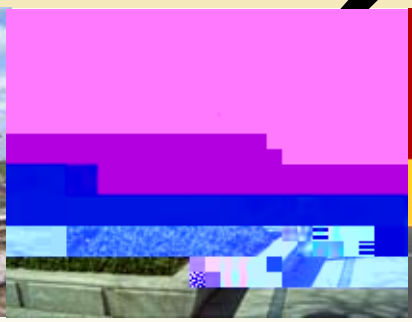
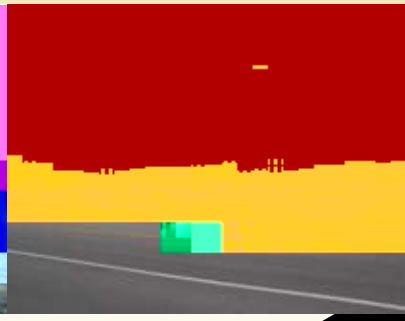
Paved Over

Surface Parking Lots or Oppo
Tax-Generating, Sustainable D

Center for Neighborhood Technology
November 2006

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development near transit. But it will require new and targeted policies, additional and expanded funding mechanisms and sources, innovative planning tools and zoning, and creative and collaborative partnerships across government agencies and between the public and private sectors.

The purpose of this study is to highlight this regional opportunity by comparing the current economic and social costs of surface parking lots near rail transit stations with the potential economic and social benefits if they were developed into mixed-use, pedestrian friendly, transit-oriented developments. To do so, we create site-specific development scenarios for Metra Rail parking lots in nine Metra-served suburban communities in Cook County. These nine stations represent nearly 50 acres of potential developable area near transit and are only a fraction of the 230 Metra stations and 528 acres of surface lots.[3] As scenarios, they should be viewed as long range alternatives to parking and not detailed development pro formas and plans since they do not incorporate total development costs or address all the barriers that are common to these types of developments. However, they are realistic scenarios and not unlike many TOD's in Northeastern Illinois and throughout the country. Therefore, they should be used to provoke further examination and a dialogue in the respective communities about the kinds of development that might be most suitable.

By 2030, the Center for Transit Oriented Development estimates that the demand for housing near transit in the Chicago region will be 1.6 million households.

The estimates in these nine scenarios show how the parking lots, if used more efficiently, could generate 1,188 new residential units and at least 167,000 square feet of new commercial space. While the potential tax revenues for each lot vary based on available and convertible parking spaces; comparable taxes for specific land uses in each municipality; and existing development patterns; the estimated property tax revenues for each of the nine case studies all range in the hundreds of thousands of dollars per year.

If these nine case studies are representative of all the potential development opportunities near transit, a regional policy to develop these lots to higher uses could help to meet the region's growing demand for affordable, workforce, senior, and market rate housing near transit. These parking lot conversions could serve as a catalyst to

[1] The High Costs of Free Parking

spur development on other parking lots or underutilized sites near the stations, which would also help local government finances. Metra would also benefit in the long run from an increase in the number of residents living within walking distance of their stations.

While there are many barriers to TOD that a number of developers and communities have successfully addressed, one of the primary barriers—and probably the most critical barrier—is the difficulty in assembling large contiguous parcels for development at or near transit stations.[4] In the Chicago area, regional agencies working with Metra, local governments, the State, and the Federal Transit Administration have the opportunity to directly influence this barrier by evaluating and making available some of 23 million square feet of land[5] that is currently banked as surface parking.

LIMITS IN STUDY FINDINGS AND RESULTS

This study is limited to suburban Cook County and therefore does not specifically estimate the opportunity to the city of Chicago or the other five counties. While the general conclusions drawn from this study are likely to be applicable to other counties and other regions, Cook County data was used exclusively due to availability and to avoid complicated comparisons of tax and assessment rates across county boundaries. The study also only estimates the potential net annual property tax revenues and does not assign the property tax to each taxing entity, e.g. school districts, city, library, and so on. Other revenues from development, such as sales, utility, and other non-property taxes, business income or fees have not been estimated.

The study also does not address the number of barriers often associated with TOD projects, such as land assembly, multiple layers of financing, coordinating various government agencies, conducting meaningful public participation, longer timelines, maintiaing ridership levels, and higher pre-development costs. However, it does address the need to replace the parking spaces displaced by the proposed development. There are two reasons these spaces need to be replaced. First, parking replacement is necessary since a substantial share of Metra riders at most stations require park and ride capability. At park-n-ride lots that are fully utilized the development scenarios proposed in this study would more than likely decreases the number of transit riders at that particular station unless the park and ride commuters were still accommodated through new parking spaces; at least until the TOD fully matures and there were enough residents living within walking, biking or bus distance to replace the park and ride commuters. Second, Metra is required to follow a 100 percent parking replacement policy for spaces that have ever received federal funding. To address these two issues, in each of the potential build-out examples, Metra parking spaces are replaced through on-street parking, smaller scattered surface lots associated with the development, or structured parking.

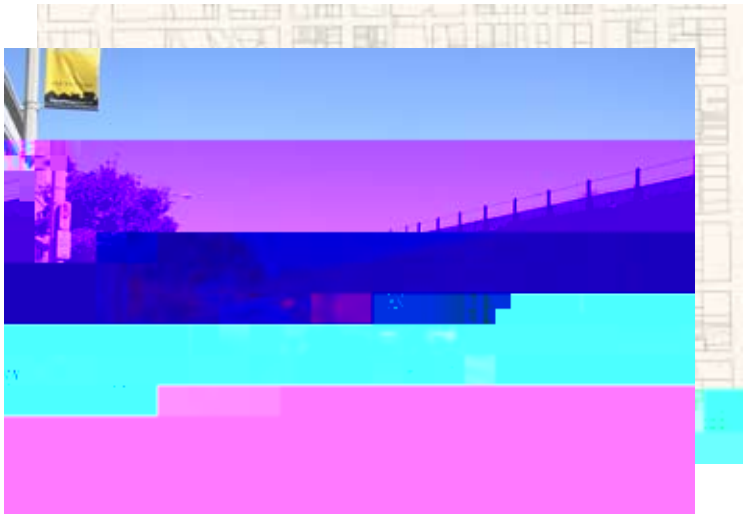


Photo Credit: Center for Neighborhood Technology

[4] Center for Transit Oriented Development presentation at the American Planning Association Conference, San Antonio, TX, April 24, 2006.
[5] Metra Report. Appendix C: Fall 2003 Station Parking Survey Results by Facility Type – excludes street and deck parking, and see footnote 3 also.

[10] http://www.chicagogasprices.com/index.aspx
[11] Center for Transit Oriented Development. “Promoting and Preserving Diverse Transit-Oriented Neighborhoods”, September 2006. http://www.cnt.org/resources
[12] Chicago Tribune “Ticket: Building near public transit”. March 27, 2005.
[13] Texas Transportation Institute. Urban Mobility Report. 2005. http://mobility.tamu.edu/ums/report/
[14] Tribune, March 2005, same as footnote 12.
[15]

both at the time of development and each year after.

[16] The High Costs of Free Parking. Donald Shoup, 2005. Pg. 206-207.
[17] Litman, Todd. *Parking Management: Strategies, Evaluation and Planning* and, *Parking Pricing: Direct Charges for Using Parking Facilities*. TDM Encyclopedia. Victoria Transportation Policy Institute, April 2006, Table 2.
[18] Metra Report. Appendix C: Fall 2003 Station Parking Survey Results by Facility Type – excludes street and deck parking.

PURPOSE

The purpose of this study is to examine how the surface parking lots near Metra stations in Cook County could be more efficiently used for housing and other revenue-generating uses. Through nine case studies of communities across the county—three each from the North/Northwest; West, and South/Southwest—this report argues that there are significant and real opportunities for increasing the tax base through strategically targeted developments around existing Metra stations. In each community, we offer a build-out scenario of what a feasible development might look like, and how much revenue it might be expected to yield.

These should be viewed as "what if" scenarios, meant to provoke further examination and a dialogue in the respective communities about the kinds of development that might be most suitable. Our research indicates that conversion of Metra parking lots can be done while still maintaining parking for commuters by utilizing such options as on-street parking along rail rights-of-way and in some cases structured parking.

ANALYSIS AND SITE SELECTION

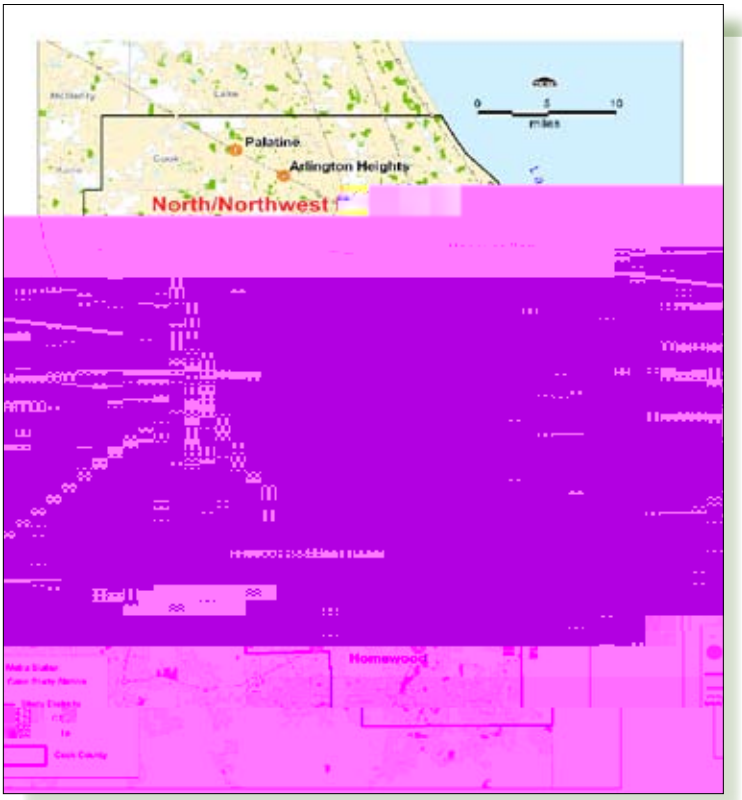
The study is limited to suburban Cook County and excludes the city of Chicago. While the general conclusions drawn from this study are likely to be applicable to other counties and other regions, Cook County data was used exclusively to avoid complicated comparisons of tax and assessment rates across county boundaries. It should also be noted that this analysis does not factor in the costs associated with developing parking lots. It also only considers the potential net annual property tax revenues and does not assign the tax revenue to each taxing entity, e.g. school districts.

Table 1. Stations and Metra Lines by District for Suburban Cook County

District	Metra Main Lines[19]	Number of Stations	Municipalities Served by Transit
North/Northwest	5	28	20
West	4	25	17
South/Southwest	3	31	20

is a range of development patterns, which in part can be attributed to the variation among Cook County municipalities. Cook County is the second largest county in the country and its municipalities vary in terms of tax structure, number and types of households, age of development and other land use and population characteristics. In order to account for these differences, we divided the county into three areas: North / Northwest, West, and South / Southwest. The municipalities within each of these three areas tend to be more similar to each other based on how the region developed with the steel industry to the south, the north shore communities to the north, and more agriculture to the west. (See Figure

Figure 1. District Map and Nine Study Areas in Suburban Cook County



[19] The Milwaukee District West Line counted in both the West & North/Northwest areas.


Oak Park Survey Parcels
Commercial and Industrial

While that method would work at a municipal level, or if we were attempting to do all eighty-four stations, it was not ideal for specifc site developments within the nine case studies. We also could have used the property tax formula which uses the assessed value of the property, a local tax rate, and the state equalization factor to calculate the property taxes owed. But rather than estimating the property value for new construction that we have not specifcally designed, we gathered a set of “comparables” for each of the nine sites and used the actual taxes per square foot on these comparables as the conservative basis for the estimated taxes on the potential development.

To locate the comparables, we used the Cook County Tax Assessor, Cook County Treasurer, and realtor.com websites to identify two or more examples of fve building types in each of the nine areas: commercial, mixed-use, multi-family (condominiums and apartments), single-

Potential Property Tax Development Revenue =
(Comparable taxes / s.f. * Total s.f. of proposed development by tax class and building type)

Figure 3: On Street Parking Alternative to Surface Parking Lots

for less routine trips, such as medical visits or trips to see a distant relative. The parking reductions are significant. Surveys by the Chicago-based I-GO[21] car share program of their car-sharing members, suggest that for every I-GO car, 15 vehicles are removed from the road. In fact, about half of the I-GO members that owned a car before joining I-GO sold the car within the first six months of membership. These same surveys have also shown that I-GO members walk, and use more public transit.

In addition to serving community residents in their day-to-day activities, I-GO currently serves the commuter who uses Metra to go downtown, but sometimes needs a car for meetings or errands outside of the Loop. The member can take advantage of one of the cars parked downtown, yet still take advantage of Metra to and from work. This service encourages commuters to use Metra who otherwise wouldn't because they would lack access to a car once they were in the Loop. Sharon Feigon, I-GO CEO, also sees I-GO encouraging reverse commuters to use transit. I-GO cars would be available at Metra stations and coordinated for use during work hours as carpool cars for the last leg of their trip from the Metra station to the actual office locations. During non business hours and weekends these cars would be available for other members to use, whether they are city dwellers making a trip to the suburbs on the weekend or suburban residents that live near the station.[22]

Another strategy for creating TOD lies in creating incentives for private developers to develop their parking lots. For example, the current property tax system is based primarily on the building or building improvements, rather than the land itself. As a result, the taxes on parking lots often times remain low and there is an incentive for developers to continue making their "risk free profit" from parking lot revenues. Land-value taxation offers a different alternative, where property taxes concentrate on land and its potential rather than buildings.

A clear example of how land-value taxation could impact a town's tax revenue is Cleveland. WKYC-TV studio in downtown Cleveland is worth $12.6 million dollars, with most of that value being credited to the building itself ($9.3 million). The resulting net tax revenue for this parcel is $158,000. In contrast, there is a parking lot of similar land size a few blocks east of WKYC and it's a property improvements are assessed at $2.1 million, with a net tax revenue of only $26,500.[23]

The case studies in this report indicate similar patterns in which low or zero taxes on parking lots do not provide an incentive to develop them. While we only studied the Metra parking lots in these station areas, which are predominantly exempt in paying taxes, if a community taxed the value of land and saw the foregone revenue from the Metra tax-exempt lots, the city might be encouraged to work with Metra on development of the lots.

RESULTS

By developing just the larger Metra surface lots in these nine towns, we conservatively estimate that 50 acres of surface parking could be transformed into over 1,221 units of housing within walking distance of transit, and often within walking distance of commercial or other non-residential uses, such as convenience stores, professional services, restaurants, parks, or a library. These lots could also accommodate at least another 167,000 square feet of commercial space, which would serve existing and new residents, as well as commuters.

We believe these are conservative estimates since we only proposed developments that fit on the existing Metra lot configurations and did not attempt to include rights-of-way or other private lots. A planned development, on the other hand, might [illegible]

costs are obtained from the Victoria Transportation Policy Institute study of parking lot costs and are used in

REDEVELOPMENT IS ALREADY HAPPENING :
Palatine, the Case of an Emerging TOD

Groves of Palatine: 28 Dwelling Units/Acre

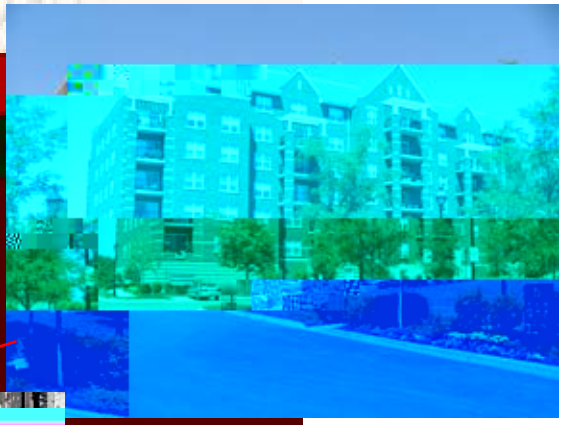
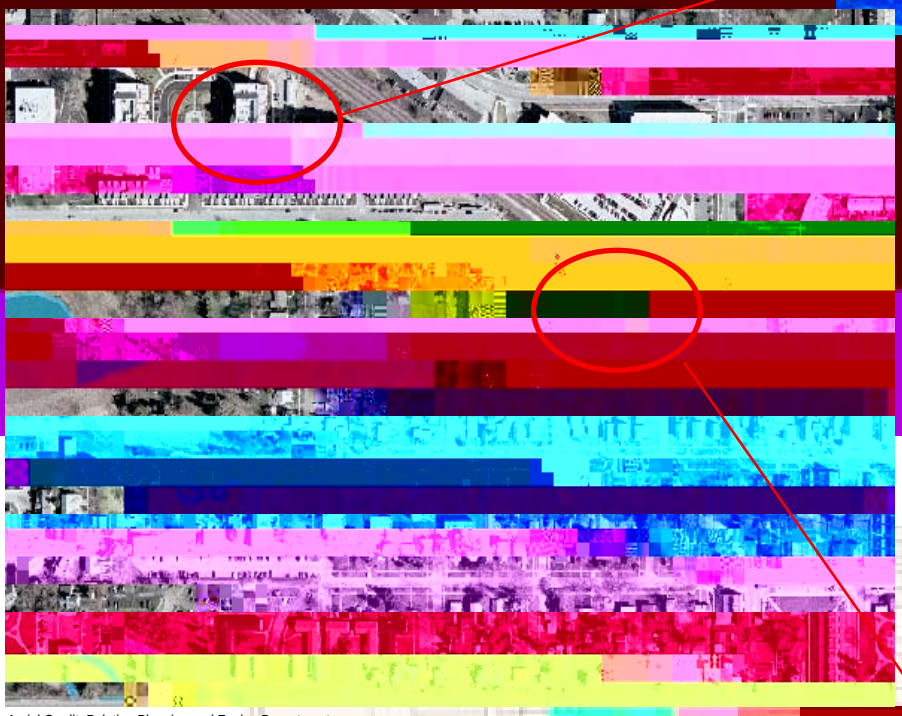


Photo Credit: S. B. Friedman & Company

Aerial Photo after Downtown Redevelopment



Aerial Credit: Palatine Planning and Zoning Department

Palatine Station: 18.8 Dwelling Units/Acre

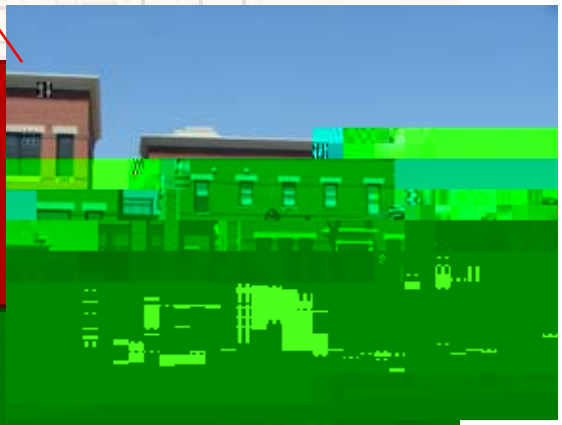


Photo Credit: S. B. Friedman & Company

ARLINGTON HEIGHTS, ILLINOIS

District : North/Northwest
Station Type : Established TOD

BACKGROUND

Arlington Heights is a city on Metra's Union Pacifc Northwest Line that has a population of over 76,000 residents living in more than 30,000 households, as of Census 2000. The city was incorporated in 1836 and saw its greatest period of residential development from 1950-1989, growing only slightly from 1990 to 2000, by 571 persons and 3,036 housing units. Arlington Heights earned its established TOD designation as a result of planning practices frst implemented in the 1970s to revitalize the downtown as a central location and take advantage of the Metra rail station.

ACCESS TO AND USE OF THE STATION

Within a one-half mile radius of the station, there are 2,649 households sheltering 5,241 persons for a density of 6.5 dwelling units per acre. According to a 2002 Metra ridership survey, the Arlington Heights station has 2,496 daily boardings, of which 25 percent of all riders access the train by walking or biking.

The streets around the station are in a grid pattern, facilitating easy access to the train station on foot or by bicycle. The station has bike racks, all of which were well used on the day of our feld visit. The station area also has plenty of amenities for pedestrians and commuters, including a water fountain, benches, recycling containers, coffee and concessions, a telephone, bathrooms and sidewalks linking the street to the station.

The station is served by two Pace buses (Route 690 - Arlington Heights Road, Route 696 - Woodfeld-Arlington Heights-Randhurst), and two percent of daily riders utilize these routes to arrive at the station by transit. Another 16 percent of riders are dropped off at the station.

Excluding parking decks, approximately 3.2 acres of land within one-quarter mile of the station are designated Metra commuter parking lots, taking the form of either on-street parking along the rail line, or surface lots. Over one-half, 56 percent, of daily riders arrive at the station by auto and park nearby, utilizing these parking spaces. Metra estimates the effective use rate of the parking

Since implementing these objectives over the last twenty years, the area near the Arlington Heights Metra station has experienced a surge in housing and commercial development.[30] The village applied a series of creative planning techniques, including a new Metra station better orientated to the two downtown areas, two tax increment finance (TIF) areas, land acquisition, public participation and modified zoning to allow for higher densities of mixed-use.[31]

In the year 2000 alone, the village added 330 new residential units, 157,000 square feet of retail, 67,000 square feet of office space, ten restaurants, a 400-seat performing arts center, a movie theatre, parks and other amenities. To illustrate the growth of the downtown population, the number of housing units jumped from 150 in 1984 to 1,460 as of 2001, and all have been built at a pedestrian scale.[32] Along with this development, Arlington Heights still boasts over 4,000 parking spaces located in the downtown area and used by residents, shoppers and commuters alike.[33]

Despite the accolades the village has received for its planning from the APA, the public did not always support the village's development plans, given the height, the street reconfiguration they necessitated, and the TIF designation. According to one local business owner, however, most people are happy now after seeing the positive impact they have had on the downtown.[34]

Figure 4: Aerial of Arlington Heights

[30] Northeastern Illinois Planning Commission, *Building a Regional Framework: Transit-Oriented Development*. January 2001
[31] Northeastern Illinois Planning Commission and Campaign for Sensible Growth, *Transit-Oriented Development, Building Sustainable Communities*, Volume 1. January 2004.
[32] Andrews, James H. "Outstanding Planning: Arlington Heights, Illinois". *Planning Magazine*. Planning American Planning Association. March 2001.
[33] Brochure: *Go to the Town*. Prepared by the Department of Planning and Community Development. No date listed.
[34] Andrews, James H. March 2001

PARKING REVENUE & EXPENSES

the Metra station was given a TIF designation and subsequently experienced an influx of recent development activity—including townhomes and new condominiums that helped to establish the tax comparable revenues used in this analysis.[39]

At this same time, the village began work on a comprehensive downtown redevelopment strategy that involved the community through a series of meetings, workshops, and downtown walking tours. From this process, the Village Council adopted the Downtown Land Use Guide in 2000. The guide follows TOD principles in that it encourages a mix of retail and higher-density housing that is still built at a pedestrian scale.[40] The Village Council uses the guide—which discusses appropriate land uses, building heights and parking options, as well as a new site for the Metra station—as a basis for approving proposed downtown redevelopment projects.

The guide was updated in 2004 to better reflect the redevelopment activity that had occurred since 2000, such as the recently redeveloped large parking lot outlined in pink and labeled "site of new residential development" on the aerial photo.[41]

To further its downtown redevelopment vision, the village is currently reviewing the mixed-use redevelopment of Block 27 (also outlined in pink on the map).

Figure 5. Aerial of Palatine

[39] http://www.friedmanco.com/clients/palatine/palatine.htm.
[40] Village of Palatine website (http://www.palatine.il.us/downtown/index.htm).
[41] Palatine: On Track for the Future. 2004 Downtown Land Use Guide Update.

PARKING REVENUE & EXPENSE

Taking into account the estimated 235 surface parking lot spaces considered for potential build-out in this study, the estimated annual expense for the commuter parking spaces in Palatine is $67,000 against annual revenue of approximately $106,000, yielding a net gain of nearly $40,000 per year.[42] Even with this revenue, however, it is also necessary to consider the lost opportunity costs of these parking lots when not put to higher use. It is also important to consider the pricing of parking and how it encourages driving—at $2 a day, parking is cheaper than a $3 round-trip Pace bus fare.

If just 2 acres of Metra parking lots were developed as residential and commercial property, Palatine (and other taxing entities, including the school, park and library districts) could gain an additional $248,099 in annual property tax revenue and 68 more households.[43] Table 5 and the aerial photo in Figure 5 illustrate the potential development.

In fact, the 7.4 acre large lot on the map, labeled "site of new residential development", was recently developed into multi-family housing units. The development is so recent that the aerial still shows the parcel as a parking lot and the tax information is not yet available from the Cook County Treasurer's website. Nonetheless, this former village parking lot now generates revenue for the village and in addition to this revenue, the new households in the downtown serve as a readymade market for downtown shops and Metra.

PARKING	

HANOVER PARK, ILLINOIS

District : North/Northwest
Station Type : Auto-Oriented

BACKGROUND

Hanover Park is located along Metra's Milwaukee West Line. The town has a population of 38,278 residents living in 11,105 housing units, as of Census 2000. This represents a gain of 5,383 persons from the 1990 Census. The town was incorporated in the 1950s, the point at which it began to develop; just 4 percent of today's housing units pre-date 1950. The town saw its greatest period of residential development from 1970 to 1980, when 48 percent of today's existing housing units were built. Overall, Hanover Park's housing stock is new relative to other towns in this study.

ACCESS TO AND USE OF THE STATION

Within a one-half mile radius of the station, there are 3,469 persons living in 1,203 households for an average of 2.8 dwelling units per acre. According to a 2002 Metra ridership survey, this station has 1,431 daily boardings, of which seven percent of all riders access the train by walking or biking.

The streets around the station are predominantly major arterials with some low-density single-family residential development nearby. For some households, there is easy

LAND USES NEAR THE STATION

The area around the Hanover Park station is dominated by large parking lots, scattered retail and large single-family homes. The station is bordered by two major arterial roads (Lake Street to the North and Barrington Road to the East) and sits amidst a poorly connected street pattern. The station itself is park-n-ride in orientation. That is not to say that the Village of Hanover Park could not still take advantage of its station assets more than it has. The village recognizes the importance of the Metra station and its strategic location and would like to use it to create a focal point and enhance the community's identity. Current plans for the area, however, do not appear to emphasize the importance of creating a quality pedestrian environment or TOD principles.[44]

Figure 6. Aerial of Hanover Park

[44] www.hanoverparkillinois.org (section on community development overview).

PARKING REVENUE & EXPENSE

The estimated cost of supporting the 1,302 spaces in Metra lots in Hanover Park is $370,000 per year against an estimated revenue of almost $300,000, for a yearly gap of about $75,000.[45] While drivers use transit for part of their commute, the use of their auto for the other leg costs the town, especially when the opportunity costs of not utilizing the land for a more valuable use are considered.

If the five Metra lots totaling an estimated 12 acres noted on the map above were developed as residential and commercial uses, Hanover Park and other taxing entities (including the school, park and library districts), could gain an estimated $570,000 in new annual tax revenue and 189 more housing units—all on land already served by existing infrastructure. When the costs of maintaining the current parking are also considered, the total parking subsidy jumps to $645,243. Table 6 and the aerial photo in Figure 6 illustrate the potential development.

Such a development may not only provide tax revenue, it may also help to reverse the downward trend in Metra ridership in Hanover Park. From 1990 to 2000, Hanover Park gained 1,657 workers, but of the almost 20,000

use projects currently under construction within one-quarter mile of the Oak Park Metra station are doing.

PARKING REVENUE & EXPENSE

The eighty-eight parking spaces that are considered for mixed-use development in this study have an estimated cost of $47,000 per year, versus estimated revenue of approximately $67,000.[48] This results in a net gain of about $20,000 per year, which can be attributed to the higher cost per day for a parking space and the high effective-use rate.

Yet, even in a town as dense as Oak Park, it is worthwhile to also look at the lost opportunity costs for not developing the land at a higher use.

VISUALIZING THE OPPORTUNITIES

Of the four Metra lots totaling 1.8 acres, outlined on the map above in blue (Figure 7), we estimated development potential for only the one located on the south side of the station, just east of the intersection of South Boulevard and Harlem Avenue. The lot has approximately .6 acres of land and could be developed into a four-story

LAGRANGE, ILLINOIS

District : West
Station Type : Emerging TOD

BACKGROUND

The Village of LaGrange is located along the Metra West Line. As of the 2000 Census, the village had a population of 15,608 living in 5,624 housing units, which marked a gain of 246 persons from the 1990 Census. The village's history dates back to 1892 and

FRANKLIN PARK, ILLINOIS

District : West
Station Type : Auto-Oriented

BACKGROUND

Franklin Park is located along Metra's Milwaukee West Line. As of Census 2000, the town had a population of

PARKING REVENUE & EXPENSE

Taking into account the 190 spaces considered for a potential build-out in this study, the Metra lots in Franklin Park have an estimated annual expense of $54,000 against estimated revenue of $43,000, yielding a net loss of about $11,000.[52] In addition to this direct loss, it is also necessary to consider the lost opportunity costs of not using the surface parking lots for higher use. When these opportunity costs are considered, drivers using transit for part of their commute costs the town a considerable amount of revenue.

VISUALIZING THE OPPORTUNITIES

If the four Metra lots, noted on the map, which total 3.5 acres were developed as mixed-use sites, with multi-family units above ground-floor parking and commercial space, Franklin Park and other taxing entities, including the school, park and library districts could gain an additional $490,769 in annual property tax revenue and 155 housing units—this on just three acres of land that is already served by existing infrastructure. Table 9 and the aerial photo in Figure 9 illustrate the potential development.

From 1990 to 2000, Franklin Park lost 837 workers. Of the remaining 8,453 workers, those taking public transit increased from 4 percent to 5 percent, while those driving also increased—from 89 percent to 91 percent. Those biking and walking dropped from 5 percent to 4 percent, while workers commuting by other means fell from 2 percent to 0 percent.

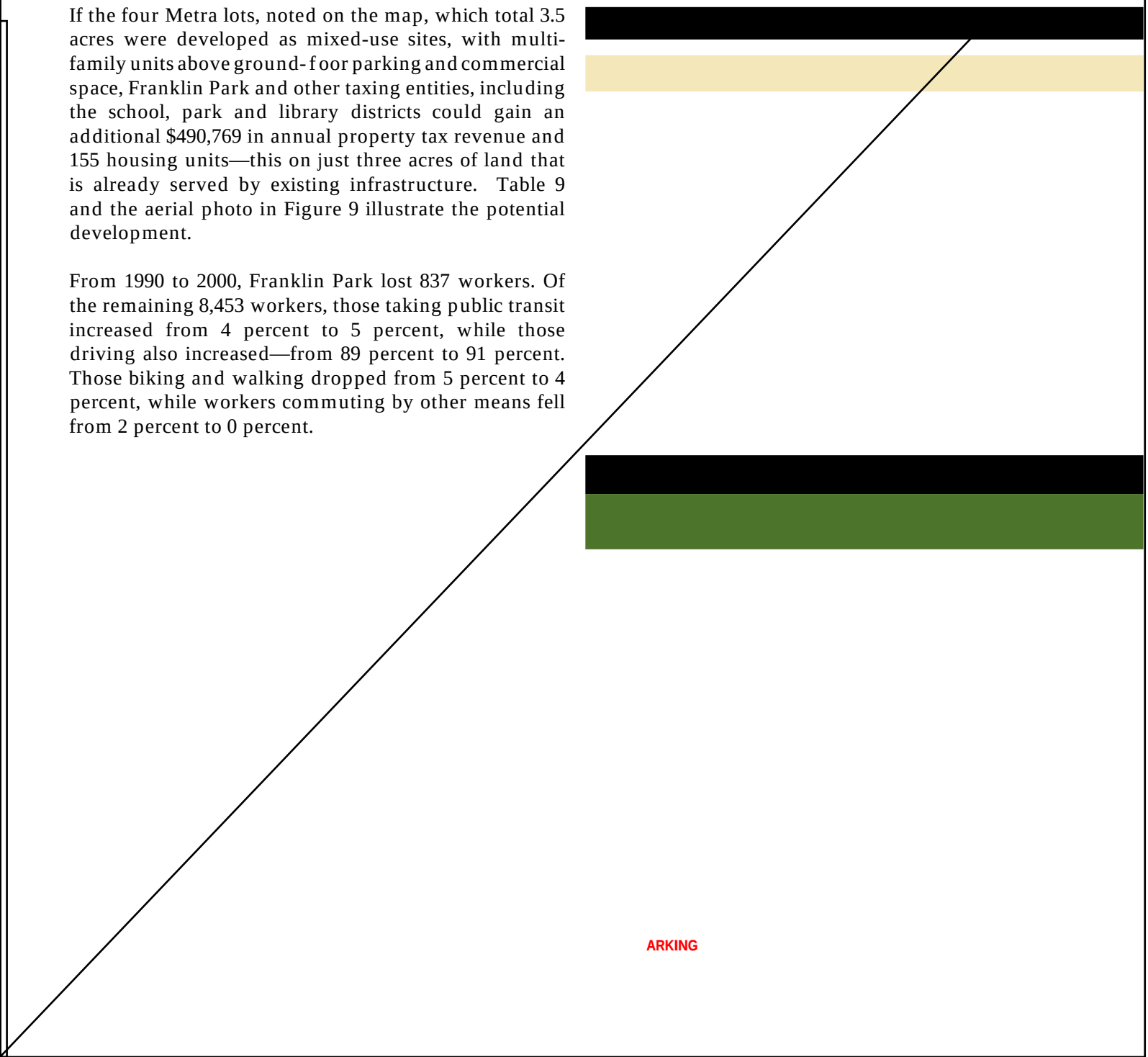


Figure 9. Aerial of Franklin Park

This loss of workers and increased use of the auto for work can be addressed by building more housing near the downtown Metra station. As the infrastructure and building stock of the inner suburbs continue to age, it is important they maintain a mix of ages and a sustantial working population. Franklin Park's working population, 43 percent, is slightly below the national average of 45 percent.

Franklin Park also holds the potential to develop affordable housing for working families that wish to live near transit or a central downtown. Among the top 25 percent of home sales in Franklin Park, the average selling price was $241,428 for a detached home and $169,167 for an attached one. The detached homes stayed on the market for an average of 48 days, while the attached ones were on the market for an average of 70 days. The top quartile prices were examined in Franklin Park's TOD Study to better assess the market potential for new home sales in the TOD market.[53] These homes would open the possibilities for younger singles and families to own housing with access to transit and local amenities.

[53] Village of Franklin Park Transit Oriented Development Study. Released January 6, 2006. Page 29 of the report.

PARKING EXPENSE & REVENUE

Taking into account the 215 Metra spaces considered for a potential build-out in Homewood, the estimated cost of maintaining the parking is $61,000 per year against annual revenue of $111,800 for a net gain of over $50,000.[55] But even aside from this yearly profit, it is also necessary to consider the lost opportunity costs of not using the surface parking lots for a higher use. When this is considered, drivers using transit for part of their commute—who then need parking—cost the town a considerable amount of lost revenue. A windshield

BLUE ISLAND, ILLINOIS

District : South/Southwest
Station Type : Emerging TOD

grid street pattern, facilitating easy access to the train station on foot or bicycle, some lack sidewalks and adequate pedestrian crossing signals. The station also has a few bike racks that were in use, and more bikes were chained 0 0 4 (Ul 0.5 330.5) 5 (strep / TT2 1 TT0 5 9 0 0 8) -2 9 (r 1 st

BACKGROUND

Blue Island is located on two Metra lines, the Rock Island Line and the Metra Electric Line. As of the Census 2000, the town had a population of over 23,000 residents living in more than 8,000 housing units, The city was incorporated in 1835 and saw its greatest period of residential development before 1950; 43 percent of existing housing units were built before 1950, and an additional 47 percent were constructed from 1950 to 1980. In the last two decades, fewer units have been constructed, about nine percent of today's total. Although the town is land locked, the population grew from 1990 to 2000 by 11 percent. The town has a long history of being an industrial center and is taking steps to fully realize its potential growth in industrial jobs and TOD.

ACCESS TO AND USE OF THE STATION

Within a one-half mile radius of the station, there are over 6,000 residents living in over 2,000 households for a net household density of 5.1 dwelling units per acre. In a 2002 Metra ridership survey, the two Blue Island stations at Vermont Street had almost 1,200 daily boardings combined, 14 percent of whom accessed the train by walking or biking.

While some neighborhoods around the station are on a

lighting and street trees. This plan is unique in that it has been developed in tandem with another plan to bolster the industrial base just north of the Metra station.[57]

PARKING EXPENSE & REVENUE

Using this fgure and taking into account the 795 Metra spaces considered for a potential build-out in Blue Island, the estimated annual expense for the commuter parking spaces is about $226,000 against estimated annual revenue of $173,000 for a net loss of about $53,000.[58]

While drivers who take advantage of parking at the station use transit for part of their commute, the use of their auto on the other leg costs the town, both directly in terms of expenses, and indirectly since the large parking lots generate no additional revenue for the city and impede the pedestrian environment. A windshield survey indicated that many of the stations boarders were not from Blue Island, an important fnding considering the town residents are not d F re

Table 11. Blue Island: the Opportunity Costs of Parking

Number of parking spaces	795
Commercial Sq. Feet	23,576 s.f.

Units/248,600

Figure 11. Aerial of Blue Island

Blue Island has gained residents in the last decade and is seeing new development throughout the town. Given its location in the region—bordering Chicago and home to two Metra lines and several Pace bus routes—it could have a higher portion of workers biking, walking or

TINLEY PARK, ILLINOIS

District : South/Southwest
Station Type : Auto-Oriented

BACKGROUND

Tinley Park is served by two Metra stations, though this study only analyzes the 80th Avenue station. This station is located along Metra's Rock Island Main Line. As of Census 2000, Tinley Park had a population of just over 48,000 residents living in almost 14,500 housing units, an increase of 30 percent since the 1990 Census. The Rock Island and Pacific railroad arrived in Tinley Park in 1852 and the village was incorporated forty years later, in 1892.[59]

PARKING EXPENSE & REVENUE

There are 2,158 designated Metra parking spaces at this station. Only 1,733 Metra parking spaces are considered for a potential build-out in this study. These 1,733 parking spaces cost an estimated $492,000 per year against annual revenue of $397,000 for a net loss of about $96,000 a year.[61] When the opportunity costs of using the land as parking is taken into account, however, the costs rise even further.

VISUALIZING THE OPPORTUNITIES

The two Metra lots, noted on the aerial photo, which total nearly 19 acres, have the potential to be developed into a major planned development with townhomes,

in concert with smart growth or TOD principles. WMATA in Washington D.C., DART in Dallas, MARTA in Atlanta and BART and MTC in the Bay Area all have an established Joint Development Authority.

WMATA, for example, recognizes the benefts of TOD at its stations and it gives priority to joint development proposals that promote TOD and smart growth principles. These benefts include the reduction of automobile dependency, an enhanced pedestrian environment, an increased number of transit trips that originate with walking or biking, newly safe station areas, and increased housing and retail opportunities. Beyond promoting TOD, WMATA, through its Joint Development Authority program, works to attract new riders to the system, create a source of revenue, and augment the local property tax bases.[62]

Local jurisdictions ultimately have authority over land use decisions, but having a joint development authority can give the transit agency some infuence over and beneft from the development process. Processes like the Joint Development Authority will go a long way toward creating a coordinated effort between the transit authority, local jurisdictions, and others involved in the development process.

Large, contiguous, and developable parcels at or near transit stations are in high demand and surface parking lots could go a long way toward flling thg ב l ڵ ẹ ב M eĈ ҕ ᴀ ƥ ᵀ ə ƙ Ӟ l Min

funds for various elements of TOD projects, several other states and local governments have created new sources of revenue to support TOD. Funding sources to ensure affordable housing can be included within TOD and to help cover the upfront costs associated with TOD, particularly the public costs of site planning, public involvement, pedestrian infrastructure, station area improvements, other place making elements, and affordable housing include developer impact fees, funds from the sale of public lands, housing funds, EPA funds, in-lieu of fees, benefit assessment areas, tax-increment financing, and other sources for dedicated funding

The under priced parking rates at Metra stations—often $1 to $2 a day—encourage driving and discourage use of other modes for accessing the station, since the total daily rate is, for instance, less than a roundtrip Pace bus fare of $3. A further disincentive to access the Metra station ^$ p [Ń Ń

APPENDIX A : Metra Station Survey

Metra Station Survey

Station Name_____ Date_____ Time of Survey_____

Station Type & Condition:

Accessibility/Lack of Barriers (e.g., handicap ramp): 1 2 3 4 5 (5 being the best).

Comment_____

_____.

Condition of station: 1 2 3 4 5 Comment_____

_____.

Shops/Concession/restrooms: Y N If yes, specify_____

_____.

Exterior Light Features Y N Sidewalks Y N Pedestrian Use 1 2 3 4 5

Bike Racks Y N Bike Racks Utilized Y N

Parking

Type (e.g.; street, garage surface lot):_____

Estimated # of Spaces/Type:_____

Proximity to Station:_____

Cost/Hr/Day by Type:_____

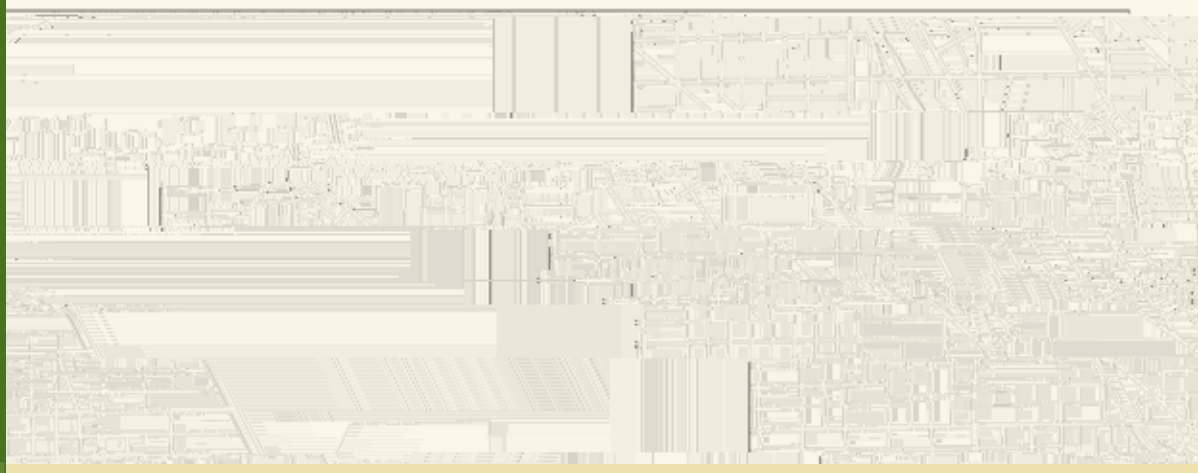
Level of Use (estimated %):_____ Shared Parking: _____

Additional Comments:

APPENDIX B : Sample Land Use Survey Form

Sample Land Use Survey Form

Below is a sample land use survey form used to complete the fieldwork to assess the land use and parking capacity



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