy – with a single tool.

Without an **explicit equity framework**, lower-income people near rapid transit will be displaced. Research from Harvard University shows that how easily a person can get to work is the strongest factor in determining whether a person escapes the cycle of poverty (Chetty 2014).

Background on the ETOD plan



January 2019: New TOD ordinance passed with advocacy by Elevated Chicago

May 2019: Mayoral transition. ETOD Policy is included in transition report

- Working Group expanded from 10 people from the City & Elevated Chicago, to **80 + stakeholders** from neighborhood, local & regional organizations
- WG worked for **18 months** on the Policy Plan

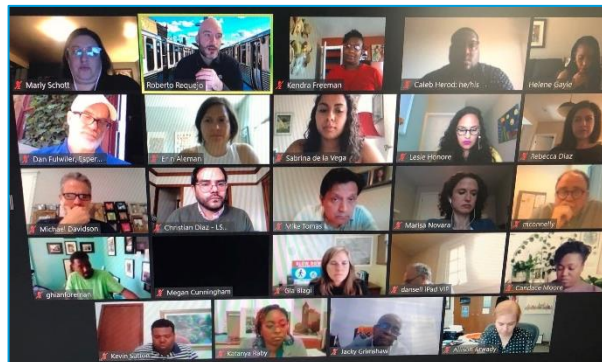
Spring 2020: Two virtual workshops



September 2020: Policy Plan opens for 45-day public comment period

2021: Pilot projects will be implemented by the City in partnership with Elevated Chicago with funding from the Chicago Community Trust & Partners 4 Places

April 2019: Lori M. Lightfoot is elected Mayor, City of Chicago



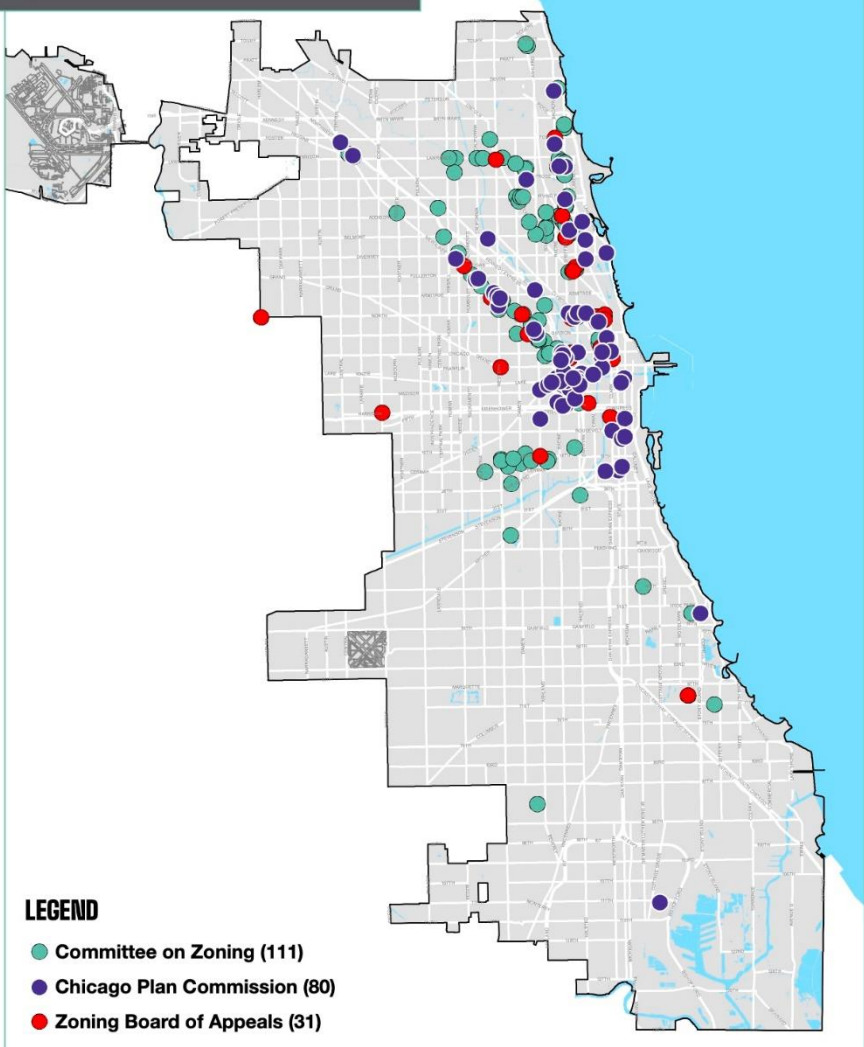
Q4 2020: Commitment from the City to start implementing short-term priorities

January 2021: Reset ETOD WG targeted to implementation

Where is ETOD? Where isn't it?

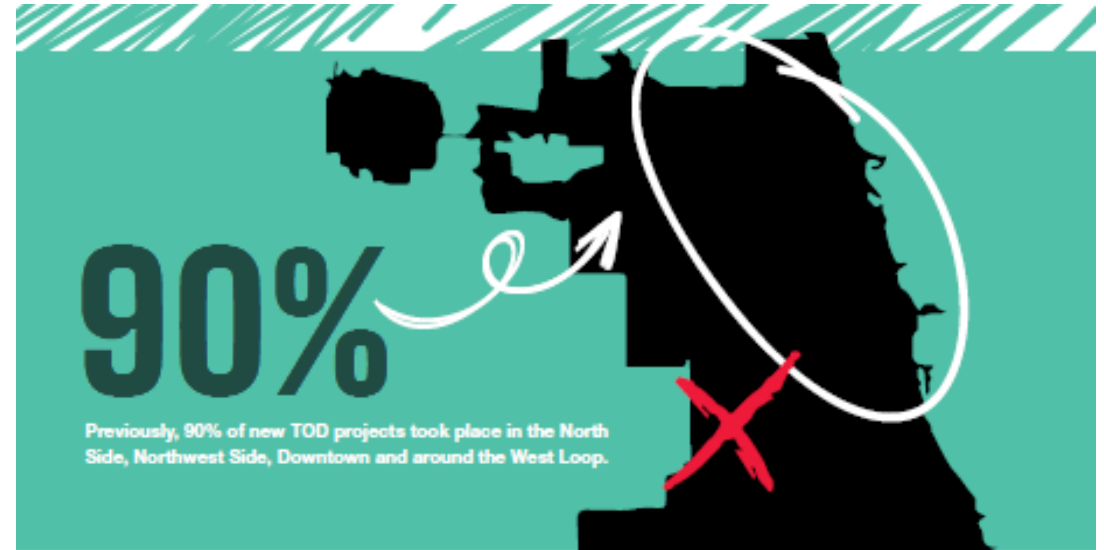
Transit Served Location

Approved from January 1, 2016 to August 31, 2020 pursuant to 2015 Transit Served Location Ordinance



This map of TOD Project Activity illustrates the 220 locations where projects which utilize the 2013 TOD Zoning Code benefits were approved between 01/01/2016 and 08/31/2020. The legend breaks out the means by which the project was required to seek City approval.

Source: Chicago Department of Planning and Development



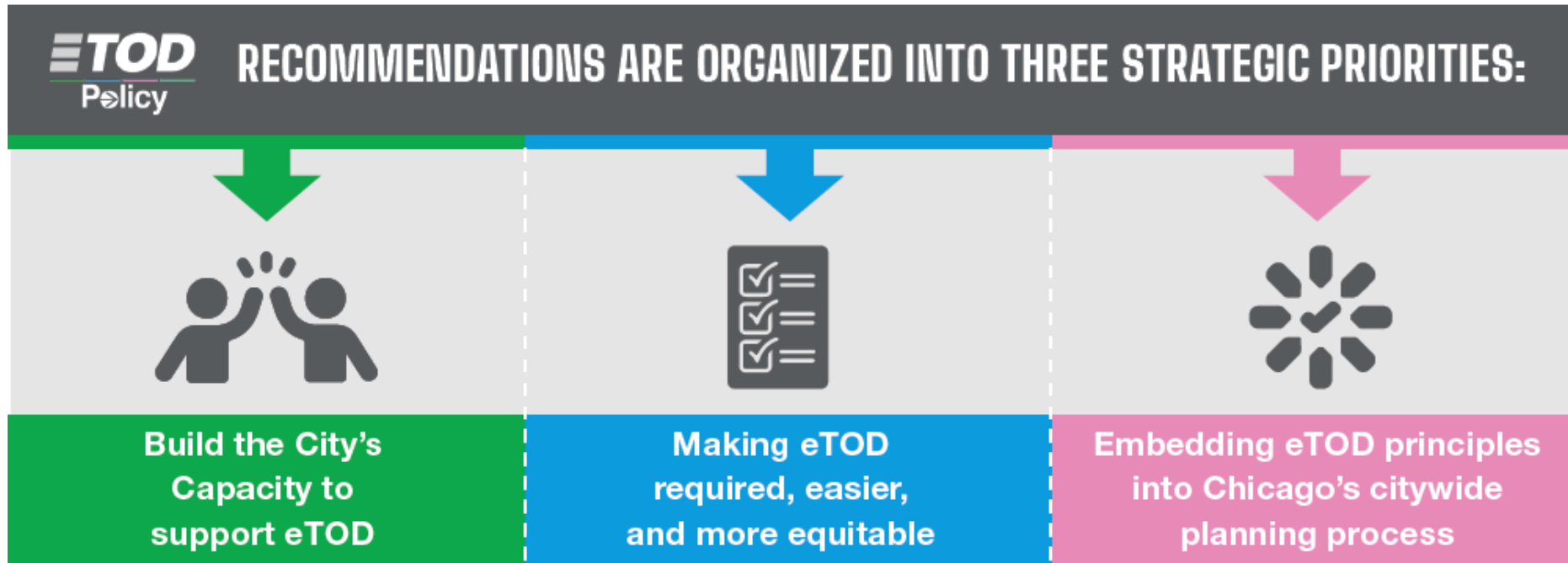
90% of new TOD projects approved were in the North Side, Near Northwest Side, Downtown and around the West Loop.

Little TOD activity occurred near station areas in the South and West Sides.



Little TOD activity occurred near station areas in the South and West Sides

Highlights of the ETOD plan



- Annual eTOD performance report
- Community engagement standards
- Public land for public benefit
- Public education and messaging tools

- TSL/TOD ordinance updates
- Prioritize ETOD in existing funding programs
- Improve pedestrian infrastructure
- Housing affordability and accessibility

- Racial & health assessment of land use
- Framework for neighborhood land use
- Prioritize transportation

Project Examples





Rendering of Emmet Street housing, being developed by Bickerdike as a 100% affordable TOD near Logan Square station.



**Logan Square
CTA Blue Line
station**



Public Comment + Outreach

Public Comment

Comment period: September 14- October 29, 2020

- Comments submitted through email
 - 64 total public comments
 - 29 comments from organizations
 - 35 comments from individuals
- Commenting organizations include:
 - CMAP
 - Urban Land Institute
 - Metra
 - Zipcar
 - Metropolitan Planning council
 - Roseland Heights Community Association
 - Environmental Law & Policy Center

Public Outreach

Outreach online:

- Total page views of chi.gov/etod: 4,546
- Total downloads of the policy plan: 1,503
- Total clicks on "Other languages" content: 306
- Engagements on Twitter: 1,884
- Digital "touchpoints": 658

Other outreach

- 41 community, staff & "friends and family" meetings
- 332 projected meeting participants
- 13 media stories

Recommendation: CPC Adoption of Policy Plan

We recommend **adoption of policy plan by CPC.**

CPC adoption of the ETOD Policy Plan will:

- Formally affirm the City's commitment to the ETOD policy plan
- Promote transparency and accountability
- Raise awareness with broader array of stakeholders and residents
- Support future ordinance changes

End Of Presentation

Public Comment - Organizations

Local Groups	Developers	Transportation	Environmental
Chicago Metropolitan Agency for Planning	3e. Studio LLC	Metra	Environmental Law & Policy Center
Esperanza Health Centers	The Community Builders	Pace Bus	Illinois Environmental Council
Metropolitan Planning Council	Hispanic Housing Development Coordination	RTA	Sustainable Englewood Initiatives
Red Line Extension Coalition	Urban Land Institute	Zipcar	Elevate Energy
Roseland Heights Community Association		Share Mobility Center	
Neighborhood Housing Services - Chicago		HNTB Corporation	
West Chesterfield		Transportation Equity Network	
I-Promote IL			

Public Comment + Key Housing Related Themes

General Themes

• **Affordable housing near transit** is critical, including the creation of family-sized units. ETOD policy should establish safeguards for preserving affordability as well as facilitate the production of new affordable homes near transit hubs. **Anti-displacement** is a key outcome.

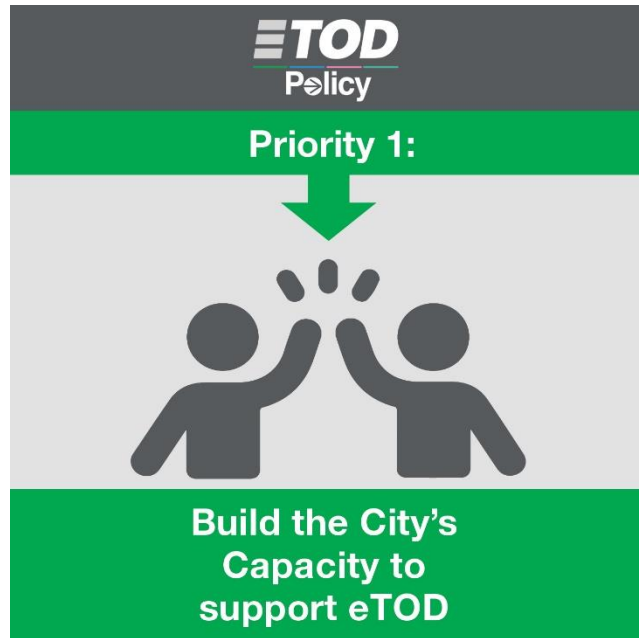
• **Vacant lots** present unique opportunities and challenges. A critical barrier is site work costs, such as soil testing and remediation.

• **Creative parking solutions** are needed, such as policies to incorporate more bike parking, facilitate shared parking agreements, and encourage car-share options.

Specific QAP Comments

- City and state financing does not sufficiently and consistently incentivize larger and family-oriented units. That must change.
- Include preference (in the QAP) for building affordable housing in TOD zones for very-low, low and moderate income (up to 80% AMI).
- Permanent acquisition funding is needed for affordable TOD to address higher cost of land and site remediation
- QAP should have clear “scoring” and/or “set-aside” for TOD. Other funds should also clearly and consistently prioritize affordable TOD, as well as small and supportive businesses, infrastructure, etc.
- Preserve 2-4 unit building by restricting de-converting/de-densifying within a ½ mile in “transitioning” and “opportunity areas”.
- Neighborhood categories in the QAP are a useful construct for identifying TOD recommendations (ie) Revitalizing (Underinvested), Transitioning (Gentrifying), and Opportunity (Unaffordable).

Highlights of the ETOD plan



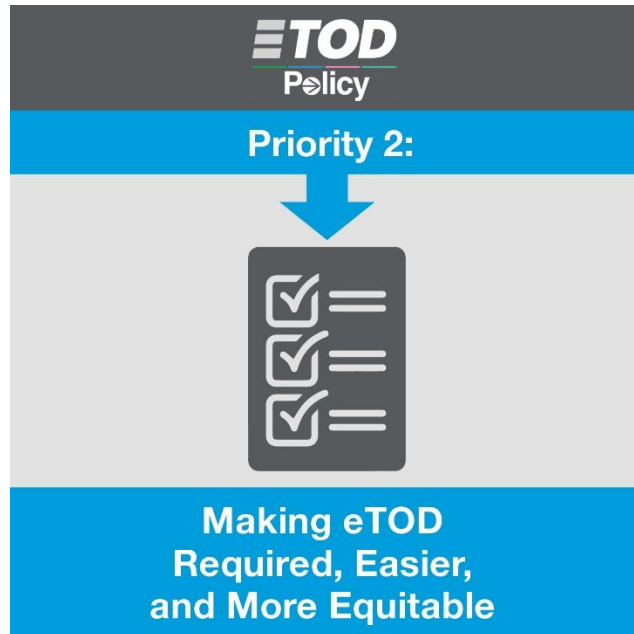
Evaluation & Accountability	Create an ETOD evaluation framework and publish annual performance report , which can include setting targeted eTOD goals and tracking metrics
	Create an eTOD Scorecard that community and government partners can use to assess future projects and programs. ⁴
Facilitating Equitable Development	Develop strategy to leverage publicly owned land and vacant lots near transit for public benefit, including publishing a directory of all public-owned land within designated TOD zones.
Engagement & Communication	Standardize community engagement requirements and practices related to development and planning projects across City departments. Building on agreed-upon engagement principles and recommendations, such as those developed by Elevated Chicago.

Highlights of the ETOD plan



Zoning & Land Use	Tailored to neighborhood context, create a flexible eTOD overlay zone to: <ul style="list-style-type: none"> • Extend eligibility to ½ mile radius universally • Strengthen requirements for density, parking, and affordability
	Allow more flexibility in permitted building uses , such as by permitting residential on the ground floor in more business and commercial districts and right-sizing parking to reflect these additional uses.
	Allow small scale multi-family housing in all TOD zones.
Architecture Design/Review	Develop architectural design templates that can streamline and simplify city approvals for eTOD projects.

Highlights of the ETOD plan



Parking-related Zoning	Strengthen bike parking requirements for TOD projects.
	Establish maximum allowed parking for new developments in all TOD zones identifying provisions, if needed, to minimize burden on low-income drivers.
	Require parking to be paid or leased separately from housing in TOD projects (i.e., unbundle parking and housing costs).
	Include sustainable transportation options and incentives in zoning code , i.e., require developers to implement a certain number of options and incentives, such as transit passes, to manage traffic demand
	Allow shared parking arrangements to meet parking requirements in TOD areas.

Highlights of the ETOD plan



Land use & zoning	Develop a process for the City and partners to conduct racial and health equity assessments on land use plans and zoning decisions.
	Establish a framework for neighborhood land use plans that adheres to the goals of equity, resiliency and diversity and recognizes the specific opportunities within TOD geographies .
Transportation	Prioritize investments in transit, biking, and walking in the Citywide Plan.
Health and Safety	Incorporate health and safety into City's citywide plan