

INTRODUCTION: PROJECT DESCRIPTION

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

RED AND PURPLE MODERNIZATION (RPM) PHASE ONE OVERVIEW

RPM Phase One is a transformative project to modernize Red and Purple Line infrastructure. RPM Phase One will rebuild four of the oldest Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr), making them fully ADA accessible, and create a bypass to unclog a 100-year-old junction where the Red, Purple and Brown Line trains currently intersect at the Belmont Station.

The RPM Phase One project will allow CTA to significantly increase the number of trains it can run along the Red Line to reduce overcrowding and meet growing demand for transit service, enhancing access to housing, jobs, retail and community services.

TRANSIT-ORIENTED DEVELOPMENT PLAN

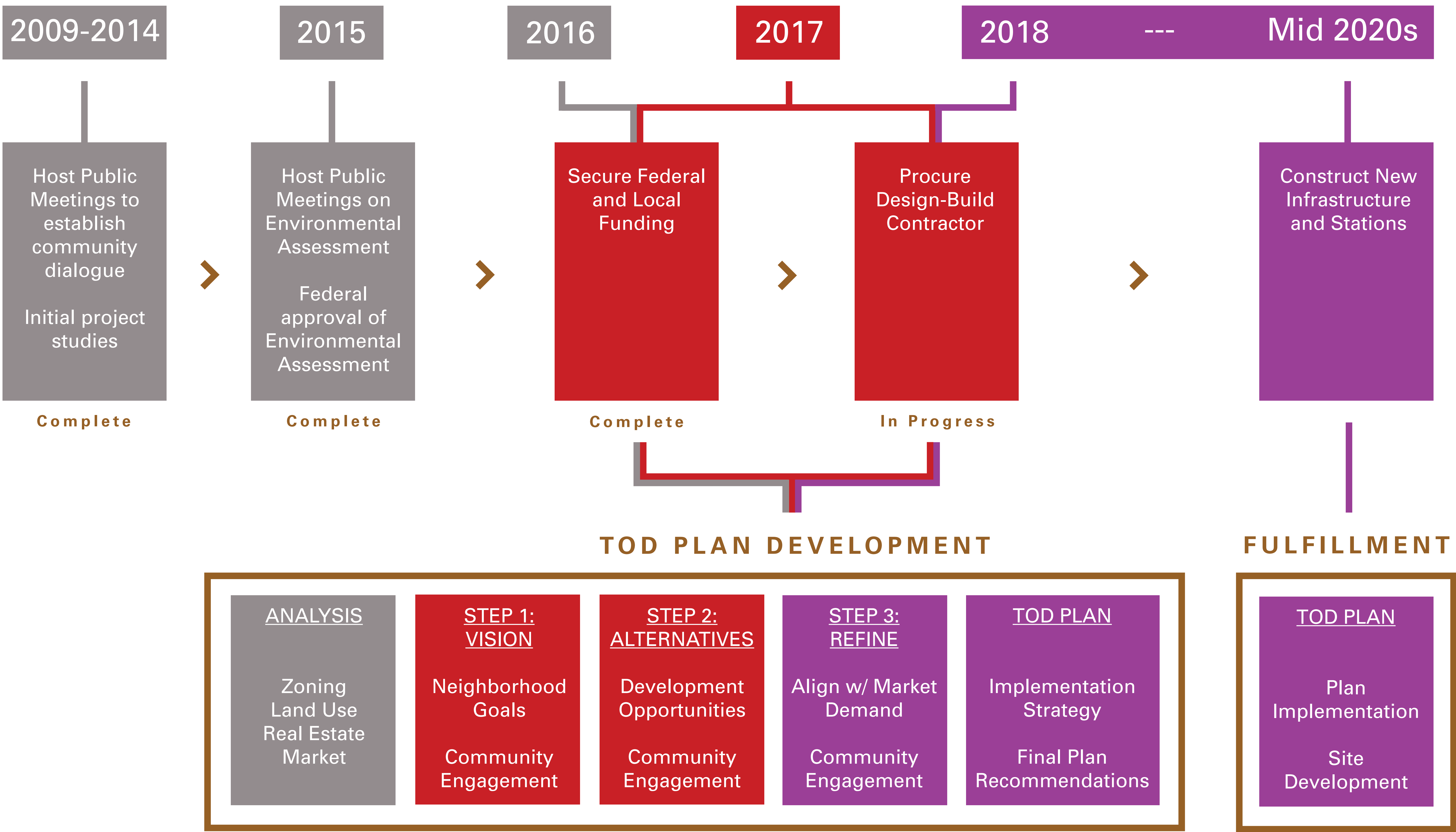
The CTA has engaged a multi-disciplinary consultant team to develop a Transit-Oriented Development (TOD) plan for portions of the Lakeview and Uptown/Edgewater neighborhoods. The plan will address areas where rapid transit infrastructure improvements are expected. The TOD Plan process is being conducted separately but concurrently with the RPM Phase One Project.

The TOD plan focuses on specific redevelopment strategies for land impacted by the RPM Phase One construction work, portions of which could become available for redevelopment after construction is completed.

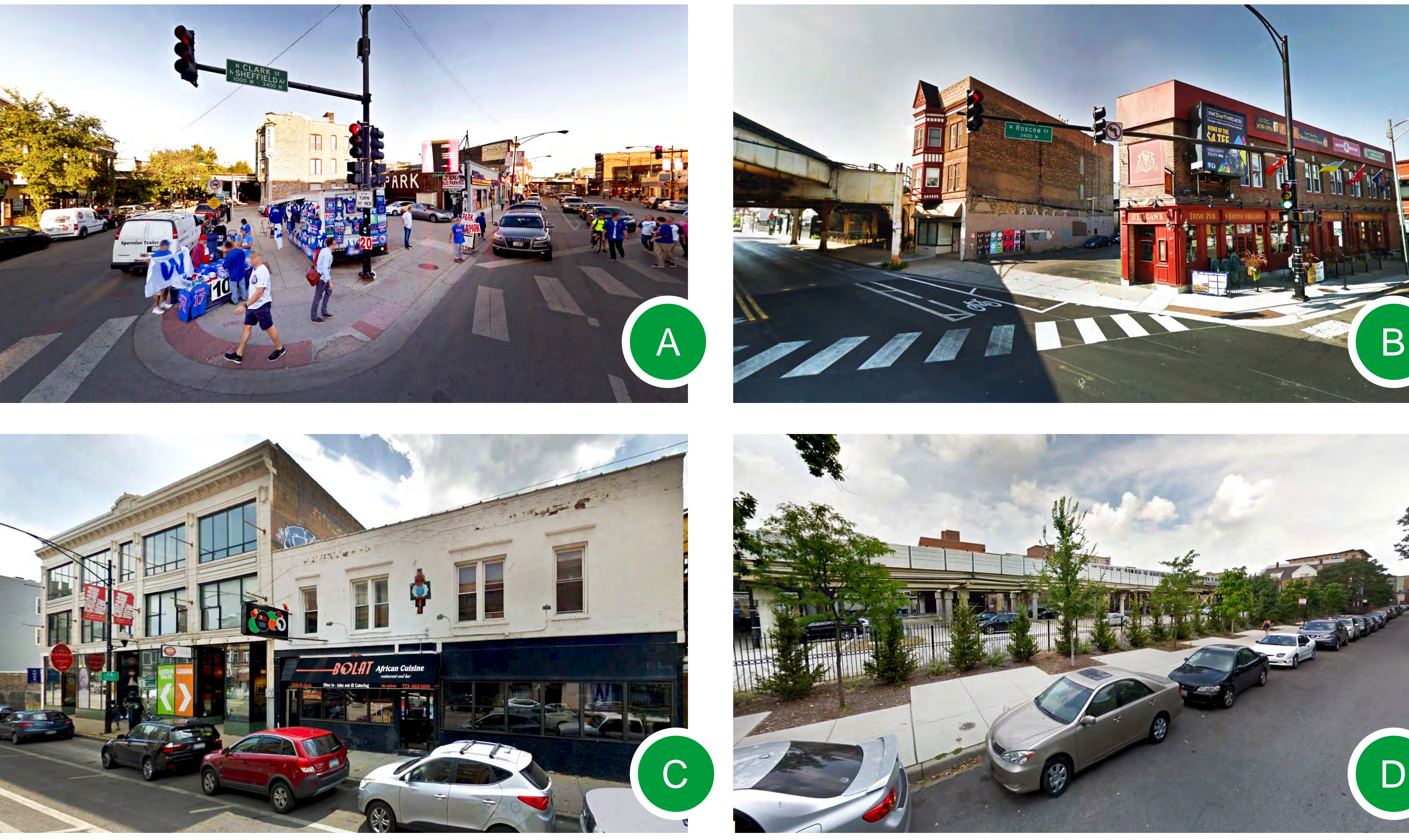
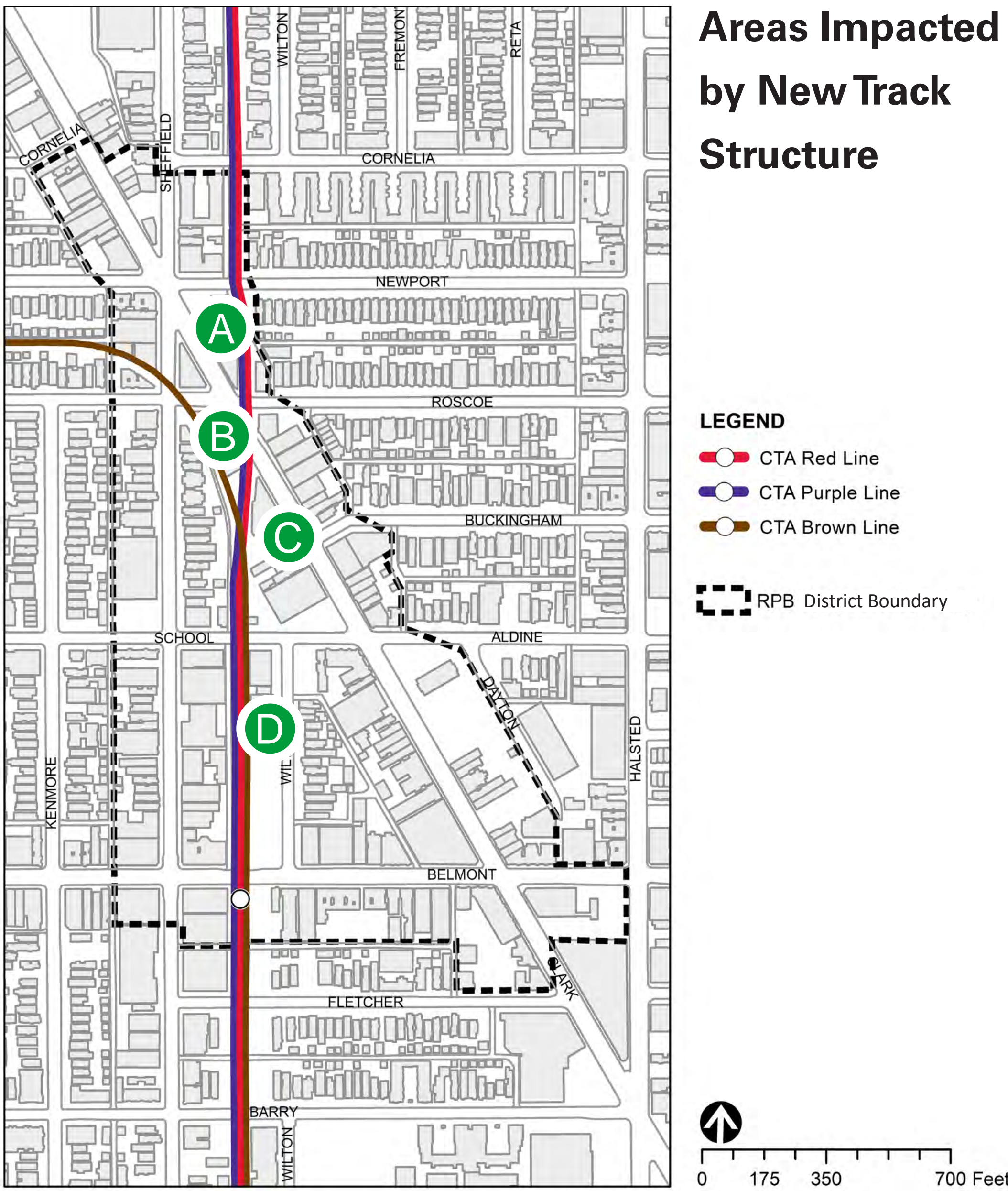
The TOD Plan is a proactive effort by the CTA, in partnership with the City of Chicago Department of Planning and Development, to create a community driven guide for future development. The goal is to promote redevelopment in the neighborhood that is financially sustainable, thoughtfully designed, and contributes positively to the community.

The TOD Plan process began in late 2016 and will continue through mid-2018.

RPM PHASE ONE PROJECT TIMELINE



RED-PURPLE BYPASS DISTRICT



INTRODUCTION: COMMUNITY MEETINGS

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

TODAY’S MEETING

Red-Purple Bypass Study Area

The CTA has partnered with the Chicago Department of Planning and Development, elected officials, and the consultant team to engage stakeholders while planning for the neighborhoods and public spaces along the expected rail corridor improvements.

We want to hear from you! This meeting is an open forum designed for CTA to learn about your vision for the community and neighborhood around the Belmont Station. We are seeking your opinions, ideas, and comments. This information will be compiled and used to inform the goals, strategies, and recommendations of the plan moving forward.

The public meeting for the Lawrence to Bryn Mawr Study Area will take place on Thursday May 11, from 6:00 to 8:00 at the Broadway Armory

COMMUNITY MEETING SCHEDULE

Meeting 1 - Tonight

- Gather information about the project
- Provide input on goals, objectives and vision for the study

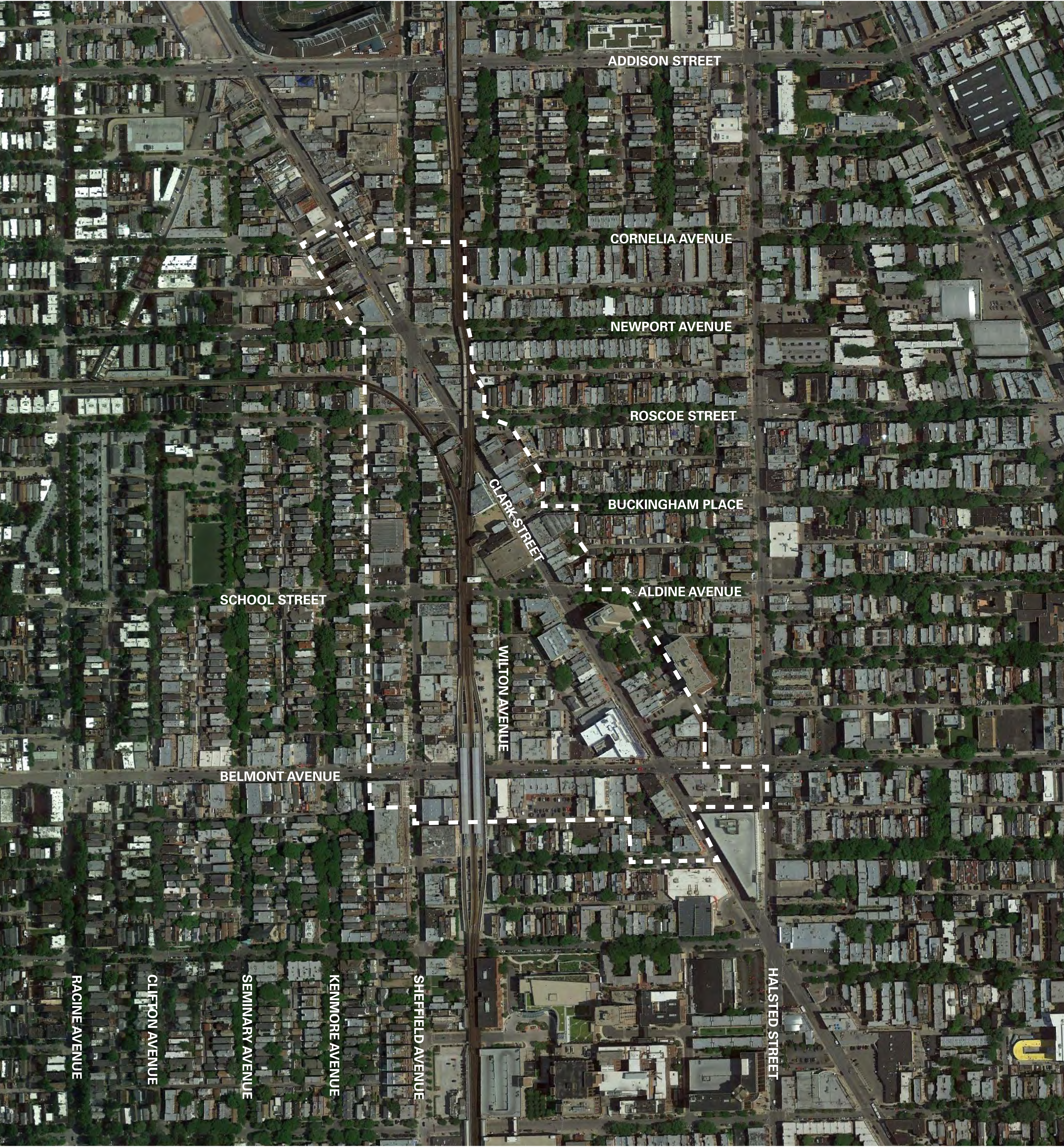
Meeting 2 - Summer/Fall 2017

- Preliminary vision for neighborhood development for review and comment
- Preliminary site development concepts for review and comment

Meeting 3 - Spring/Summer 2018

- Final plan recommendations
- Next steps and implementation strategies

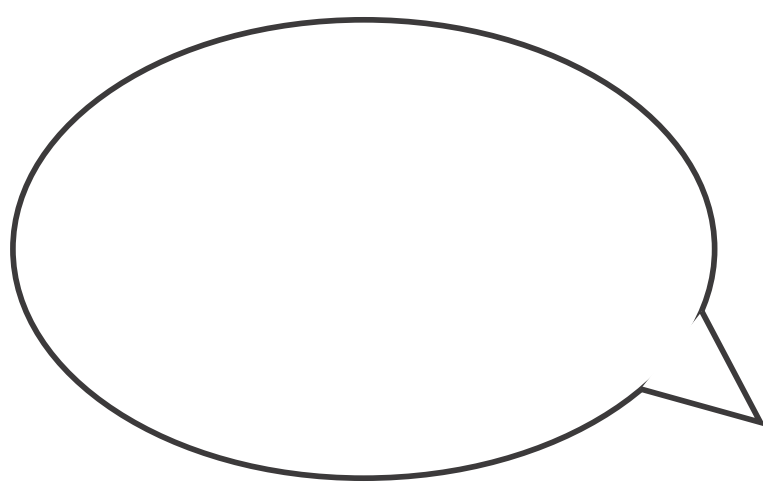
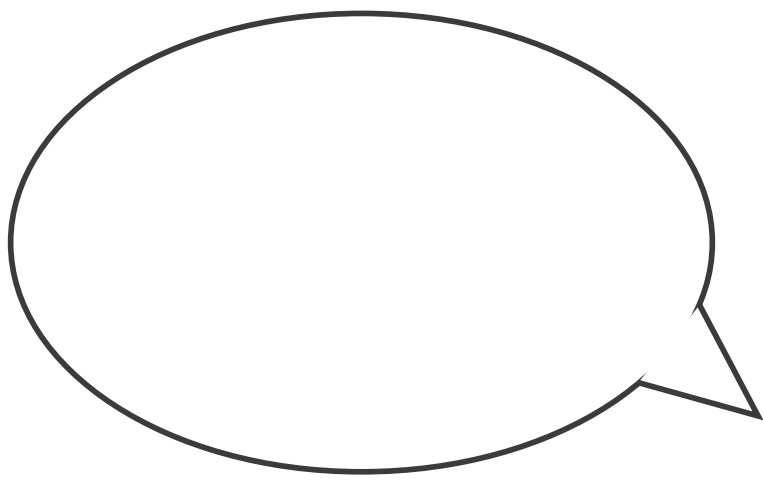
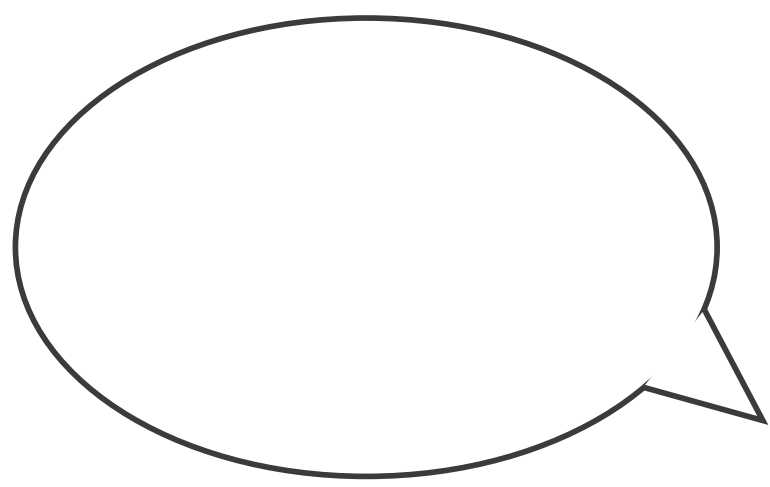
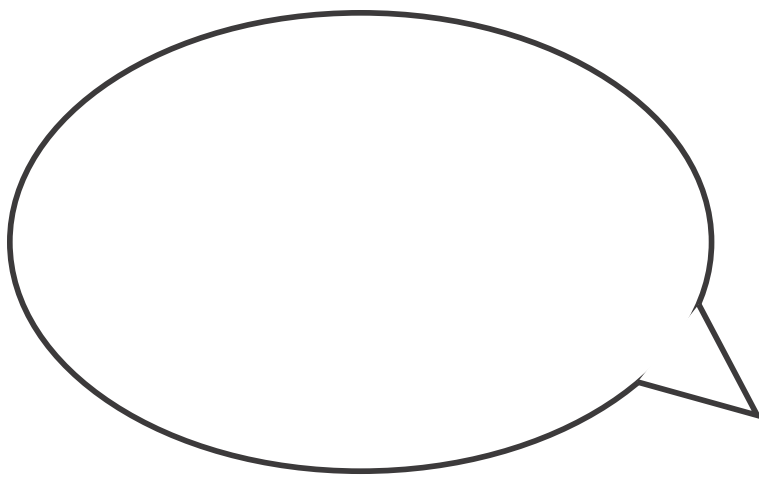
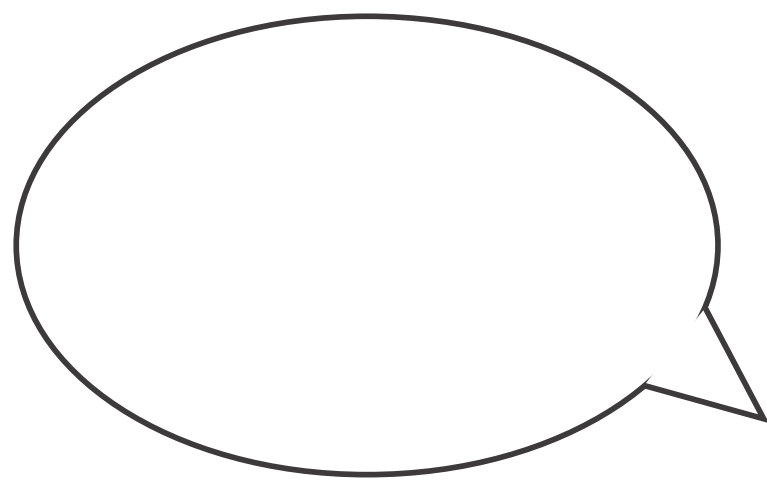
 RED-PURPLE BYPASS DISTRICT BOUNDARY



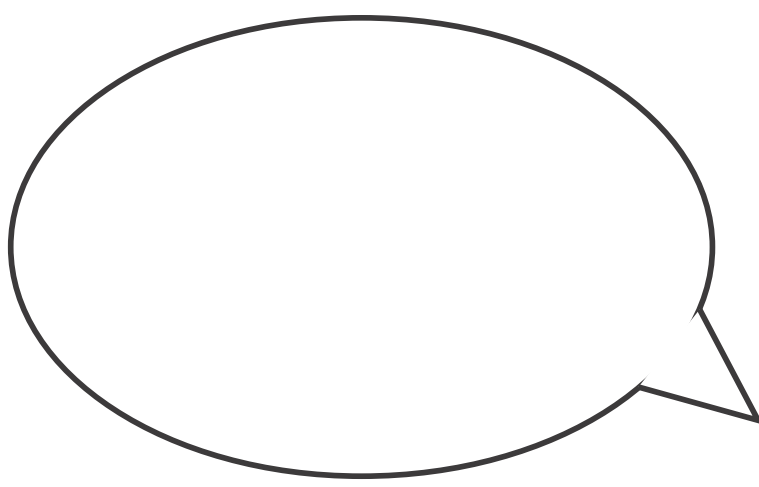
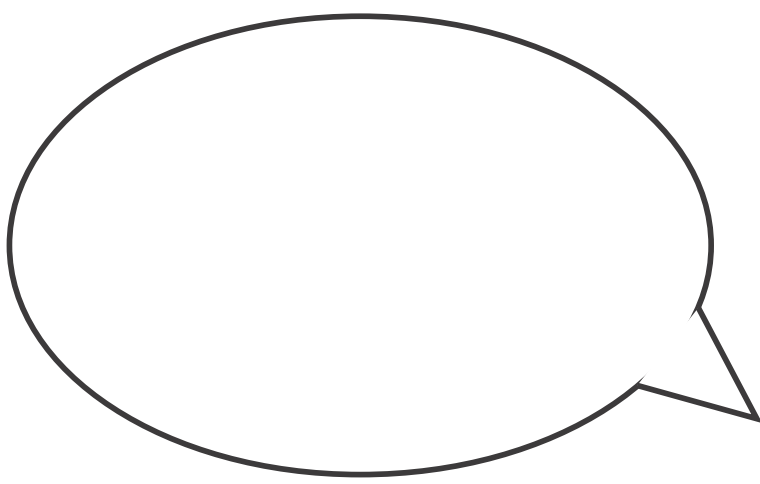
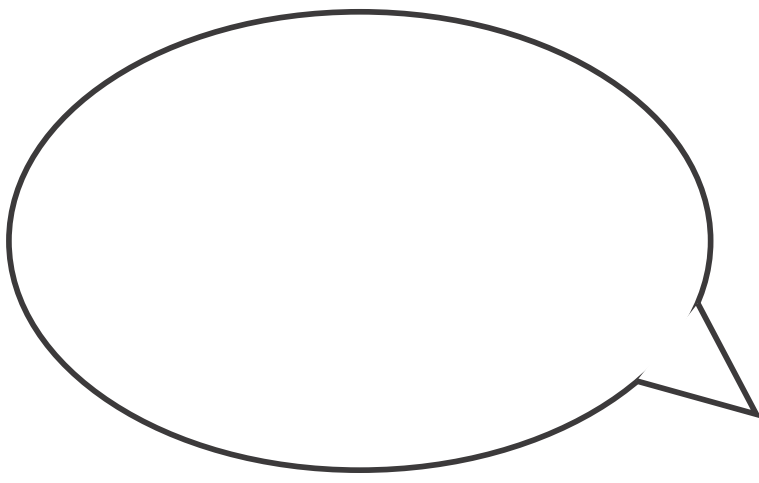
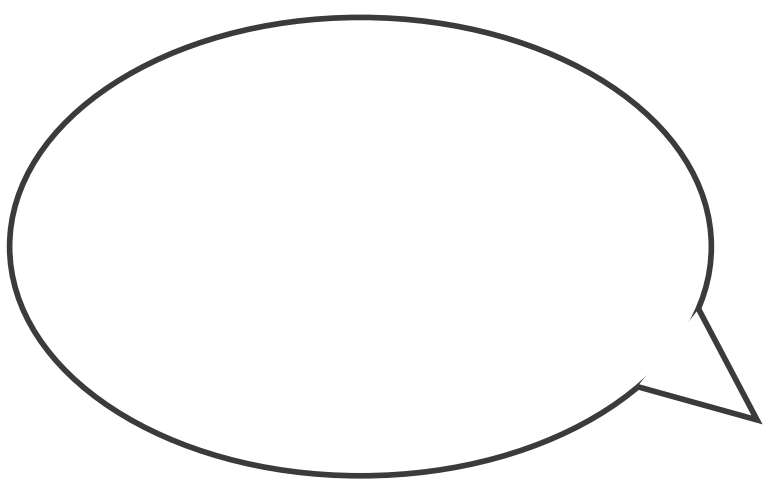
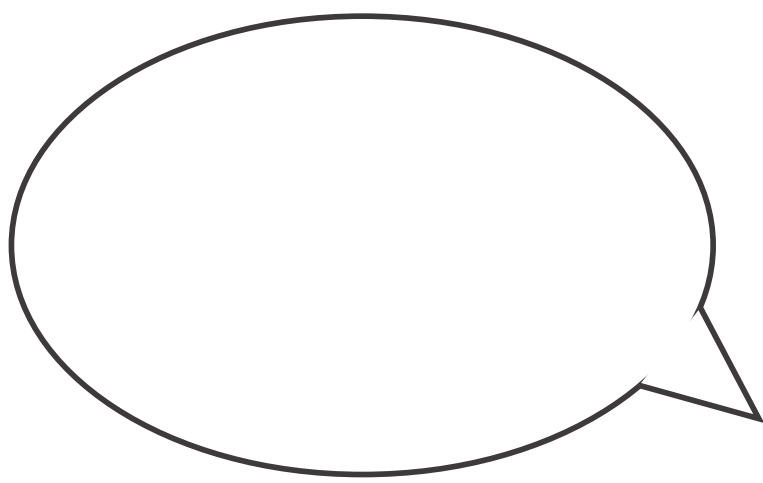
INTRODUCTION: FEEDBACK

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

If you have other comments or ideas, please share!



Write a comment
or leave a
sticky note



NEIGHBORHOOD DEVELOPMENT: MARKET ANALYSIS

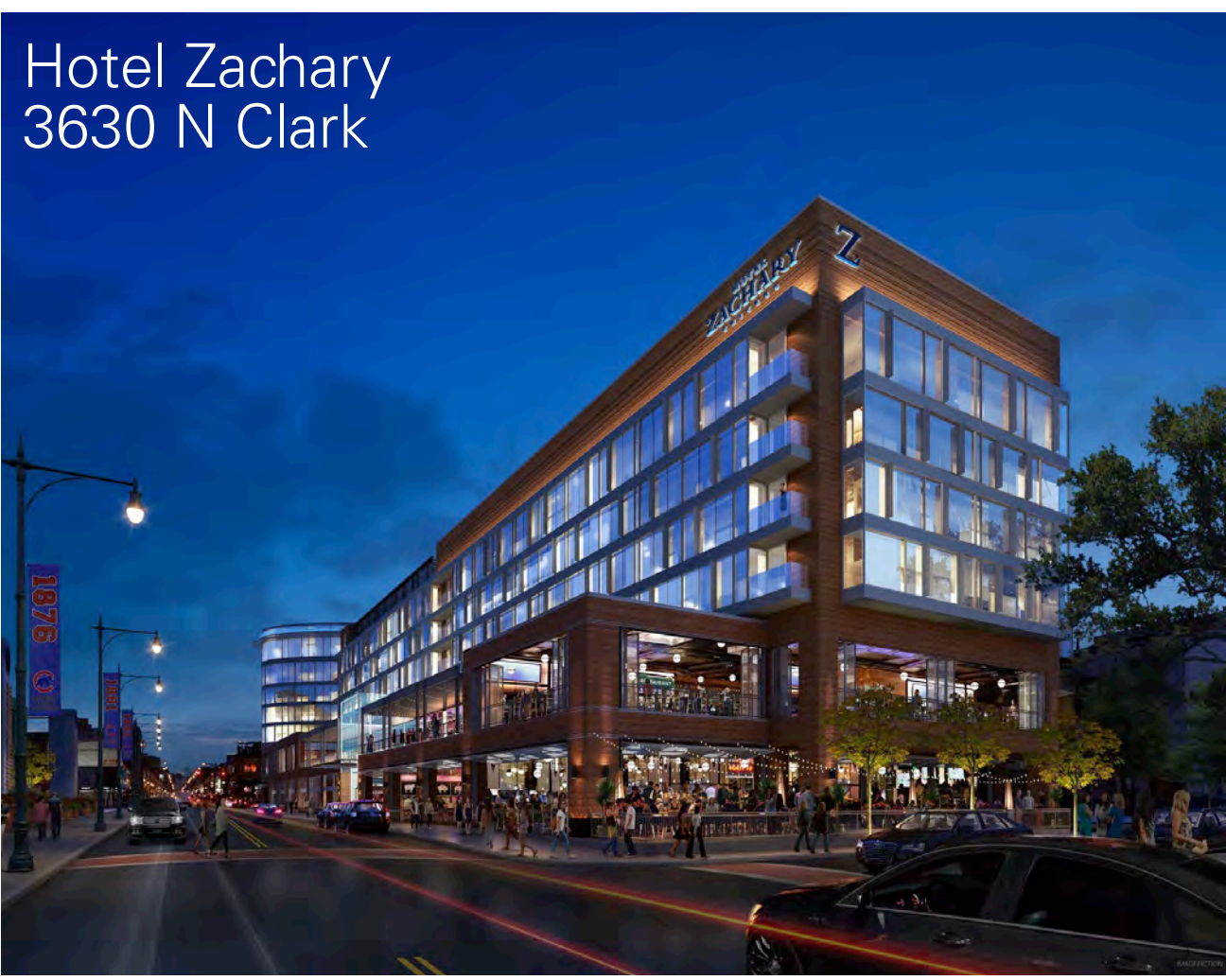
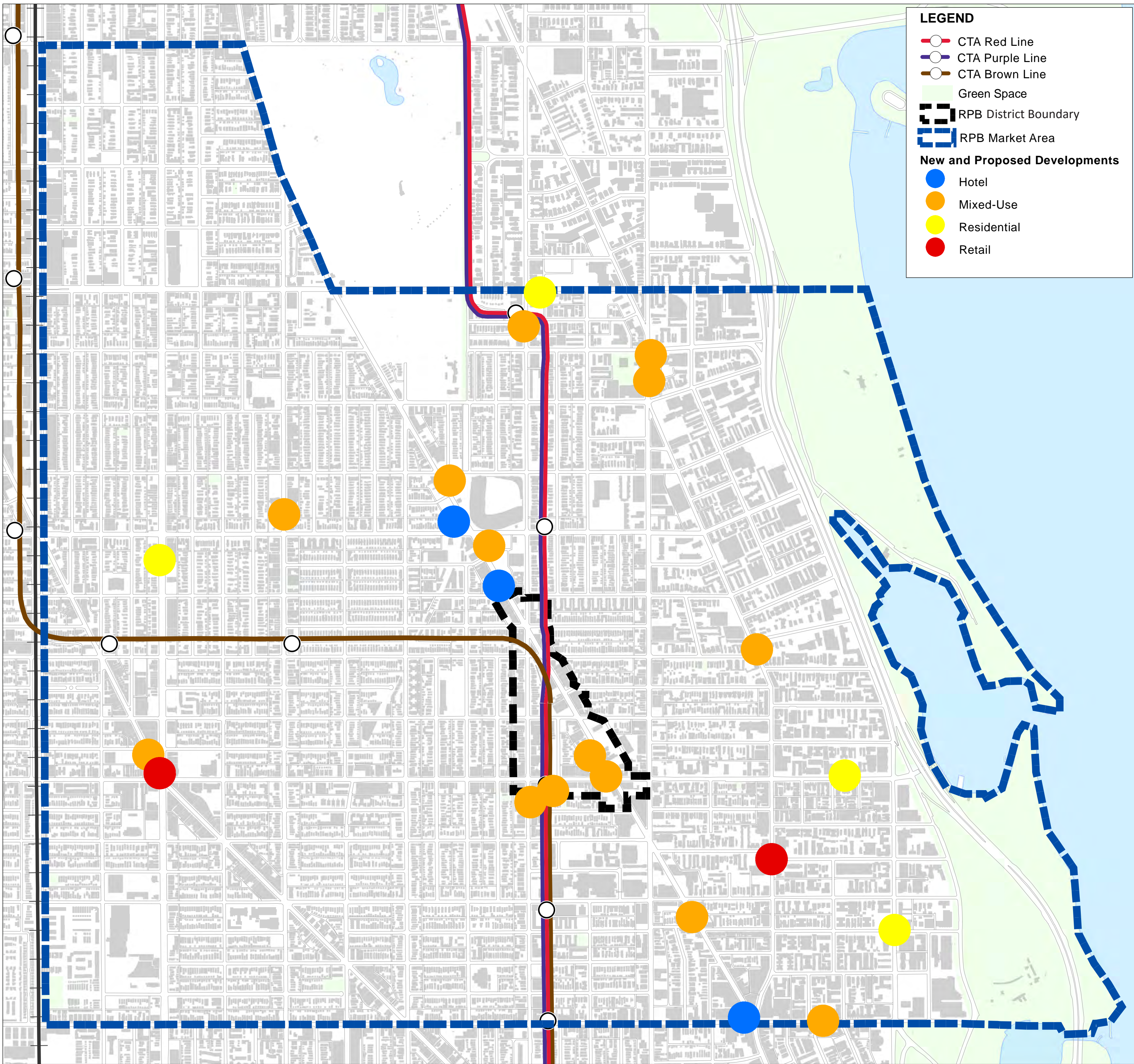
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

The Transit-Oriented Development Plan includes a customized real estate analysis. The information on this board is specific to the Market Area, defined as Lakeview Community Area.

Information in yellow is specific to the RPB District, outlined in the maps below.

MARKET AREA NEW / PROPOSED DEVELOPMENT

- 1,200 residential units
- 650,000 S.F. commercial space:



The RPB Market Area is bounded by:

- Irving Park Road on the North
- Diversey Parkway on the South
- Ravenswood Avenue on the West
- Lake Michigan on the East

Development Catalysts

- Wrigley Field and emerging adjacent entertainment district
- Lakeview 3200 - new luxury apartment mixed-use development at Clark and Belmont

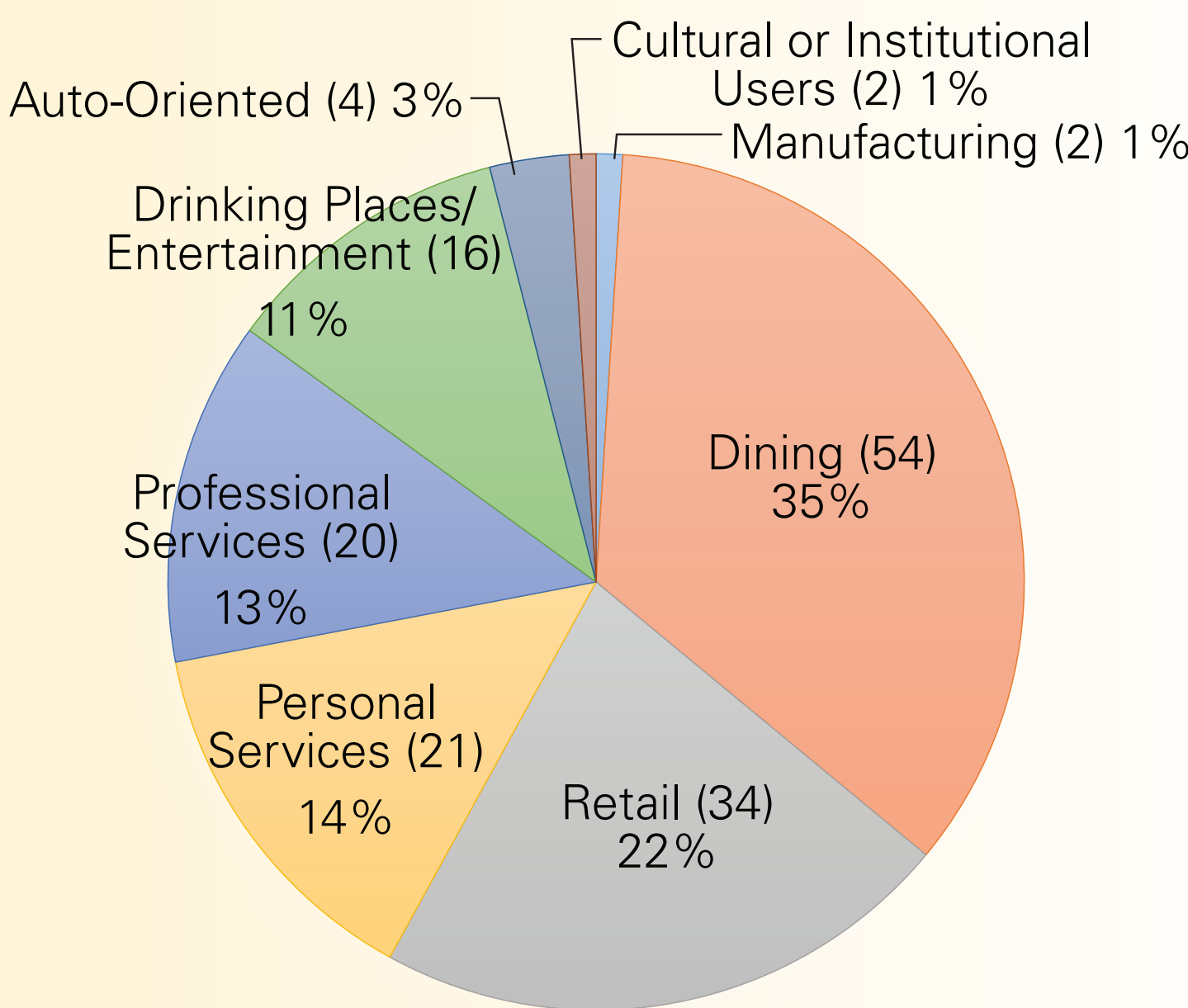
COMMERCIAL TRENDS IN THE DISTRICT

91% of Storefronts in the District are Occupied

Nearby Clark and Addison development as entertainment destination will support additional bars, restaurants, and specialty retail within the District.

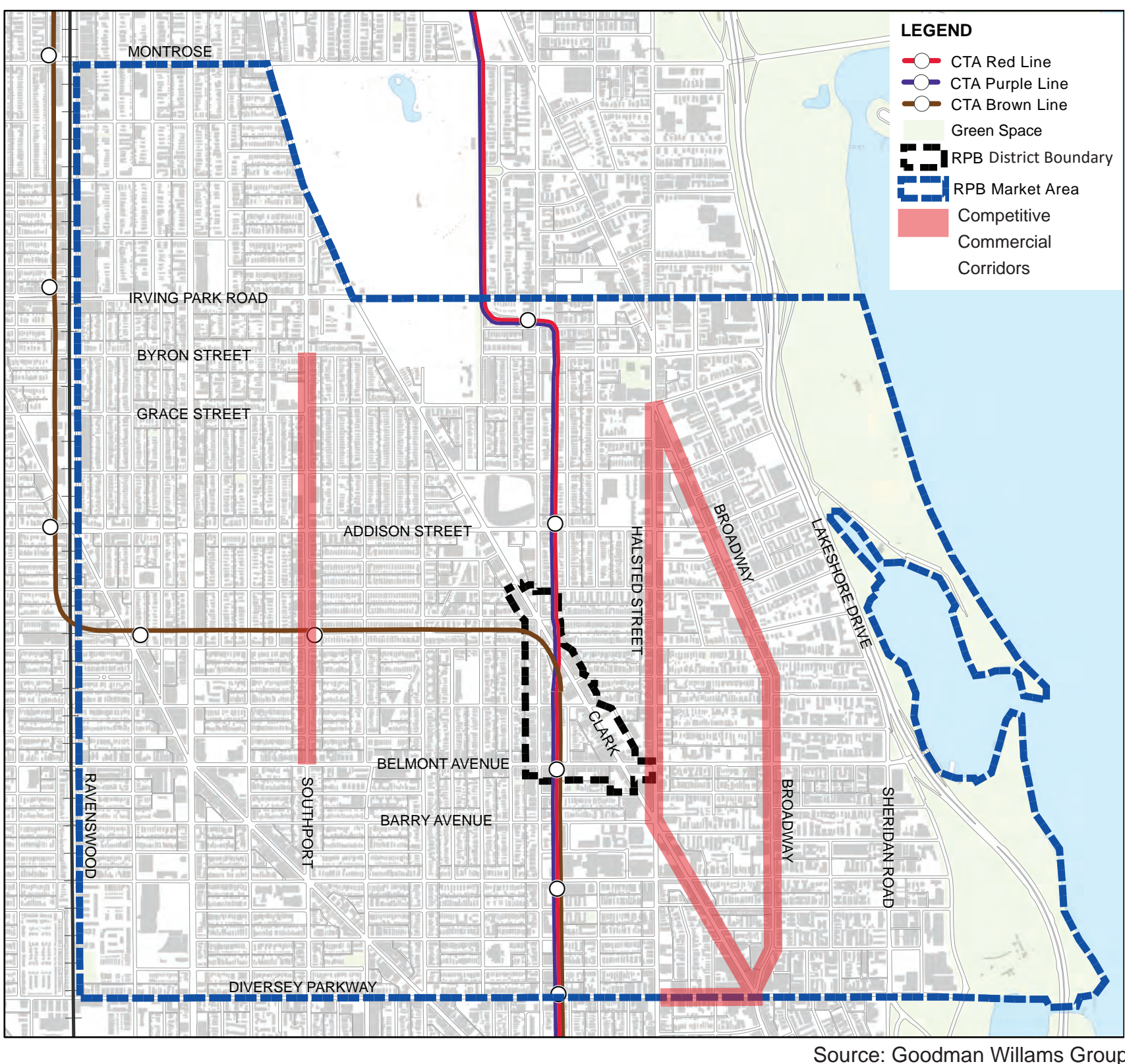
Residential development creates opportunity for some additional neighborhood-serving commercial.

District Area Commercial Uses



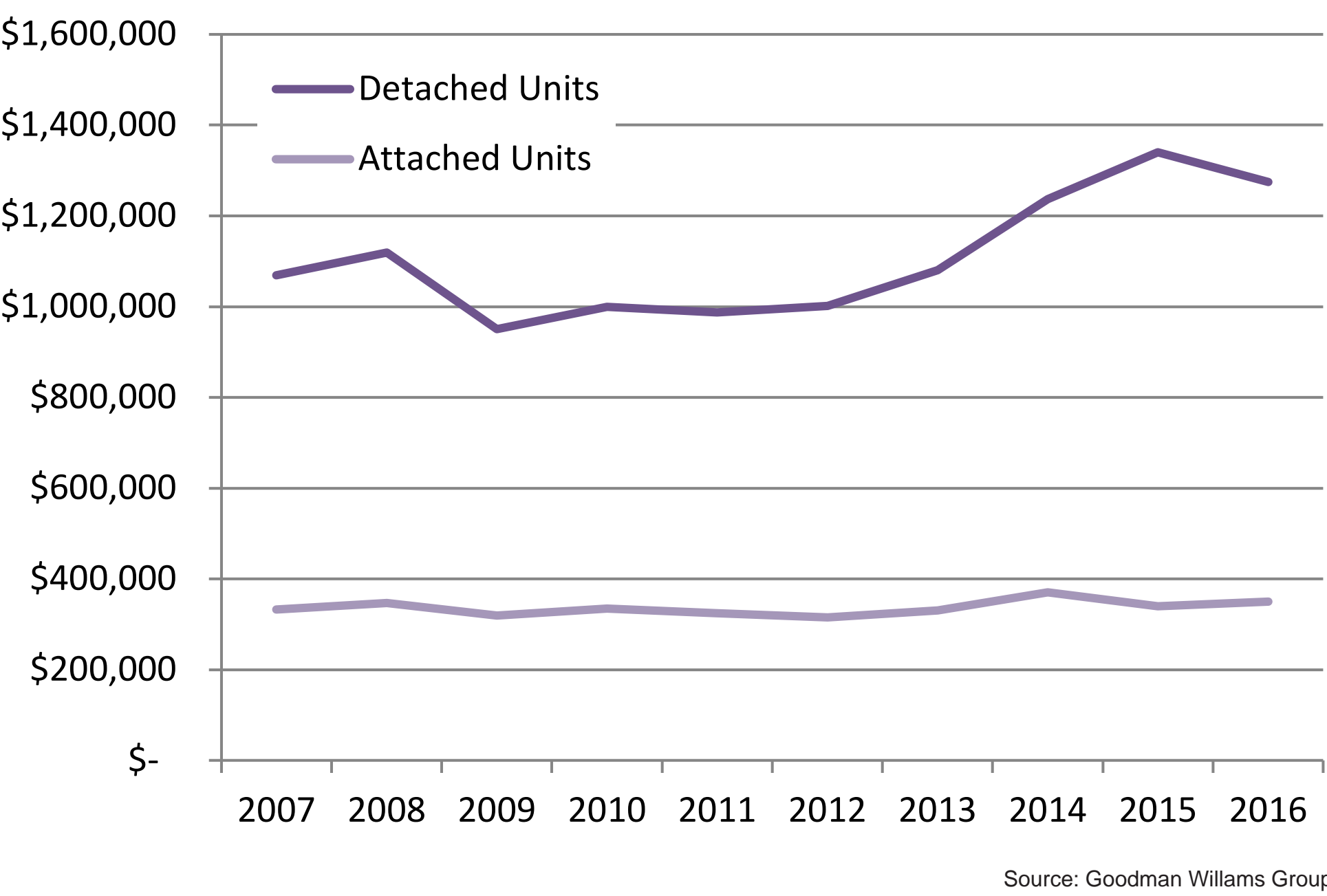
90% of commercial uses in the District are locally owned.

MARKET AREA COMMERCIAL CORRIDORS



RESIDENTIAL TRENDS

Median Home Prices



EMPLOYMENT TRENDS

Primary Areas of Employment

- Accommodations and Food Services
- Retail Trade
- Health Care and Social Assistance

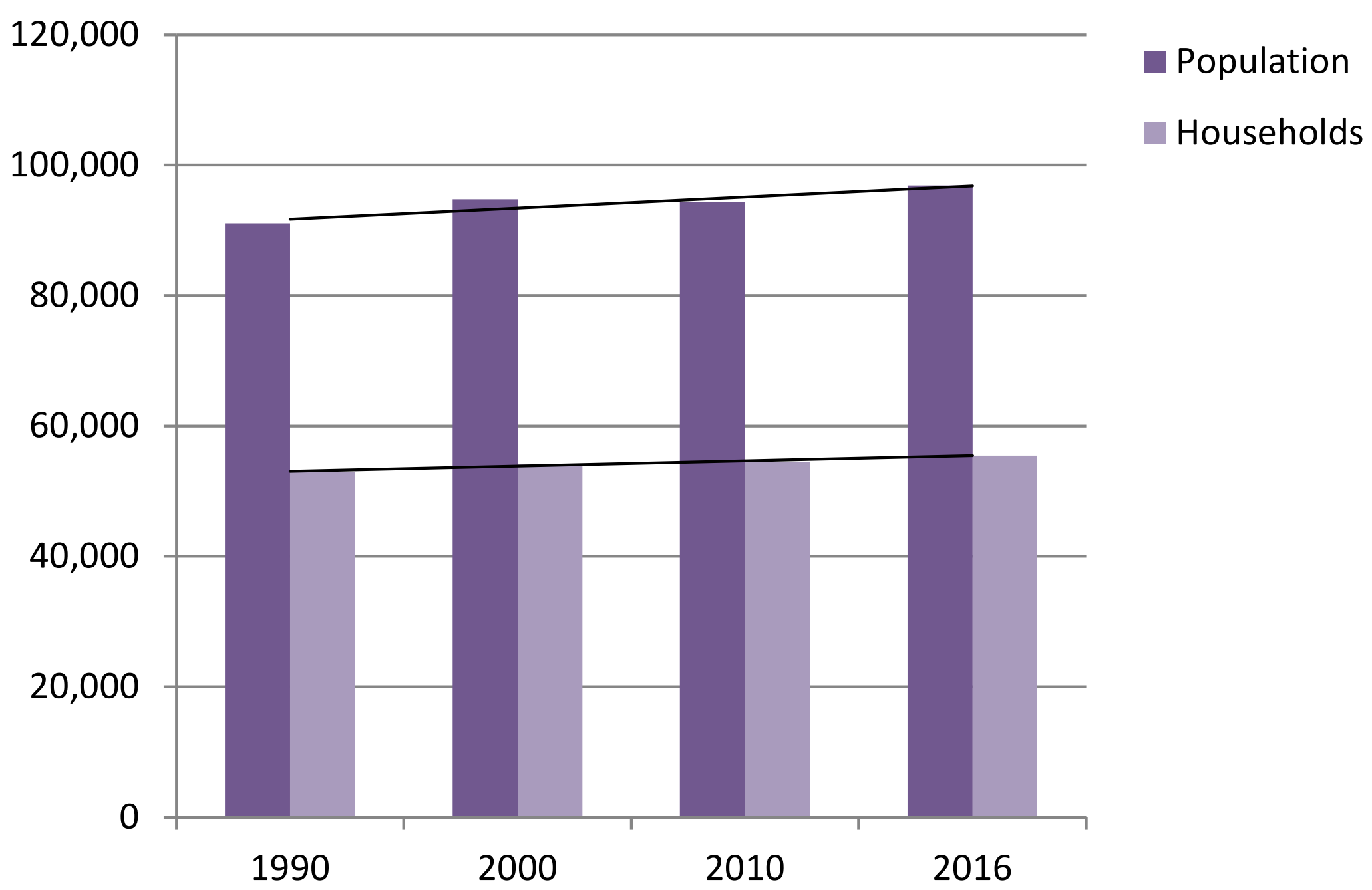
More than half of residents commute to the Chicago Central Area for work.

DEMOGRAPHIC TRENDS

Highly Educated and Affluent Population

- Median income significantly higher than the city as a whole (\$80,347 vs \$49,531)
- More than 80% of population have a Bachelor's, Graduate, or Professional degree
- Population increase 1990 to 2016:

Source: U.S. Census Bureau

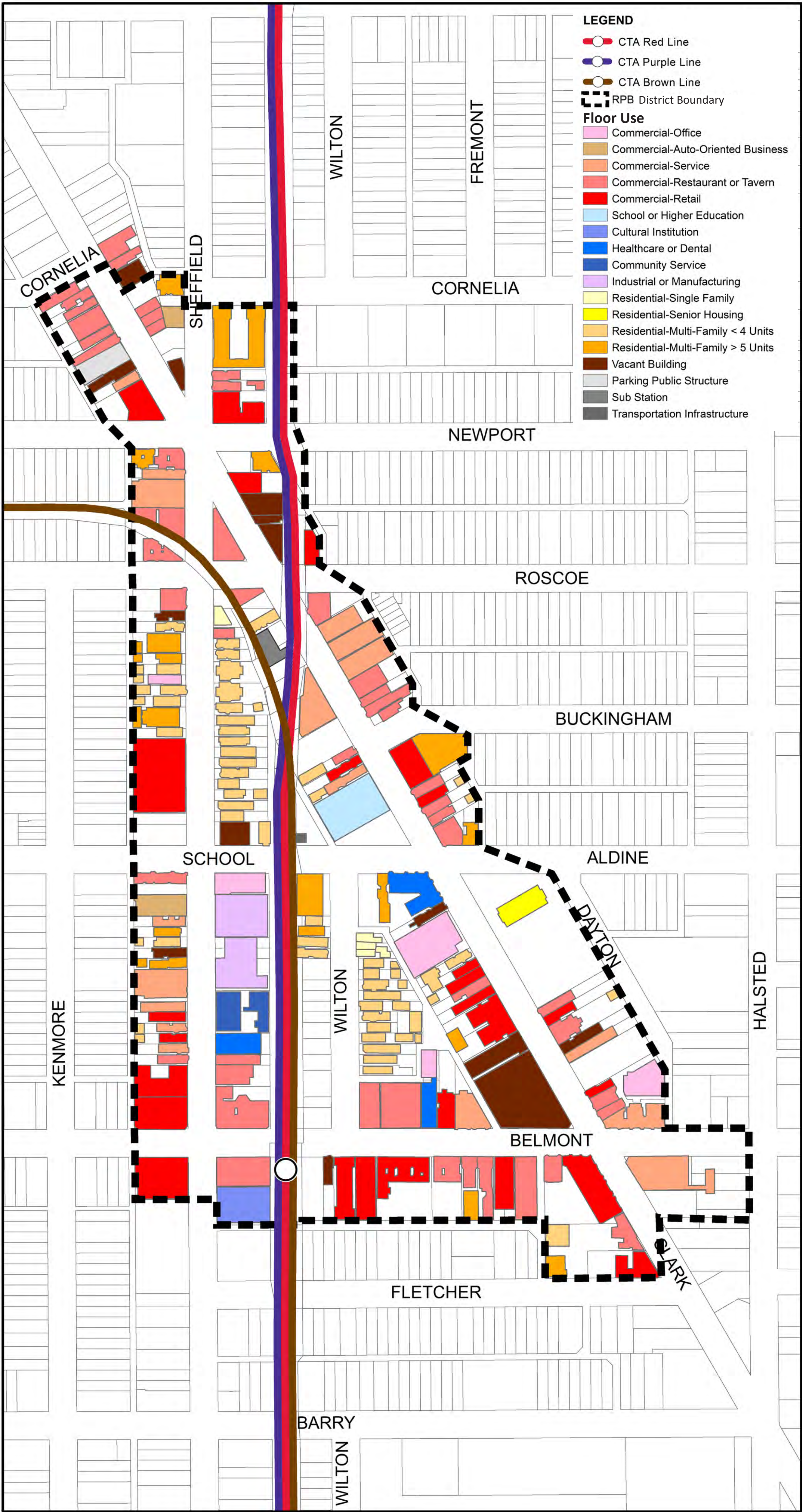


Population & Household Growth in RPB Market Area

NEIGHBORHOOD DEVELOPMENT: CHALLENGES & OPPORTUNITIES

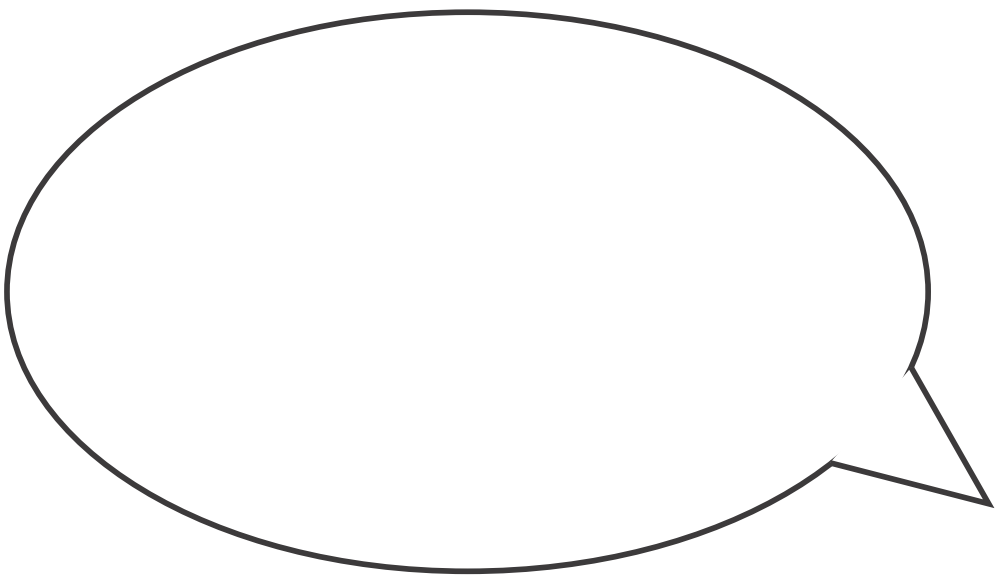
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

CURRENT BUILDING GROUND FLOOR USE MAP

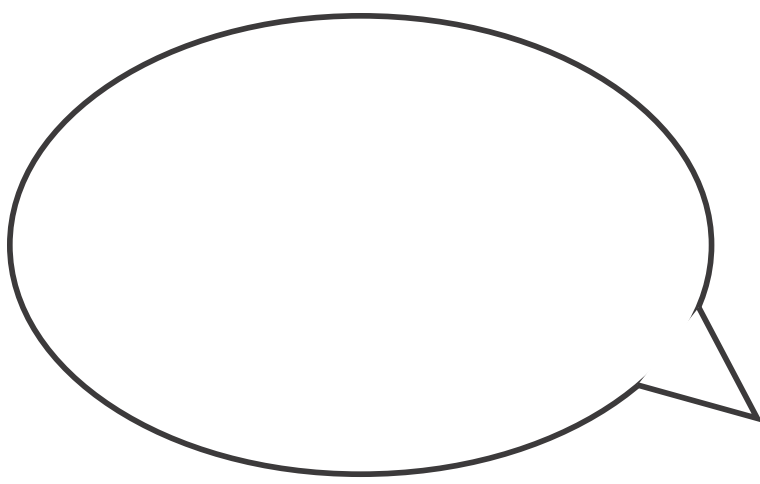
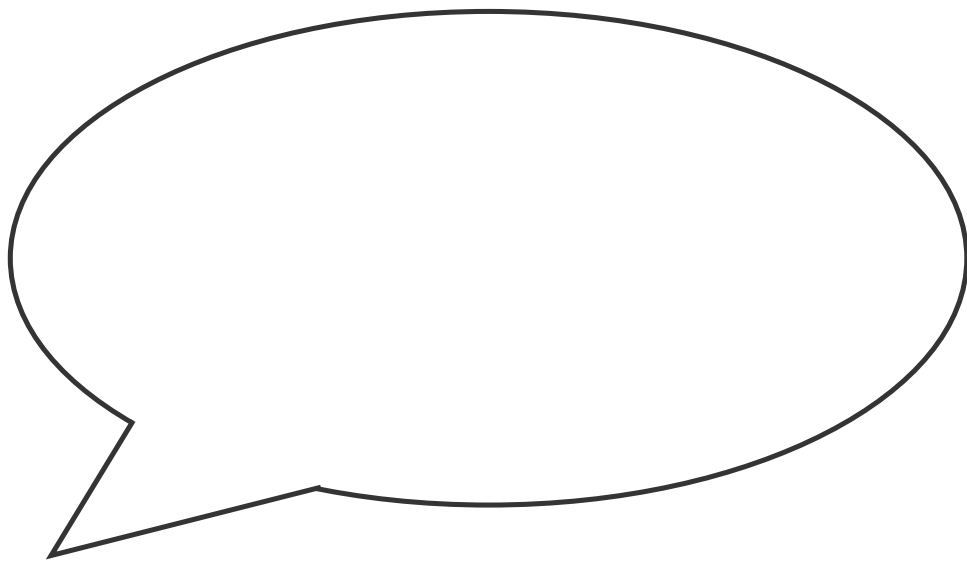


What are the best parts about the neighborhood?

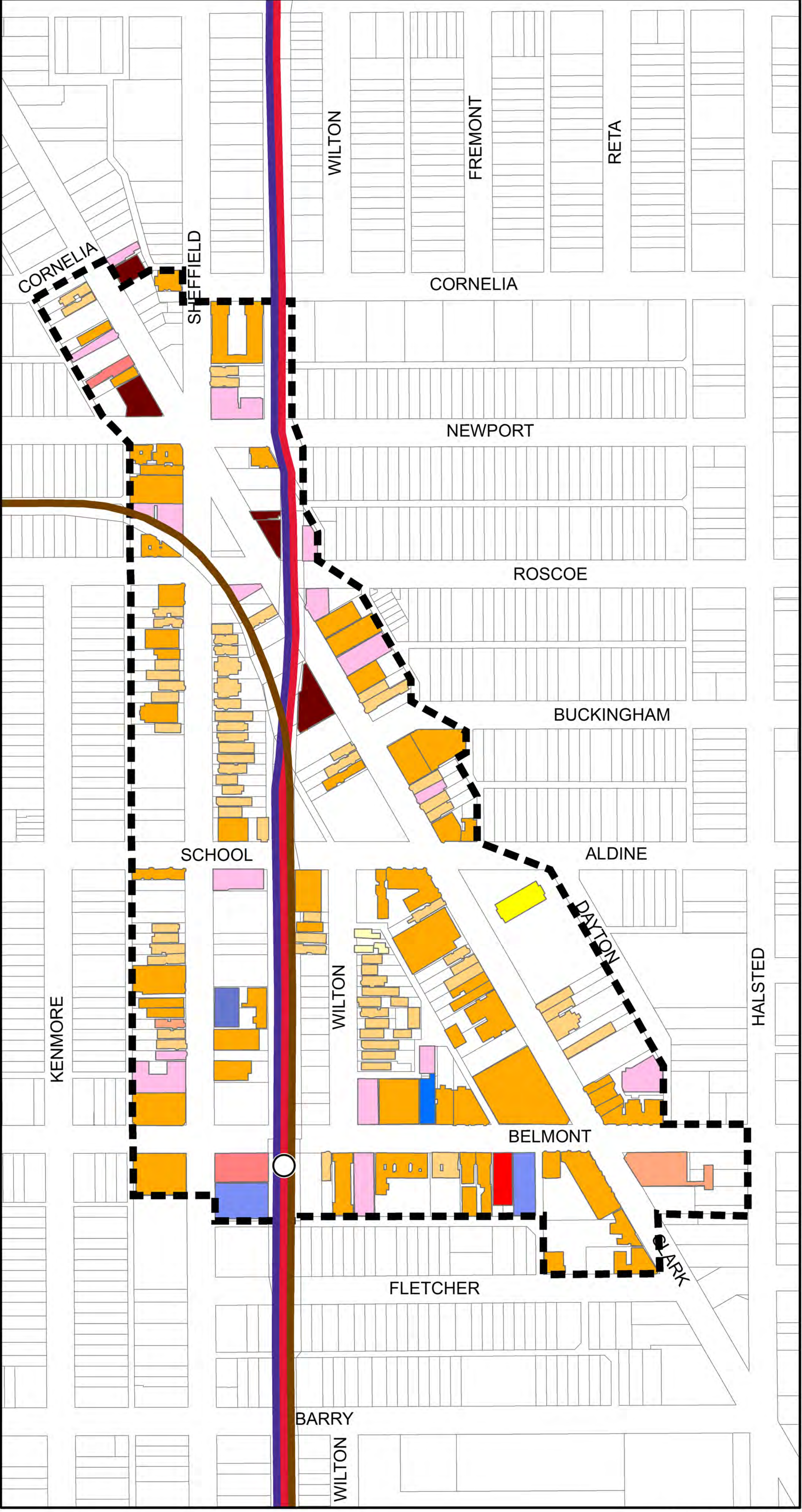
Leave a Comment!



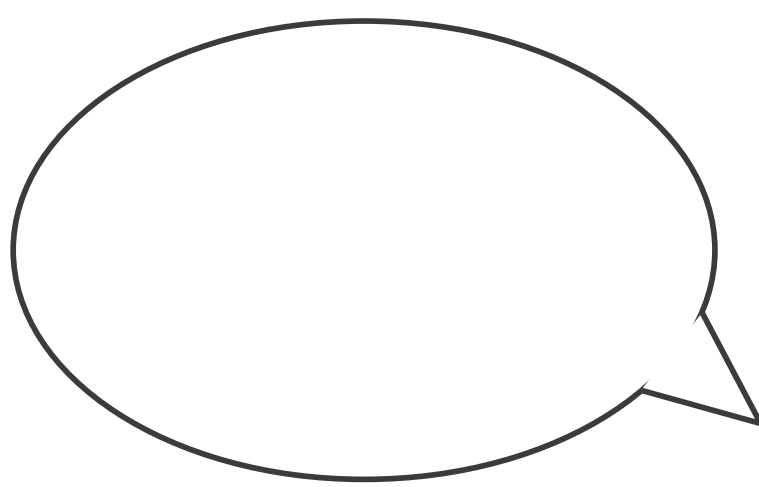
What are the most significant development issues facing the neighborhood today?



CURRENT BUILDING UPPER FLOOR USE MAP

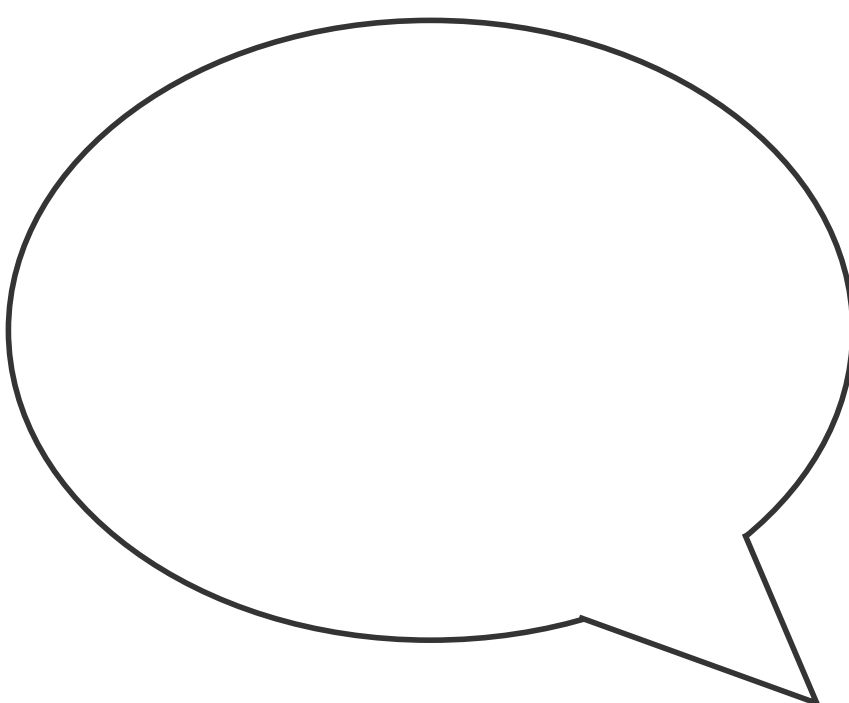


What uses, business types, or amenities are missing or you would like to see more of in the neighborhood?



Leave a Comment!

Of which types of uses or businesses are there enough, or too much?



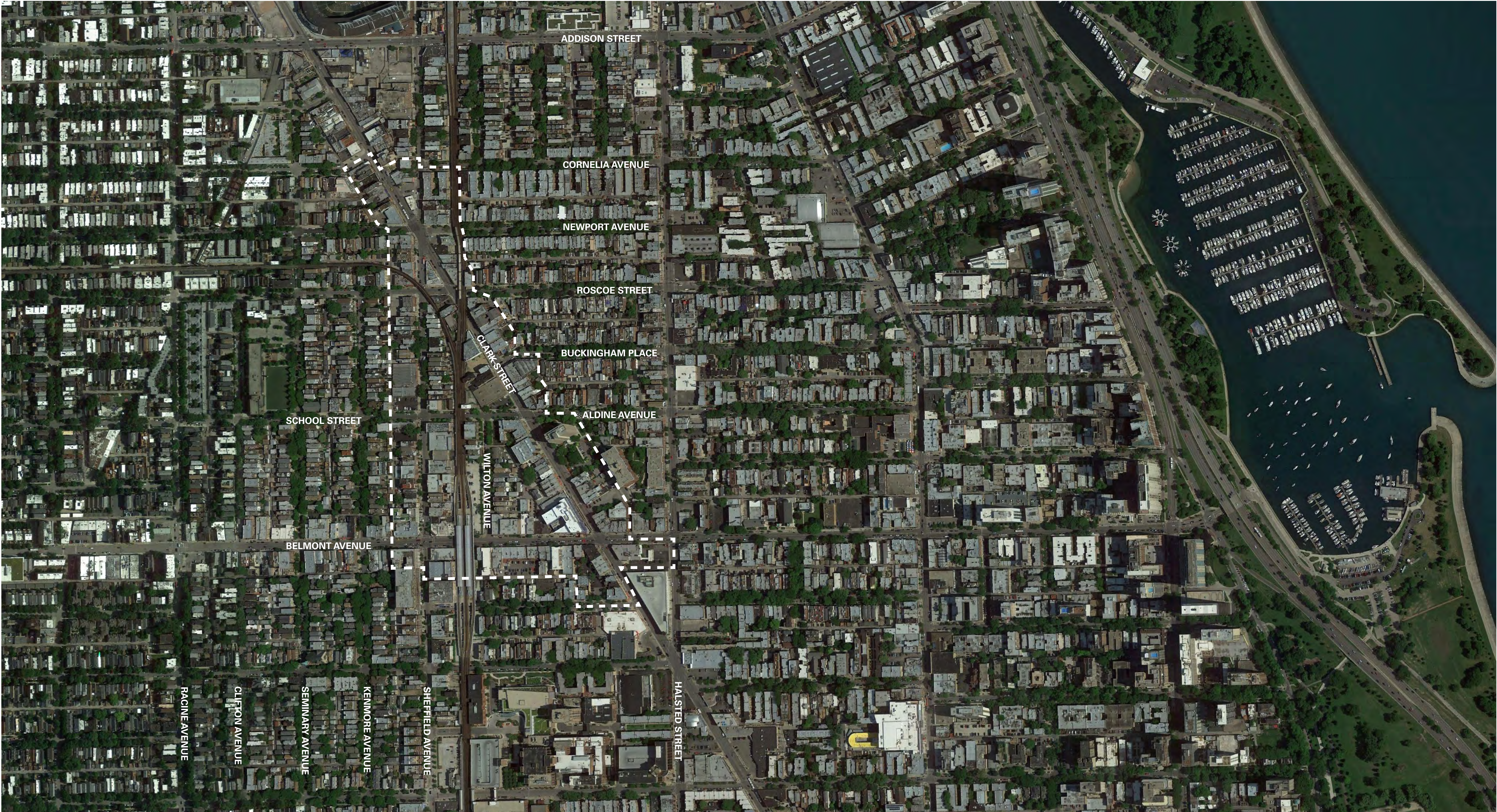
Source: SCB



0 175 350 700 Feet

NEIGHBORHOOD DEVELOPMENT: PRIORITIES

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN



What are your priorities for the neighborhood?

Use a dot sticker to indicate your priorities or leave a comment on a sticky note

Incorporate environmentally friendly practices throughout the district		Increase public open space	
Promote pedestrian safety and comfort		Decrease parking demand by increasing access to transit, bike amenities and car sharing	
Encourage streets with continuous building facades		Grow the residential population	
Encourage businesses that serve the local residents		Increase variety of housing types	
Encourage development that fits in with the existing neighborhood character		Support housing that is available to a broad range of incomes	
Encourage active daytime population through new land uses and programs		Incorporate non-traditional housing for seniors, low-income residents, and those with disabilities	
Build upon the growing sport and entertainment district		Incorporate professional offices	
Incorporate civic uses (art center, small museums, education, library, etc.)		Other...(share your thoughts with us)	<div>Leave a Comment!</div>



Intersection at Clark Street and School Street



Bicyclist on Clark Street



Art under the E on Roscoe Street



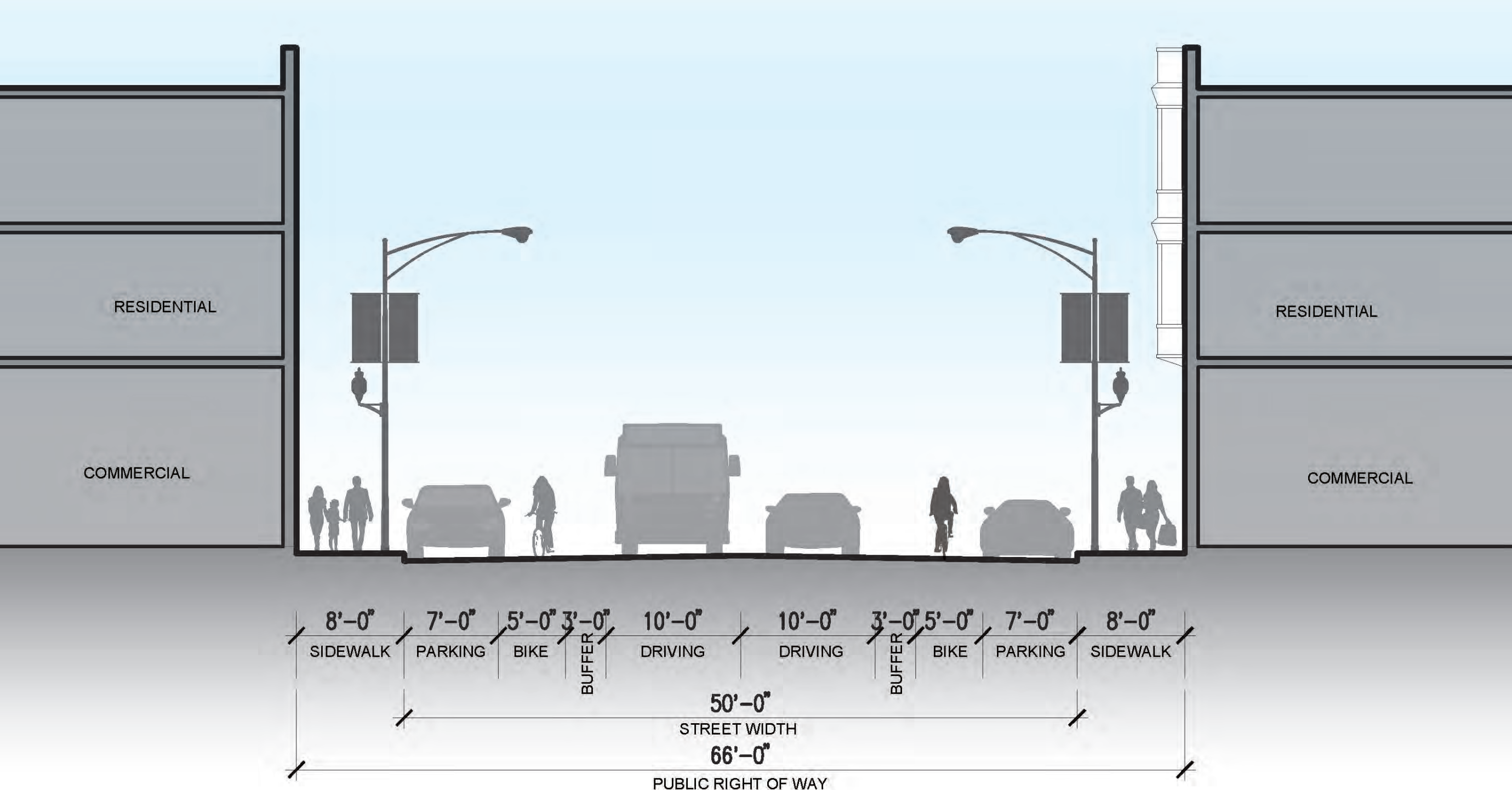
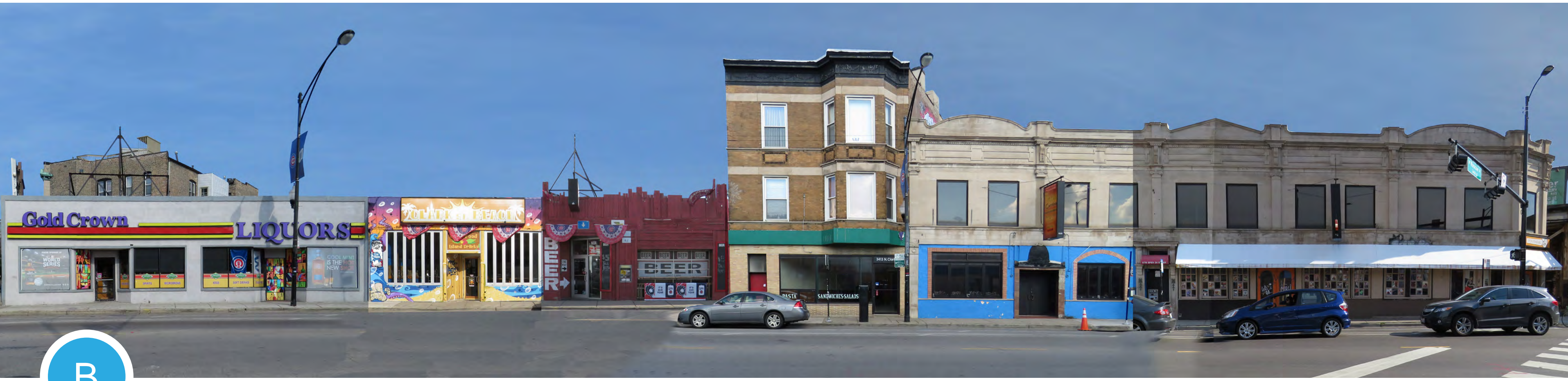
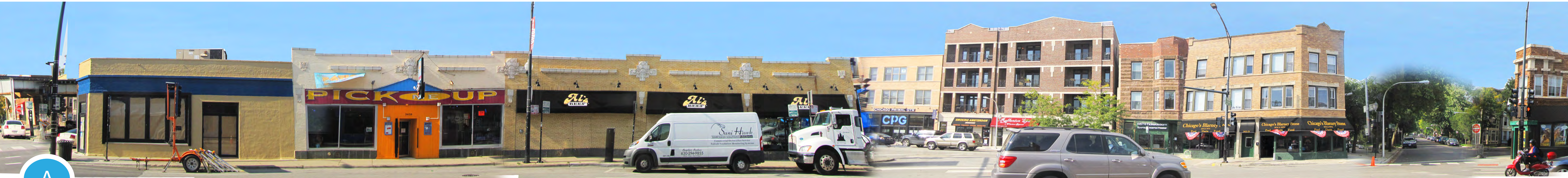
Bus stop and station entrance on Belmont Avenue



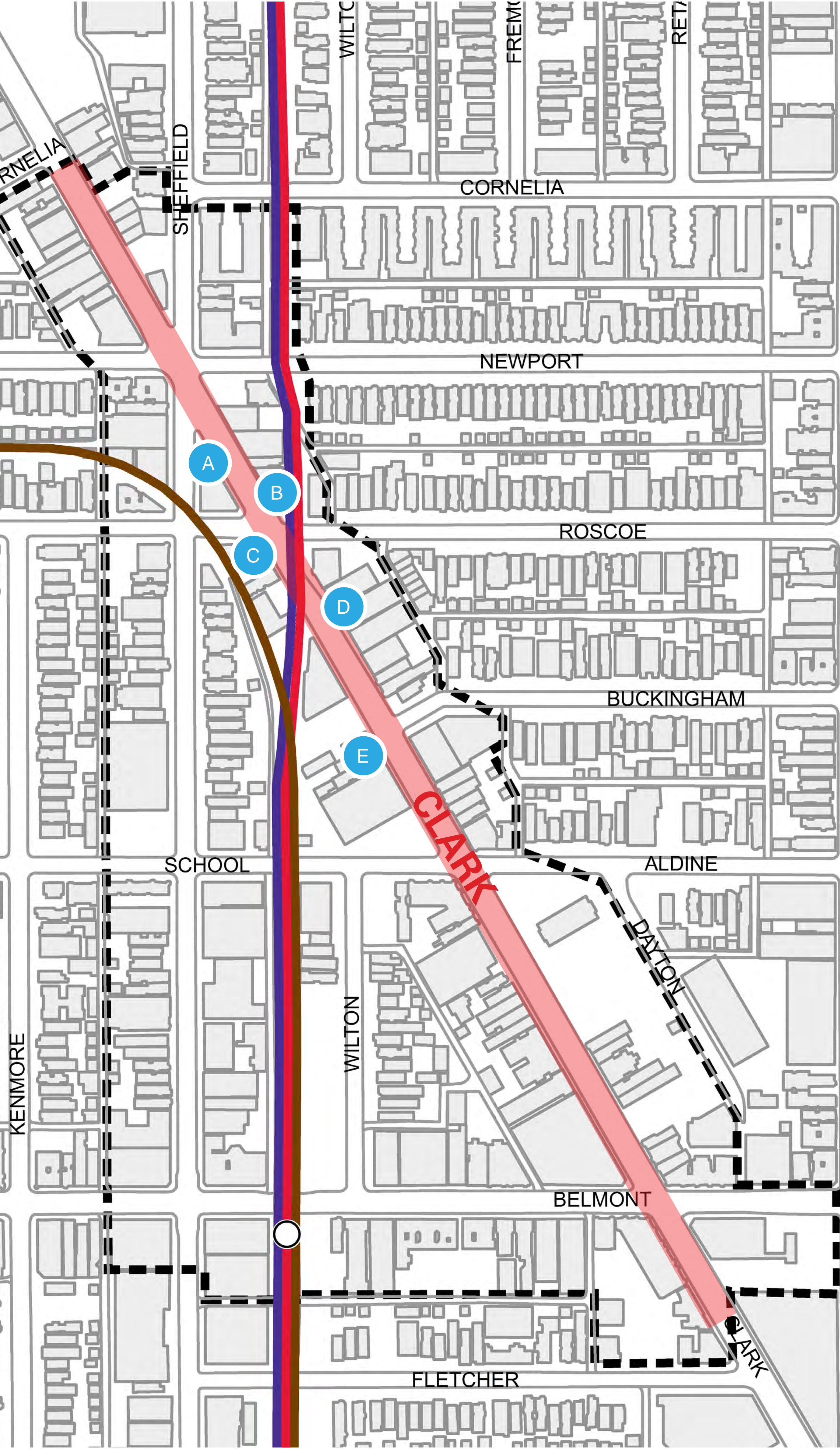
Looking south from the intersection at Clark Street and School Street

STREET CHARACTER & LAND USE: CLARK STREET

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN



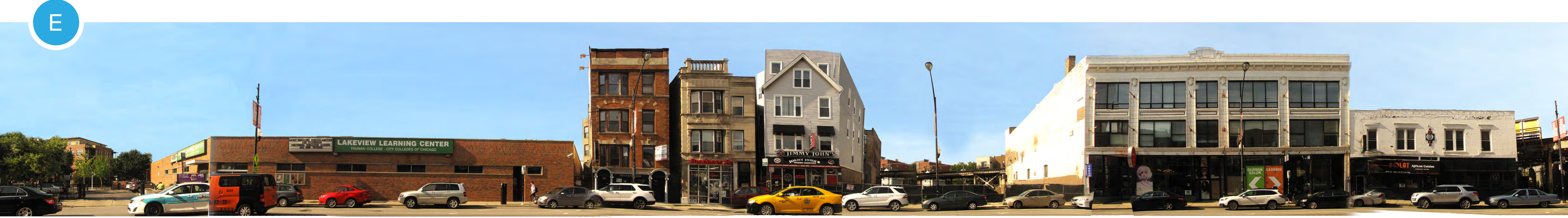
USE DOTS TO INDICATE INTEREST



WHAT'S YOUR VISION FOR CLARK STREET	
Clark Street as a sports and entertainment district	
Mixed use district with residential and commercial development	
Retail destination with national retailers as anchors	
Local neighborhood street with small independent shops	
APPROPRIATE USES FOR CLARK STREET	
Multi-family Residential	
Non-traditional Housing (seniors, low-income, disabled)	
Retail / Shopping	
Restaurants	
Bars	
Coffee Shops / Bakeries	
Offices	
Professional Services	
Open Space	
Civic/Education	
Recreation	
Entertainment	

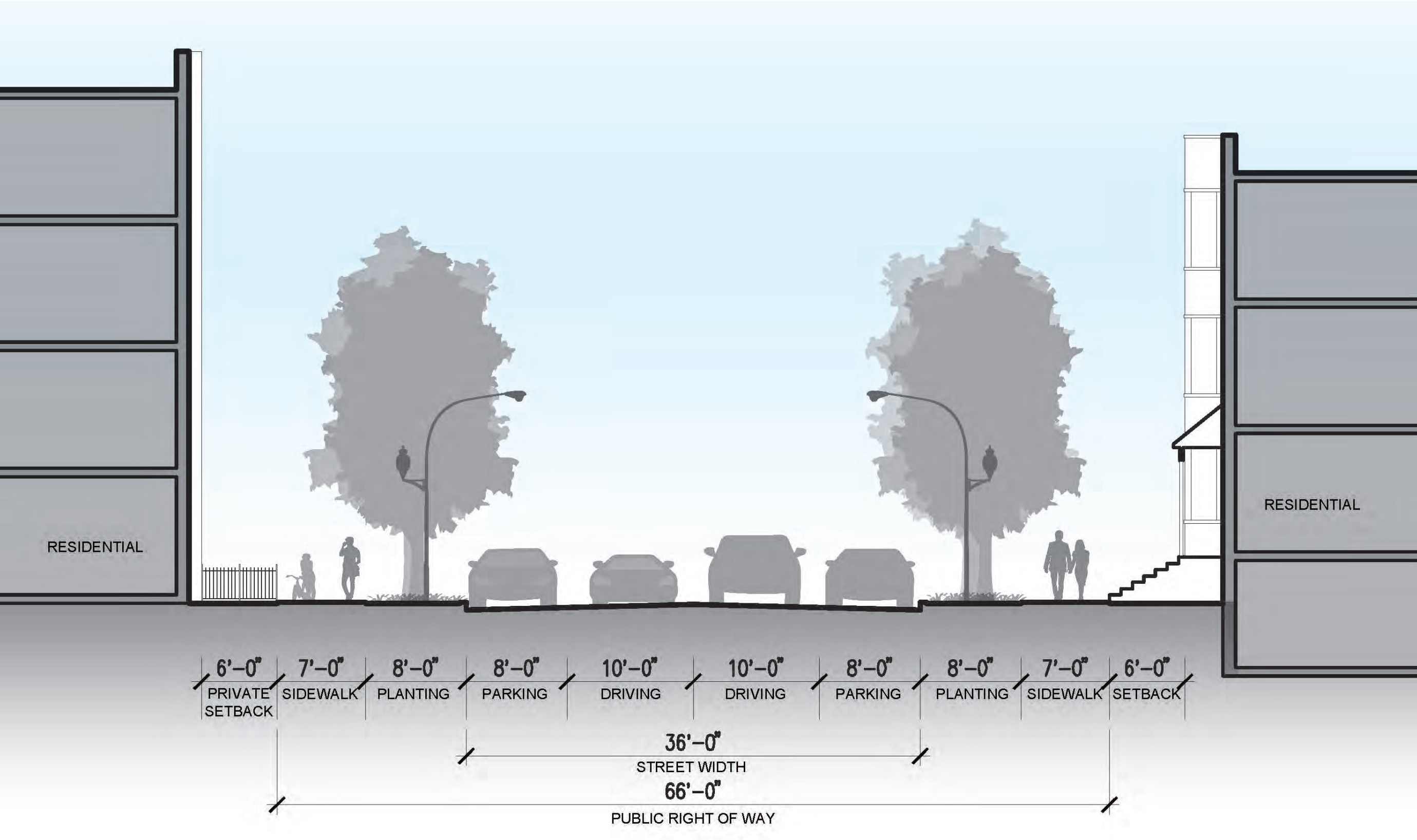
Tell us more!

Leave a Comment!

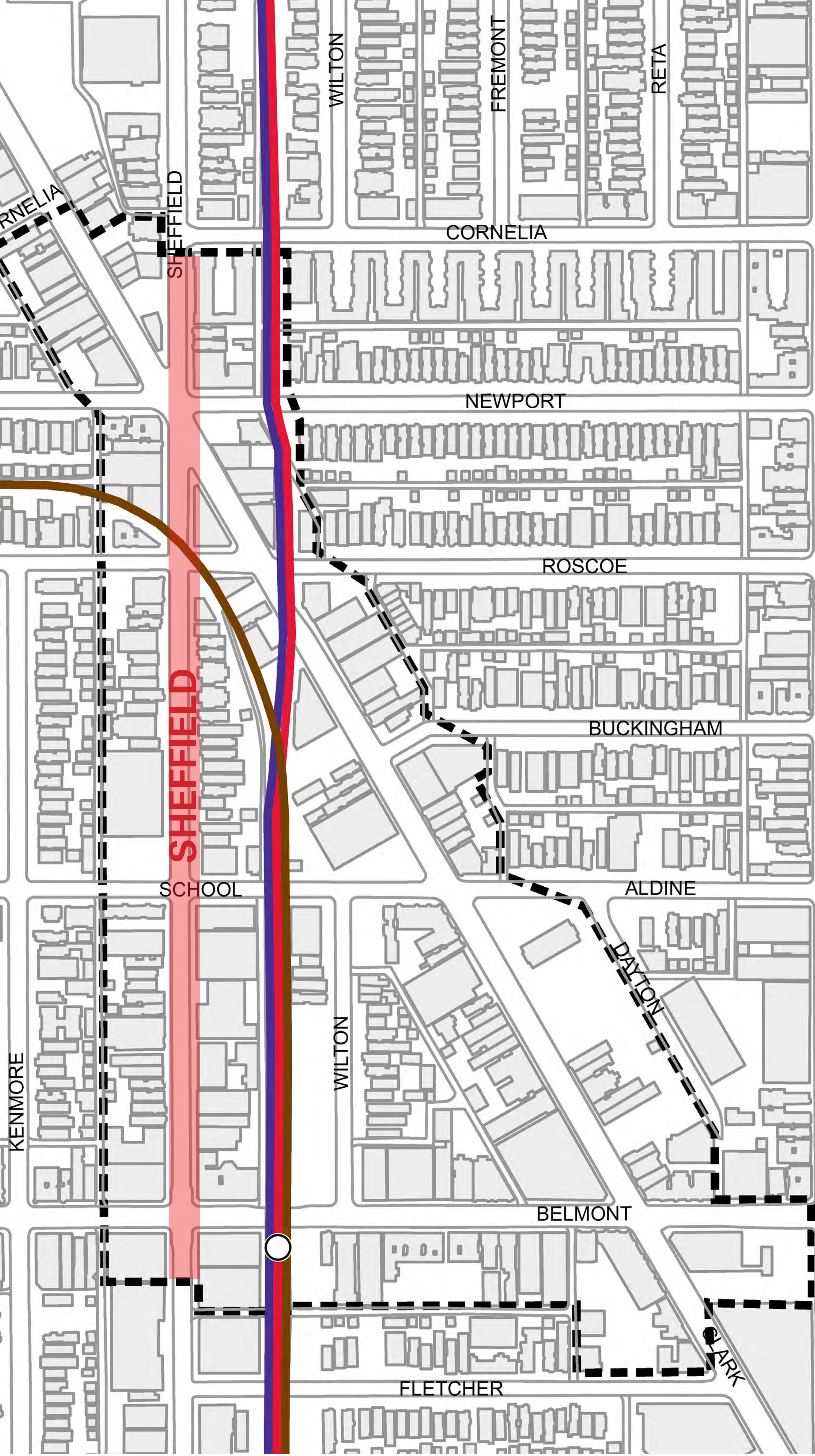


STREET CHARACTER & LAND USE: SHEFFIELD AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN



USE DOTS TO INDICATE INTEREST



WHAT'S YOUR VISION FOR SHEFFIELD AVENUE	
Mixed use district with residential and commercial development	
Support existing light industrial	
Local neighborhood street with small independent shops and restaurants	
Other (write-in)	
APPROPRIATE USES FOR SHEFFIELD AVENUE	
Multi-family Residential (apartments & condos)	
Single Family Homes (detached / row homes / stacked flats)	
Non-traditional Housing (seniors, low-income, disabled)	
Neighborhood Retail / Shopping	
Restaurants	
Bars	
Coffee Shops / Bakeries	
Offices	
Professional Services	
Open Space	
Education	

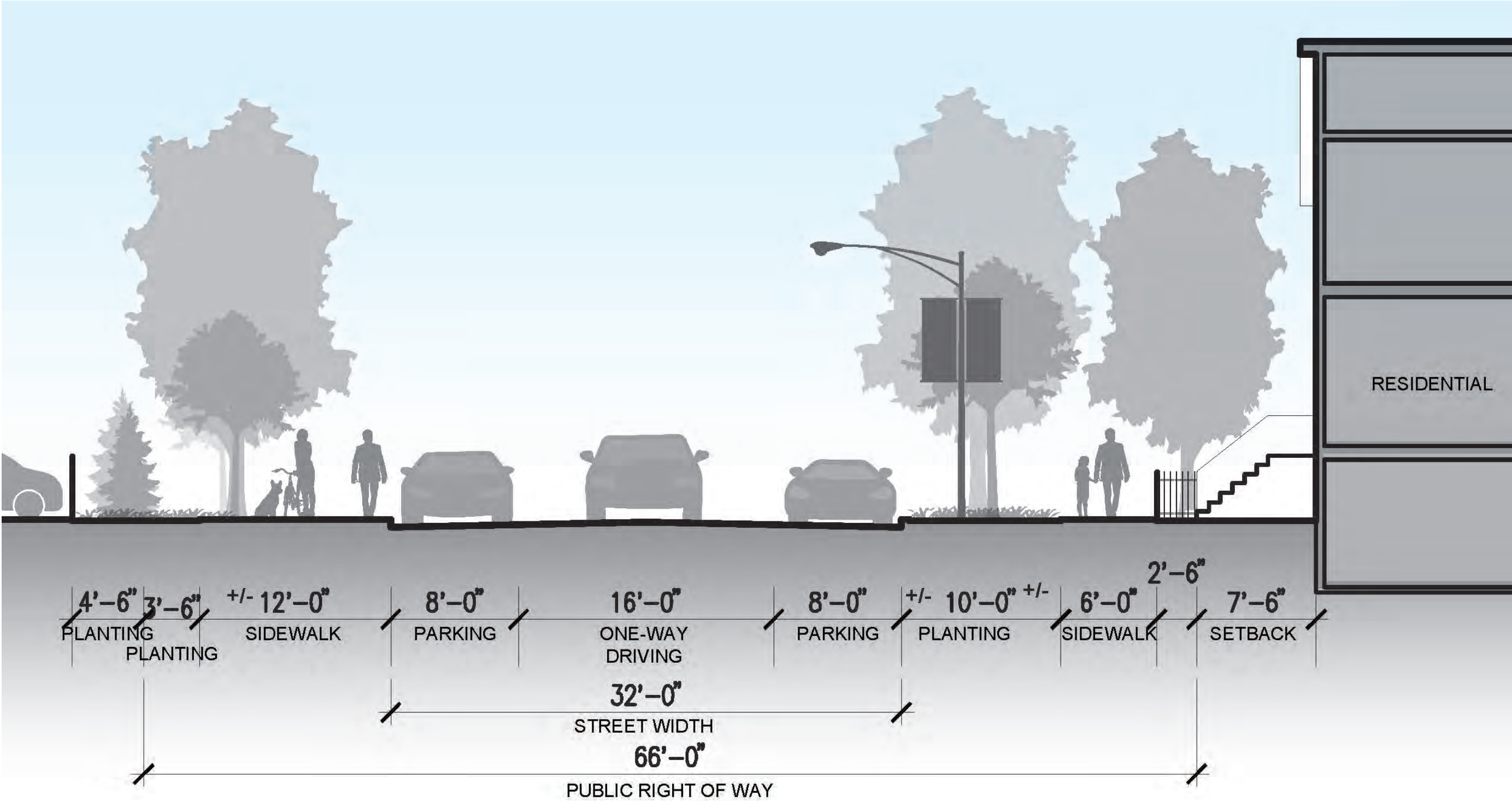
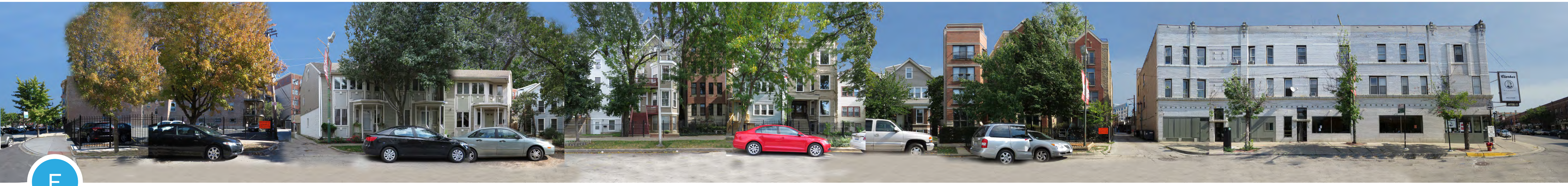
Tell us more!

Leave a Comment!



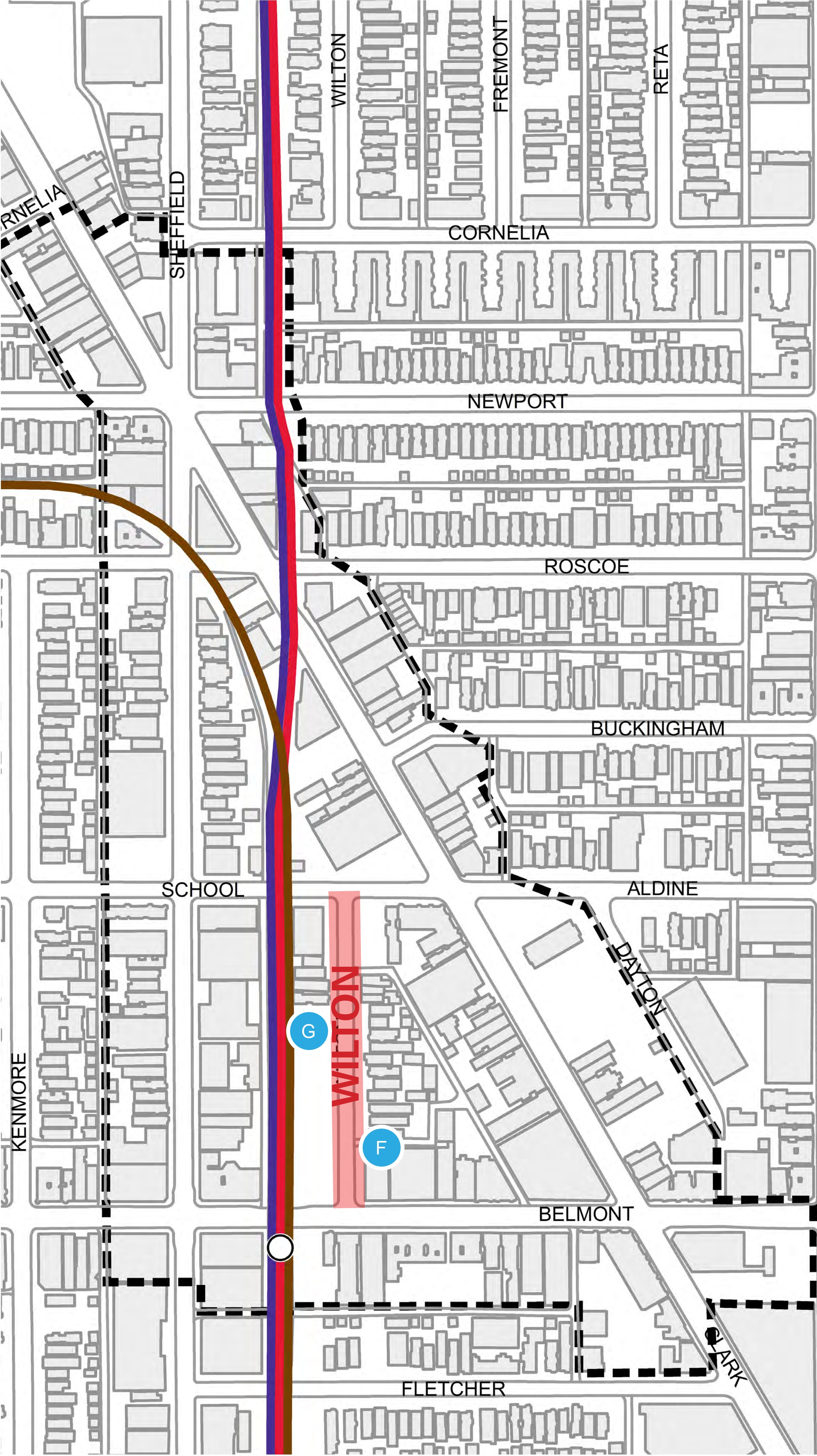
STREET CHARACTER & LAND USE: WILTON AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN



USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR WILTON AVENUE	
Local neighborhood commercial street with small independent shops and restaurants	
Low density residential street comprised of single family homes, townhomes and stacked flats	
Residential street inclusive of a variety of medium density housing and a variety of price points	
Residential street with neighborhood retail integrated near Belmont Ave and School Streets	
APPROPRIATE USES FOR WILTON AVENUE	
Multi-family Residential (apartments & condos)	
Low Density Housing (detached / row homes / stacked flats)	
Non-traditional Housing (seniors, low-income, disabled)	
Retail / Shopping	
Coffee Shops / Bakeries	
Offices/ Professional Services	
Open Space	
Other (write-in)	



Tell us more!

Leave a Comment!

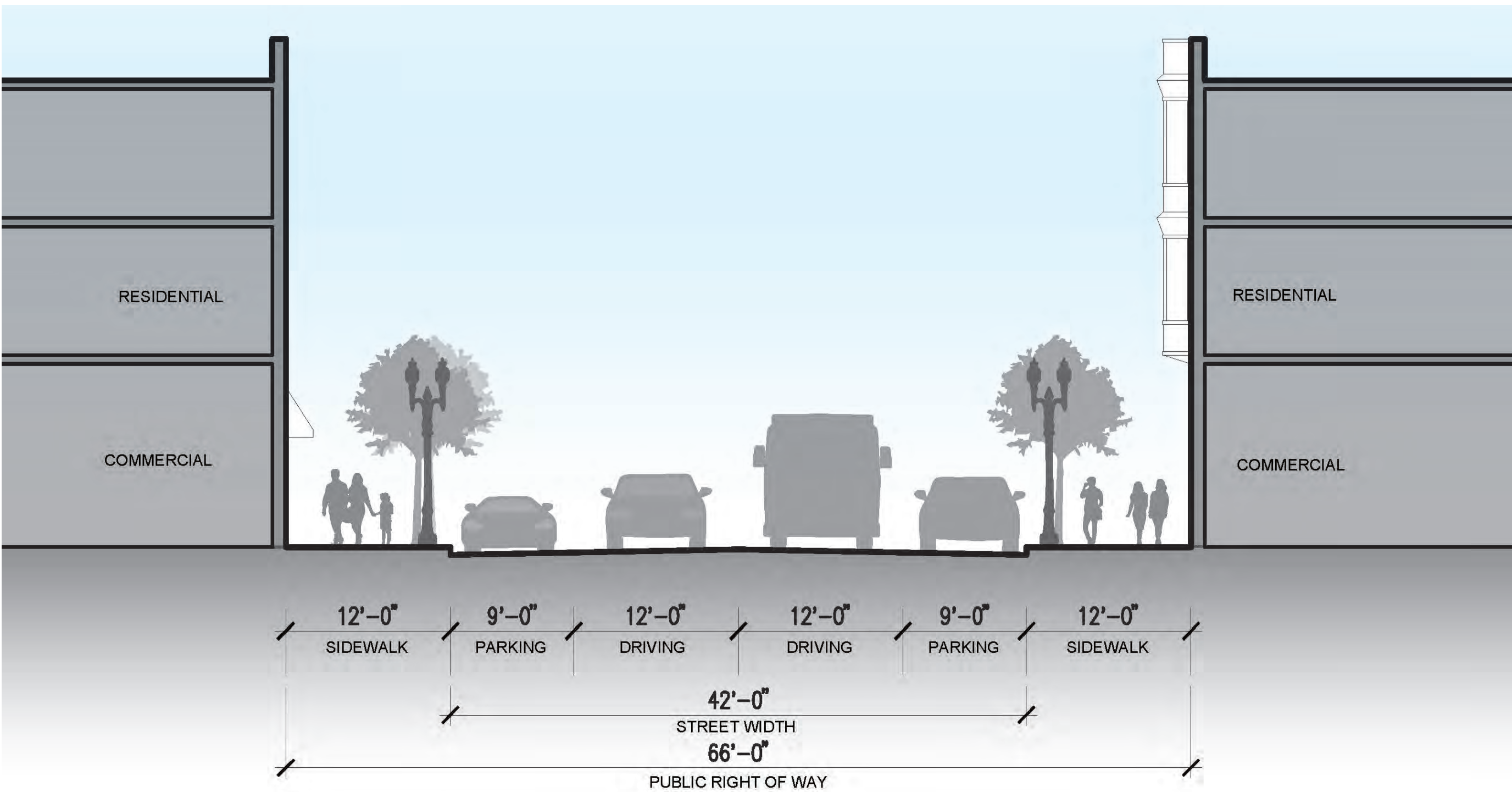


STREET CHARACTER & LAND USE: BELMONT AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

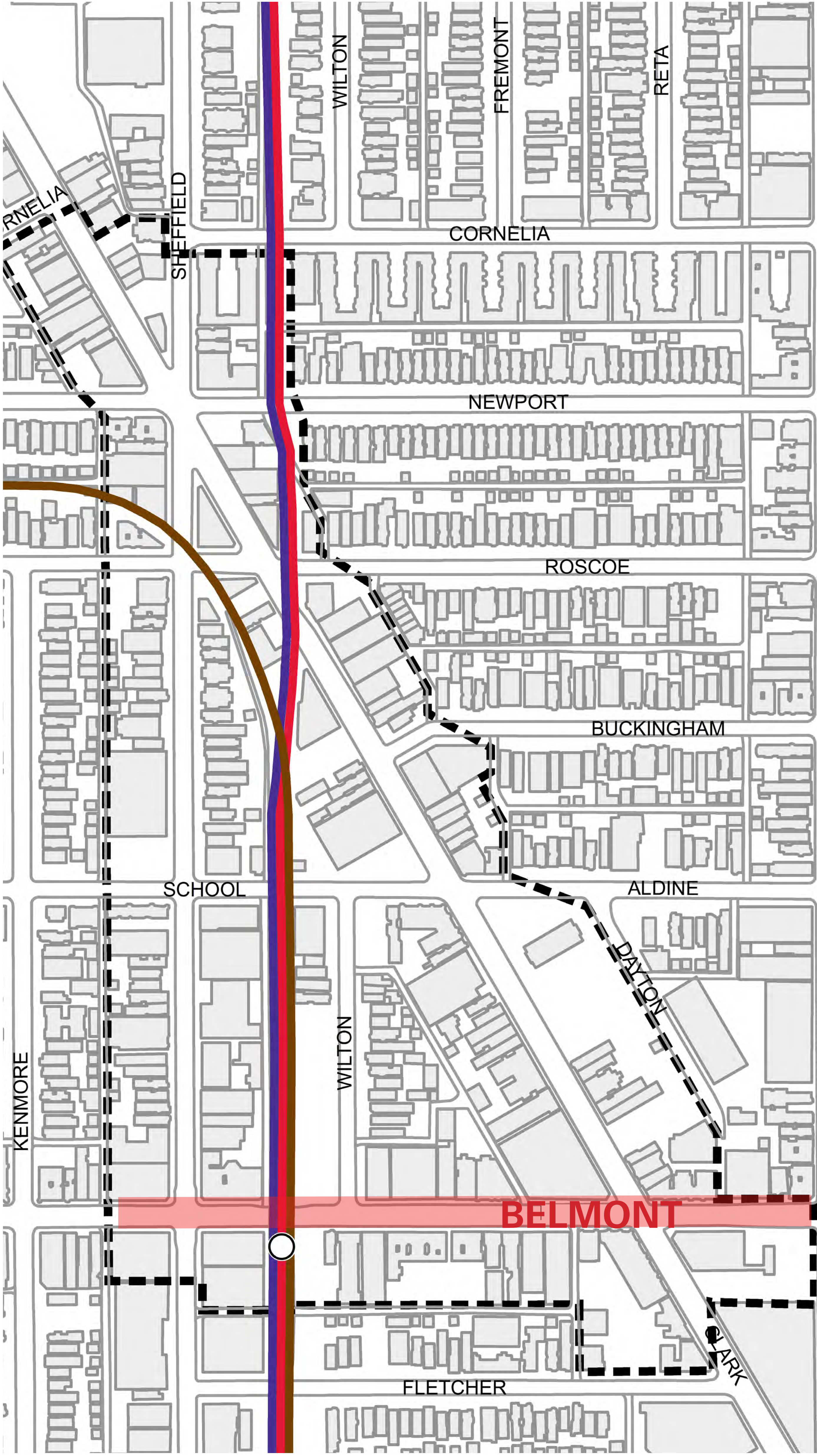


Looking west on Belmont Avenue, west of Clark Street



USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR BELMONT AVENUE	
Belmont as a unique commercial street with funky shops	
Preserve and grow the Belmont Theater district	
Invest in existing buildings to preserve character of existing street	
Maintain affordable rents for retailers	
APPROPRIATE USES FOR BELMONT AVENUE	
Multi-family Residential	
Non-traditional Housing (seniors, low-income, disabled)	
Retail / Shopping	
Restaurants	
Bars	
Coffee Shops / Bakeries	
Offices	
Professional Services	
Open Space	
Civic/Education	
Recreation	
Entertainment	



Tell us more!

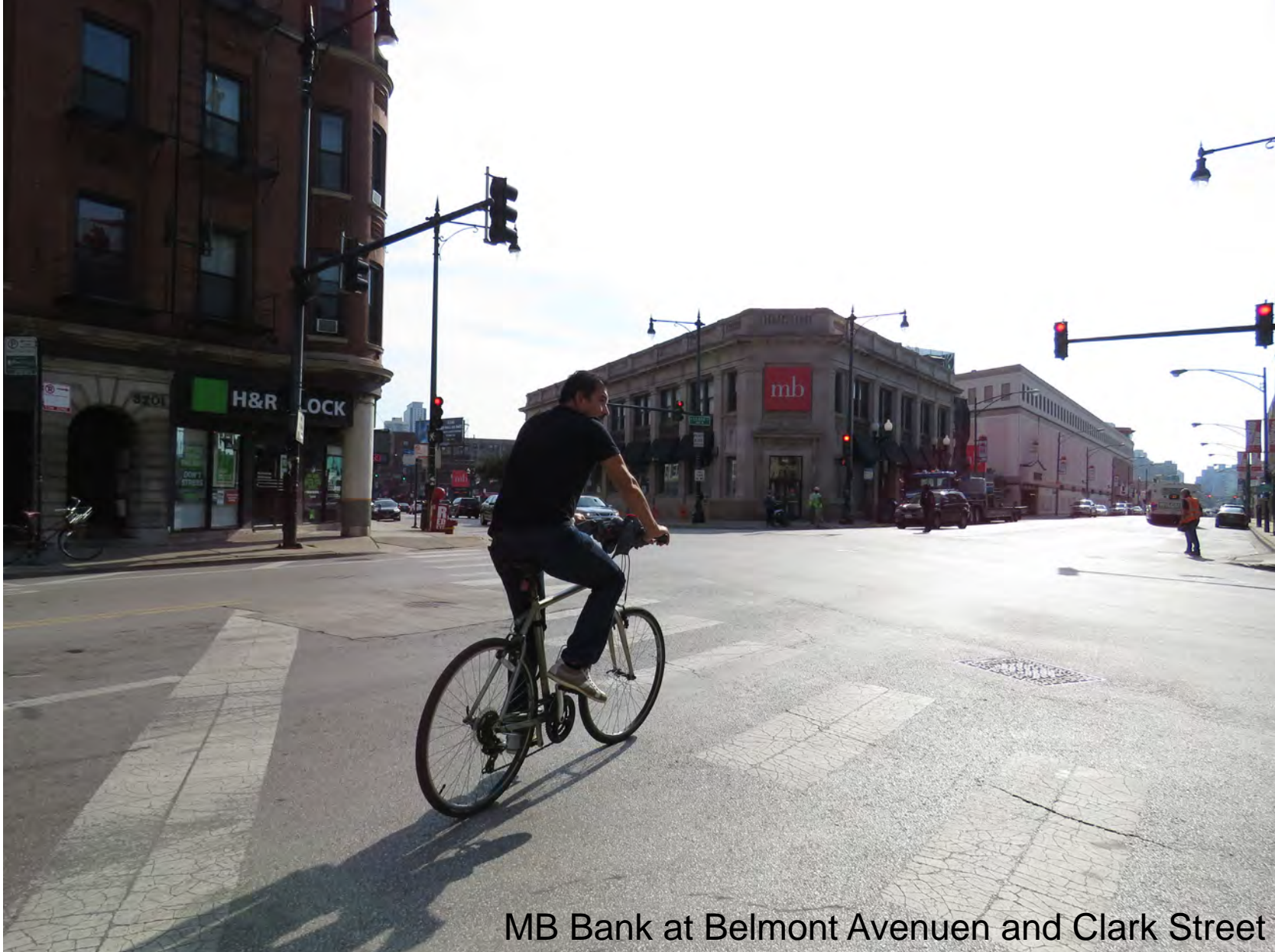
Leave a Comment!



Looking west on Belmont Avenue, west of Halsted Street



Looking east, west of Kenmore Avenue



MB Bank at Belmont Avenue and Clark Street

TRANSIT-ORIENTED DEVELOPMENT: BUILDING CHARACTER

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

What types of buildings are you interested in seeing built in this area?

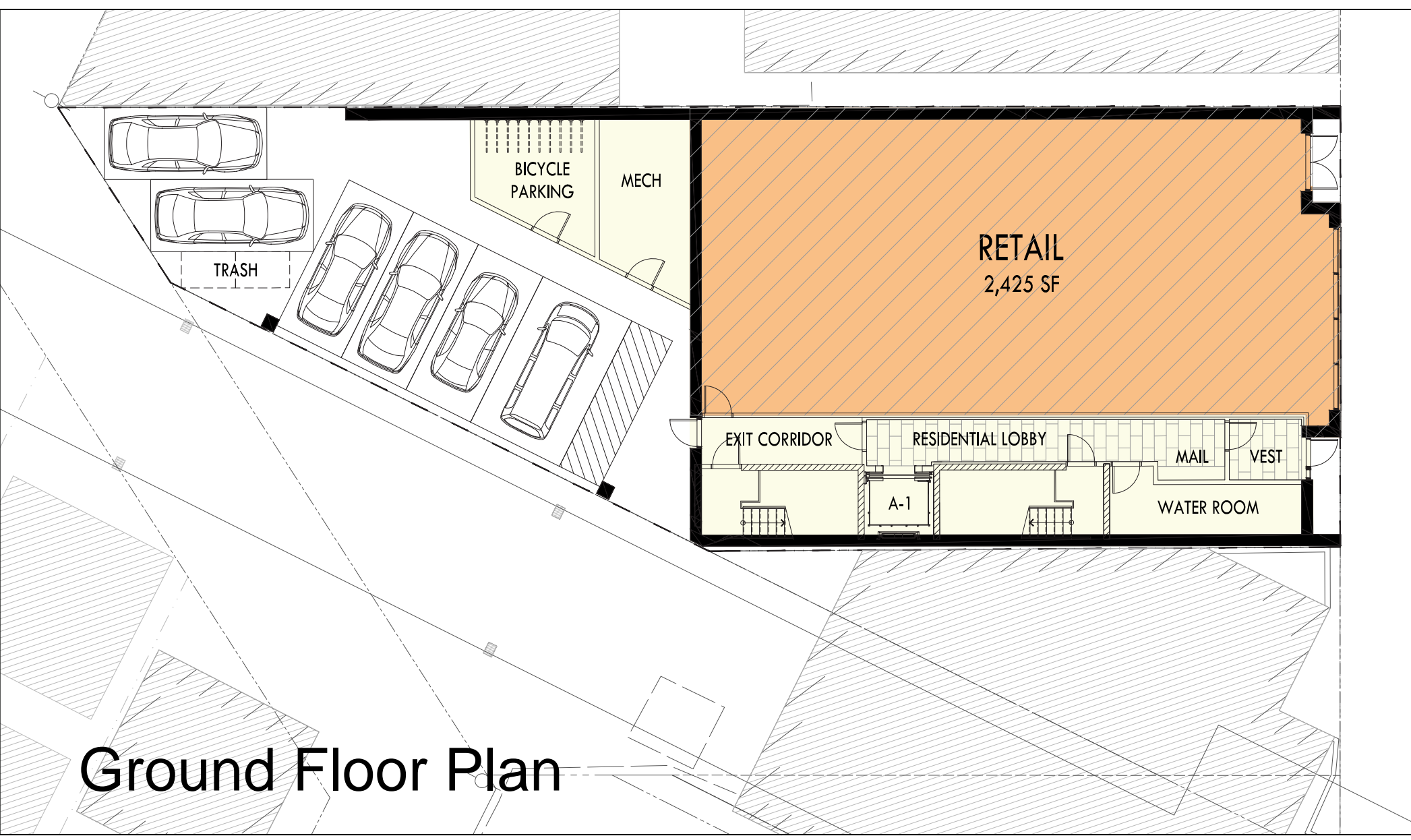
What do you think these examples do well or poorly?

Tell us more!

Have another building example that you think would work well in this area? Please share!

Write a comment
or leave a
sticky note

Mixed Use, Transit-Oriented Development at 3420 N Lincoln Avenue, Chicago

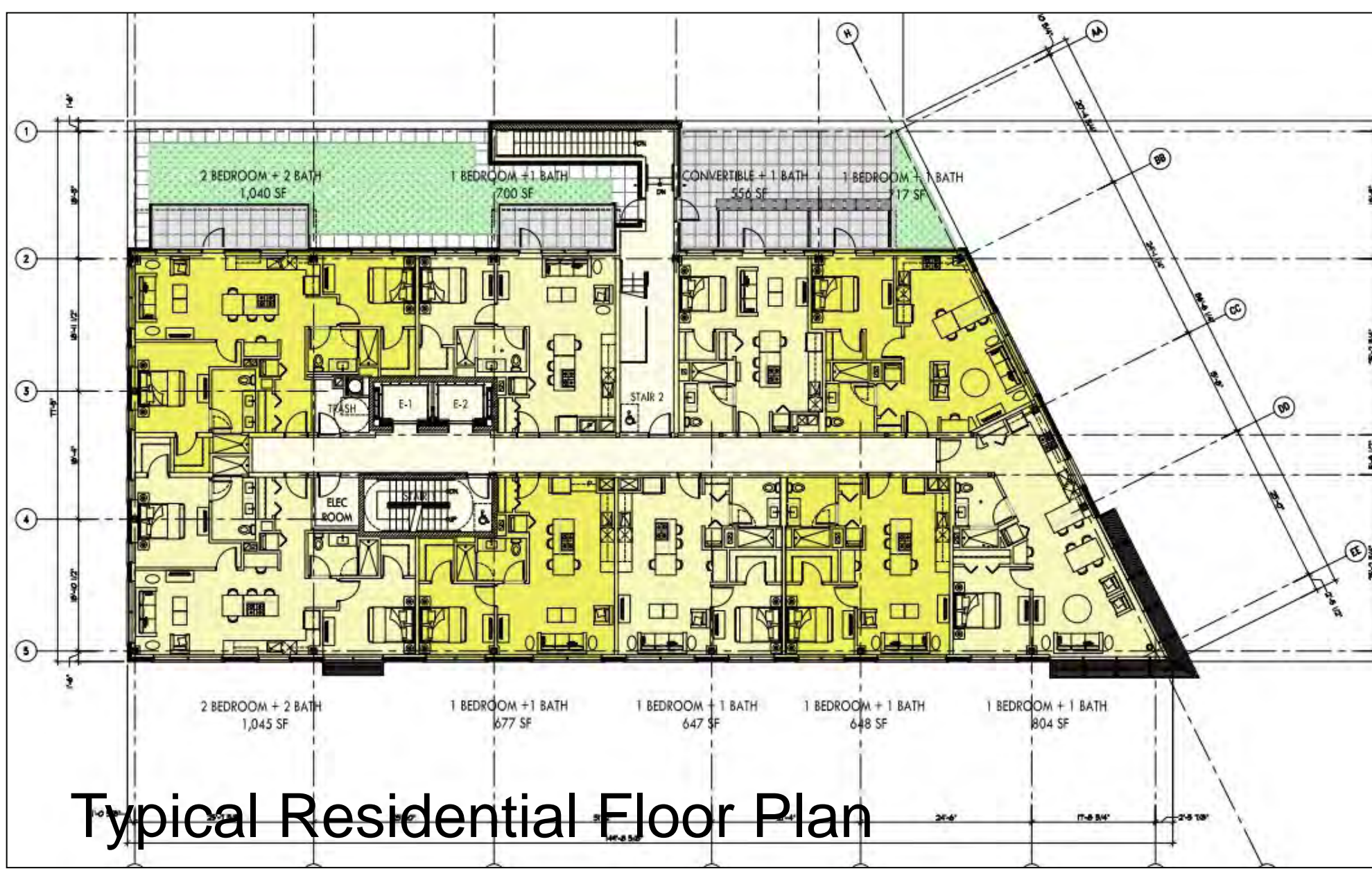
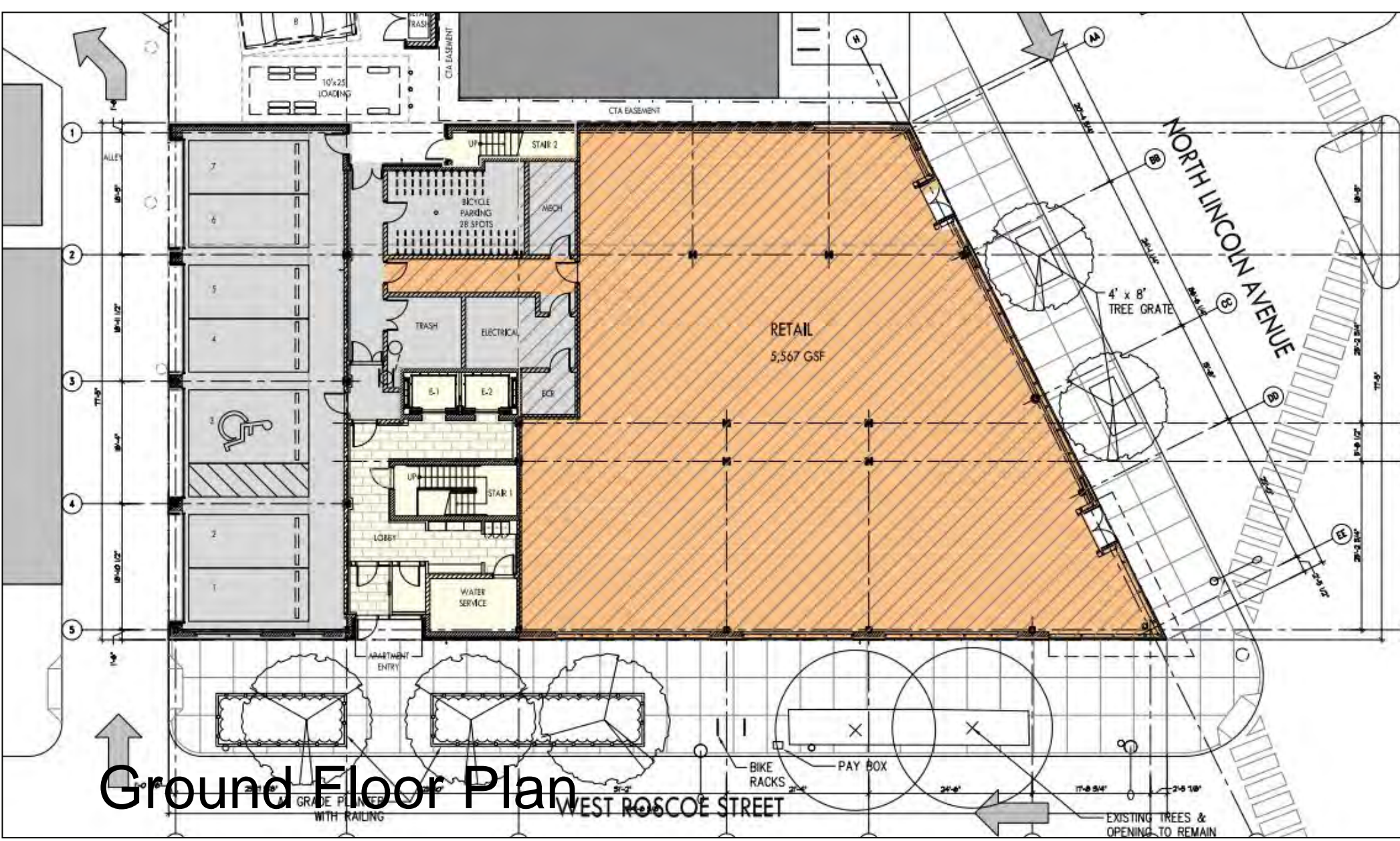


What do you **LIKE** about this example?

What do you **DISLIKE** about this example?

Leave a
Comment!

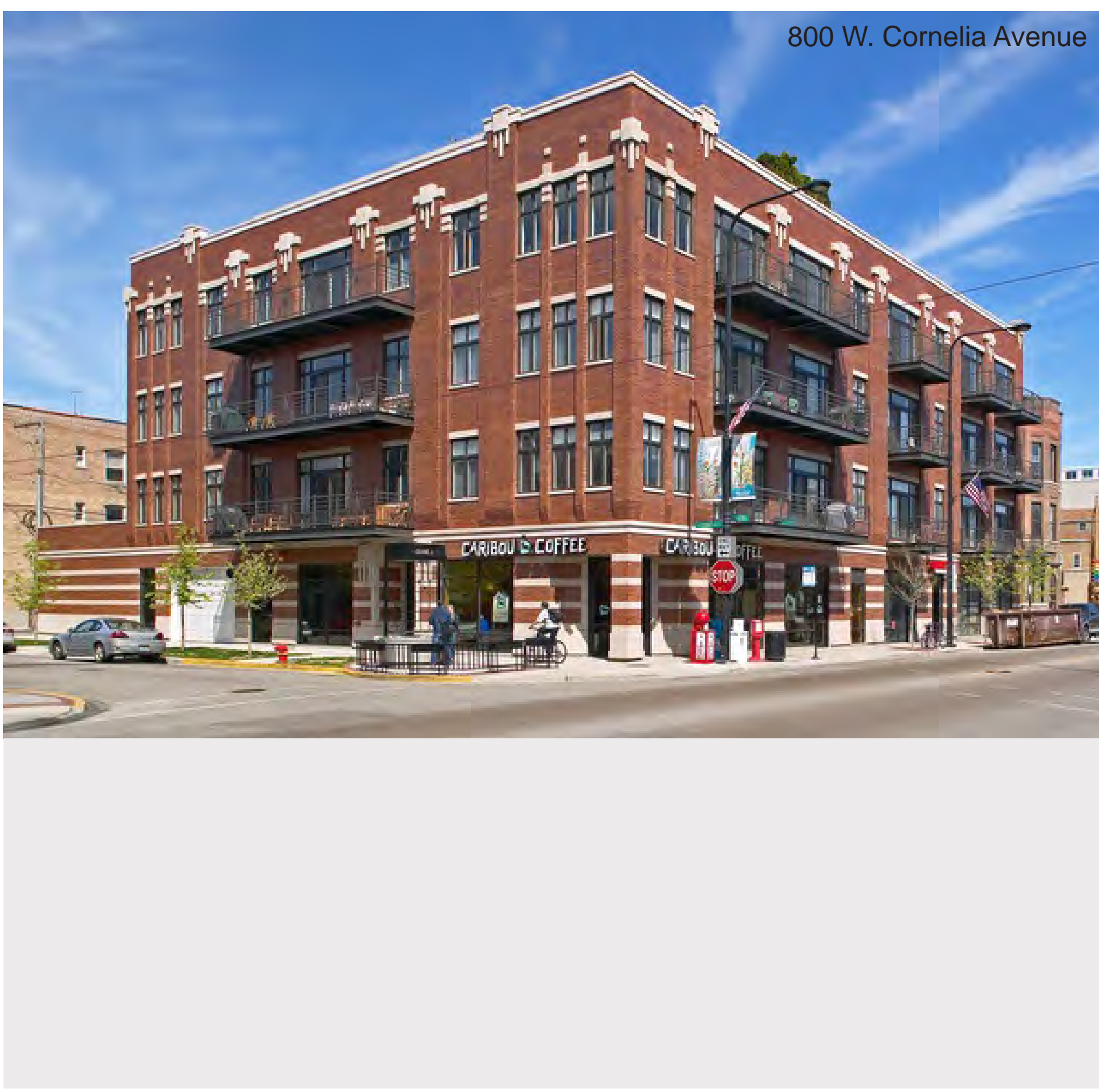
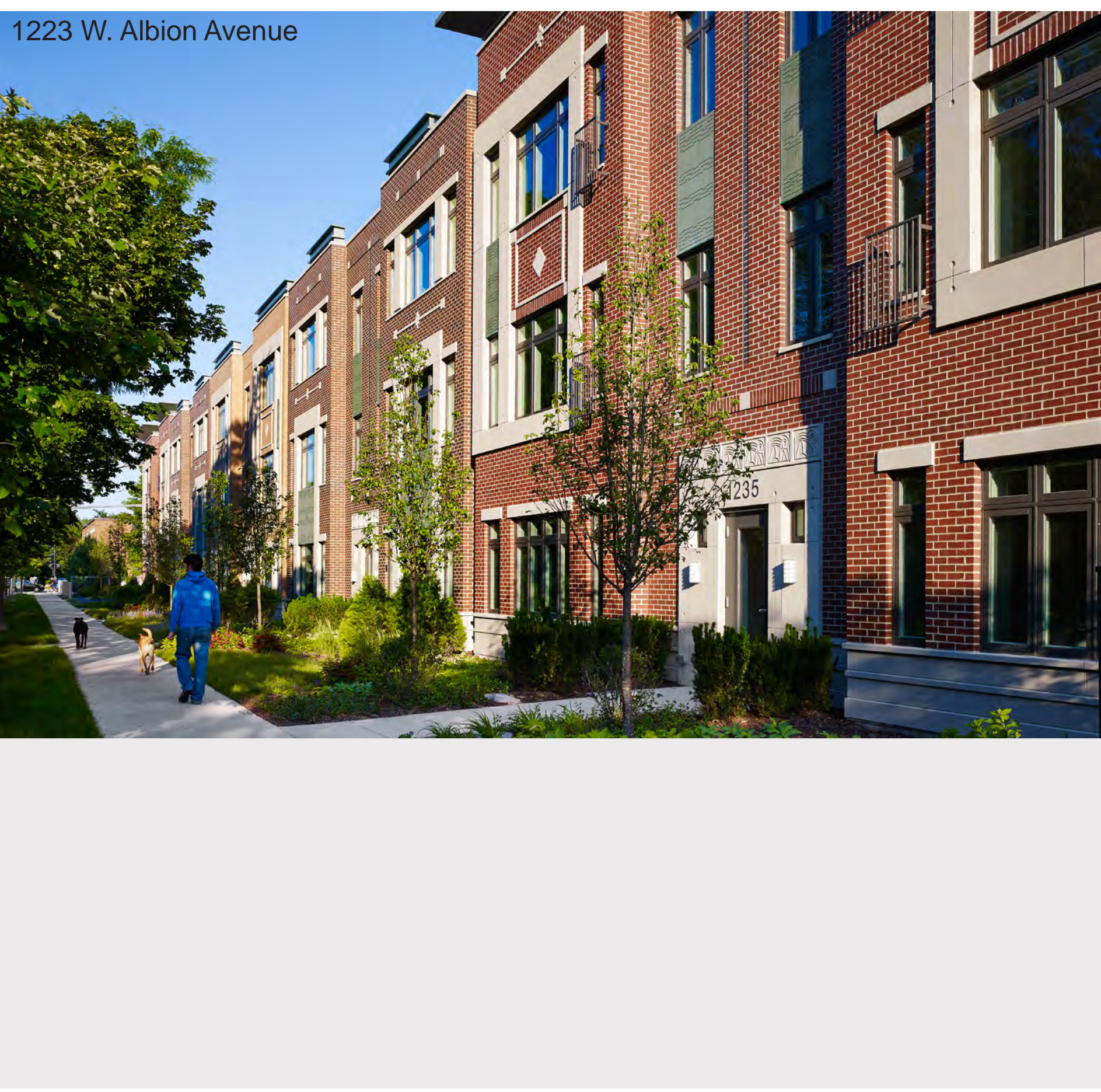
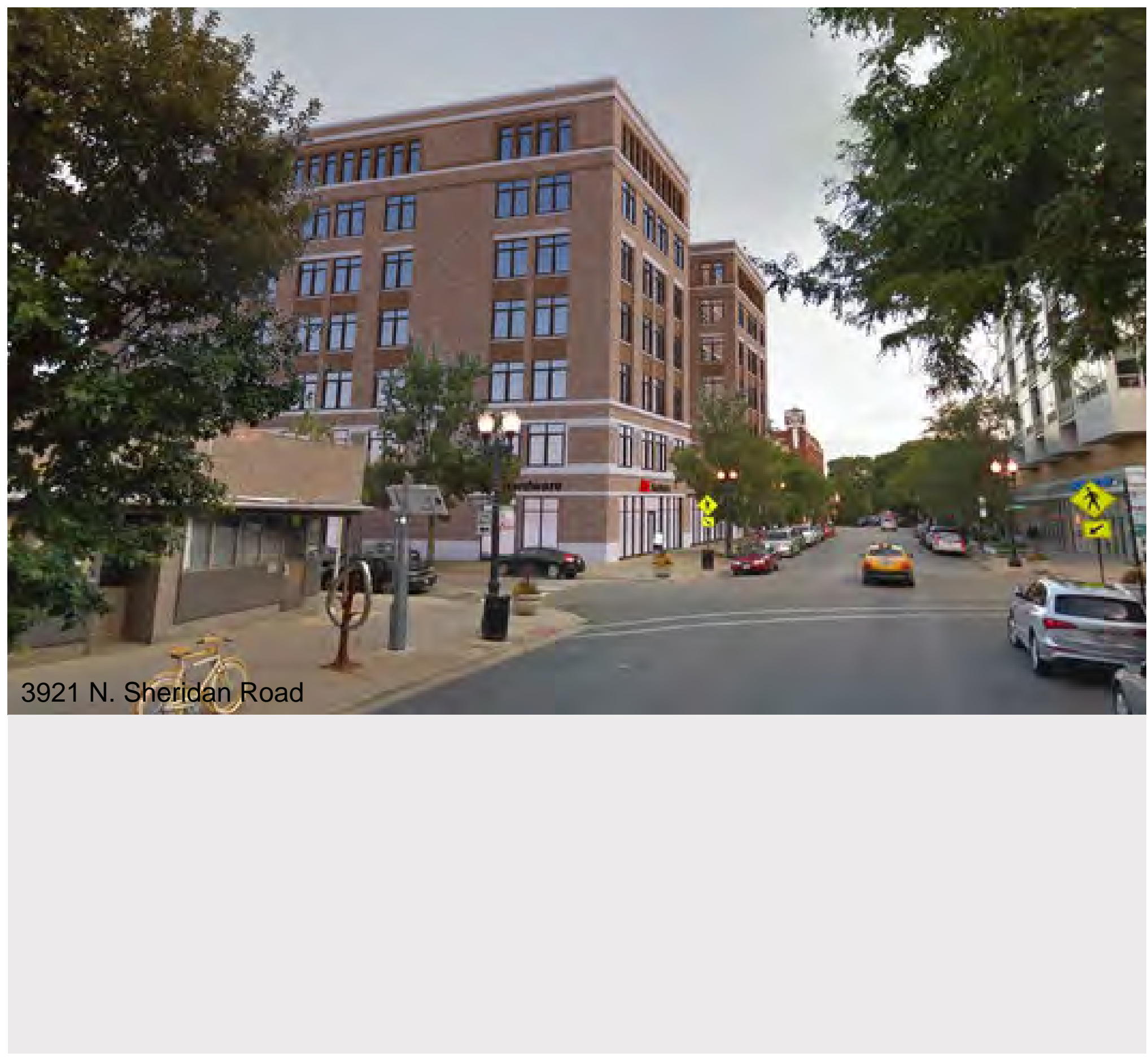
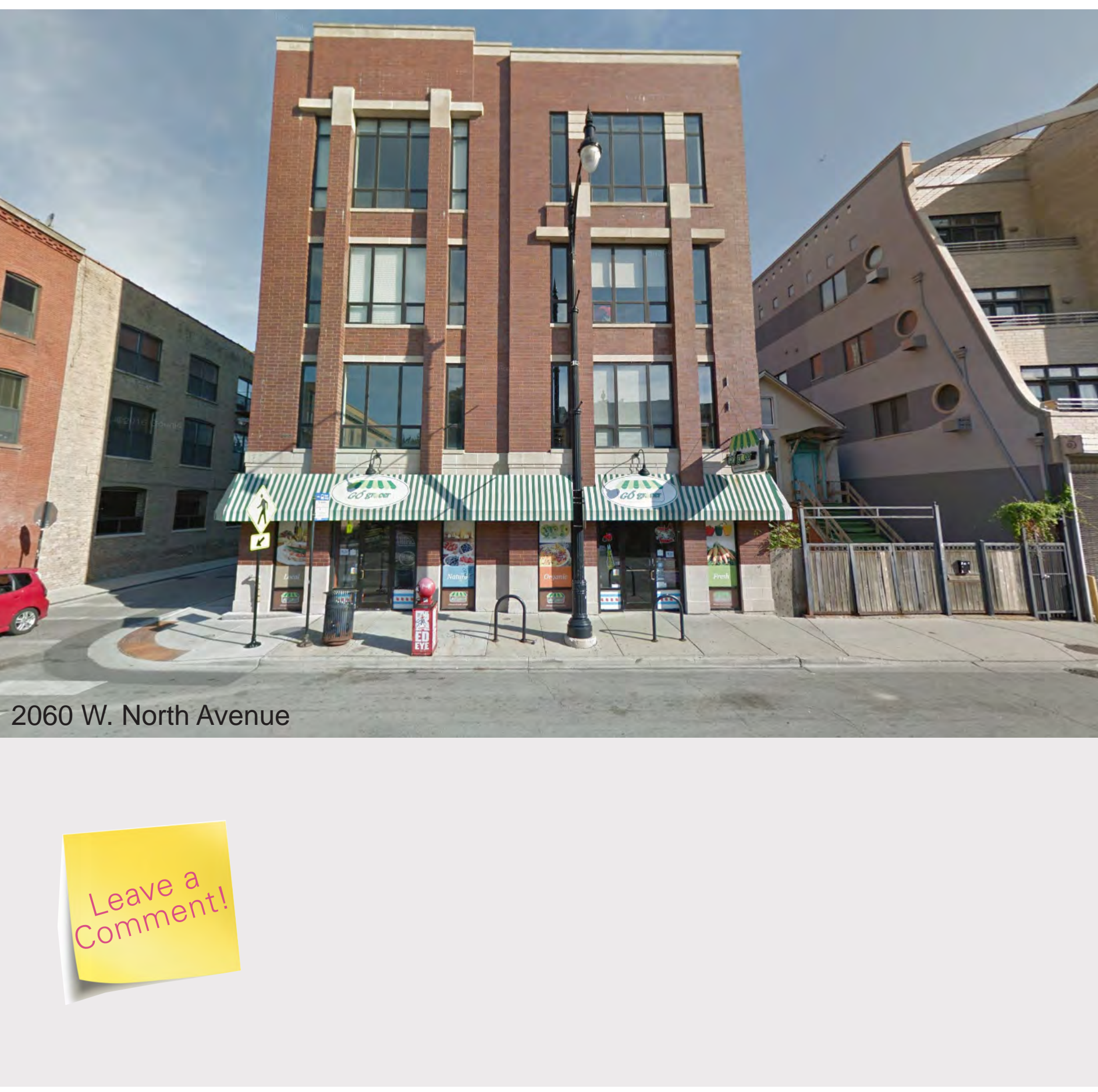
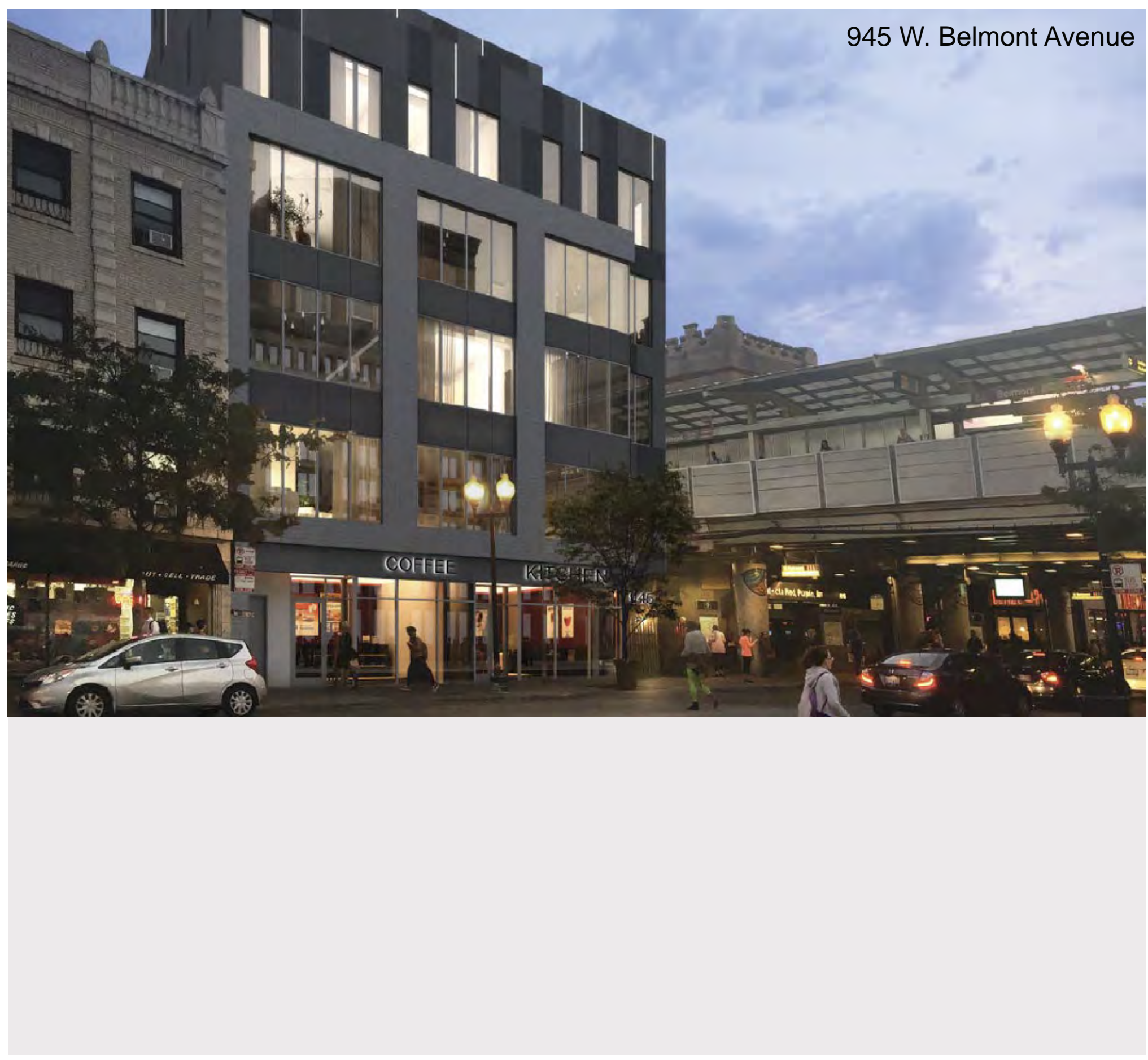
Mixed Use, Transit-Oriented Development at 3400 N Lincoln Avenue, Chicago



What do you **LIKE** about this example?

What do you **DISLIKE** about this example?

Mixed Use, Transit -Oriented Development Examples



TRANSIT-ORIENTED DEVELOPMENT: BUILDING CHARACTER

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

What types of buildings are you interested in seeing built in this area?

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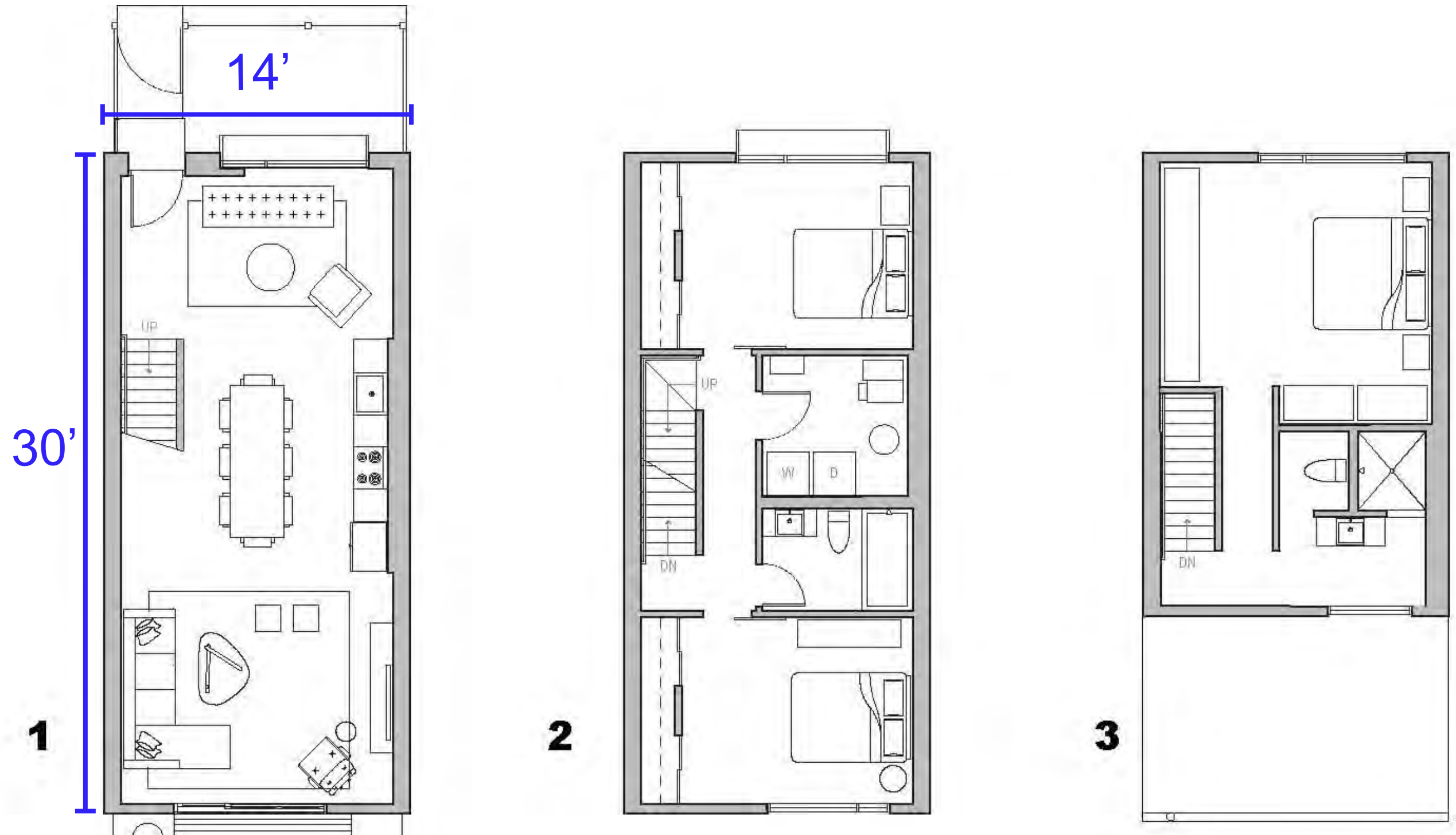
Townhome Examples



Traditional Materials



Contemporary Materials



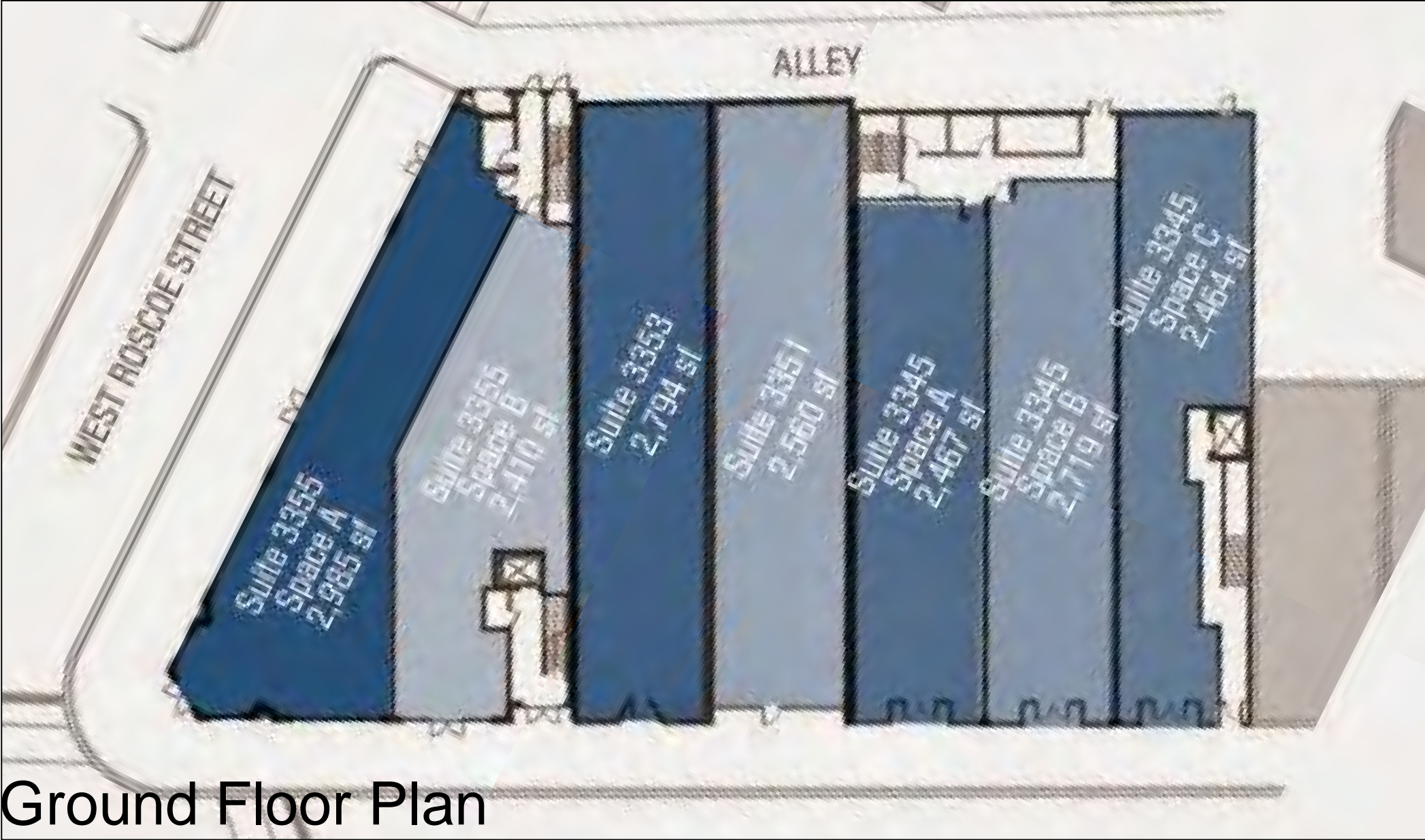
Floor plan designed to fit a shallow lot

What do you LIKE about this example?

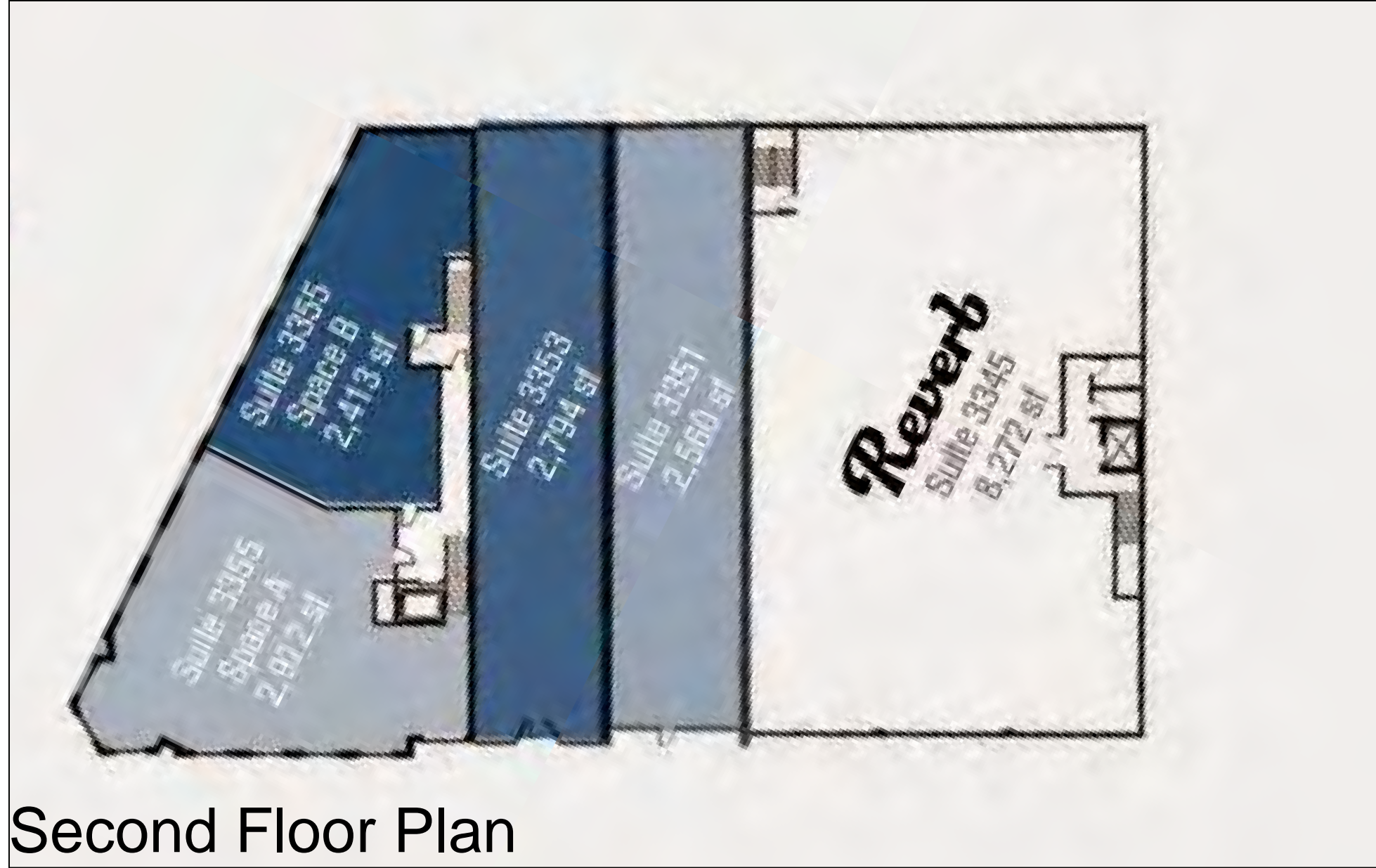
What do you DISLIKE about this example?

Leave a Comment!

New Commercial Development at 3355 N Lincoln Avenue, Chicago



Ground Floor Plan

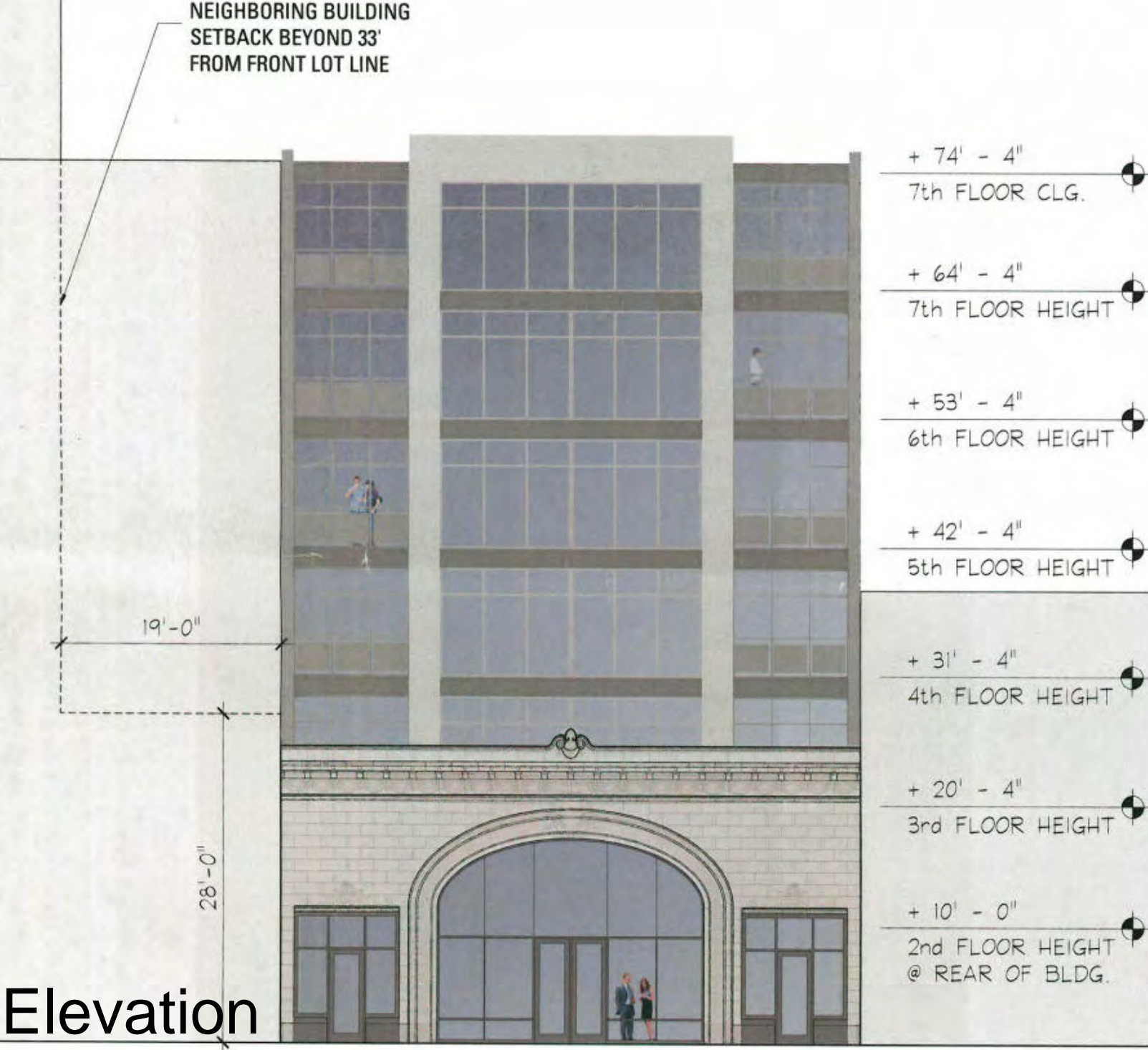


Second Floor Plan

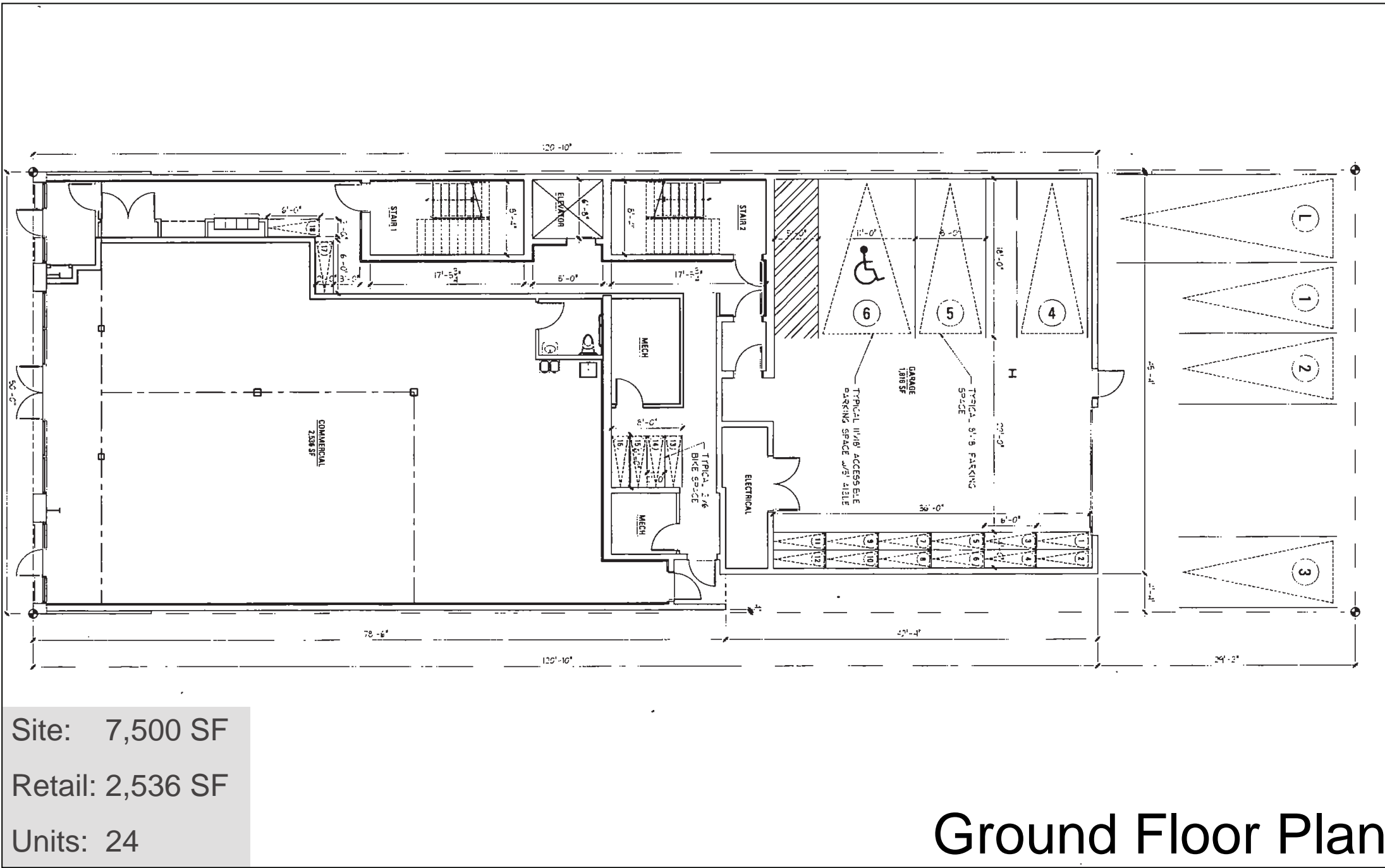
What do you LIKE about this example?

What do you DISLIKE about this example?

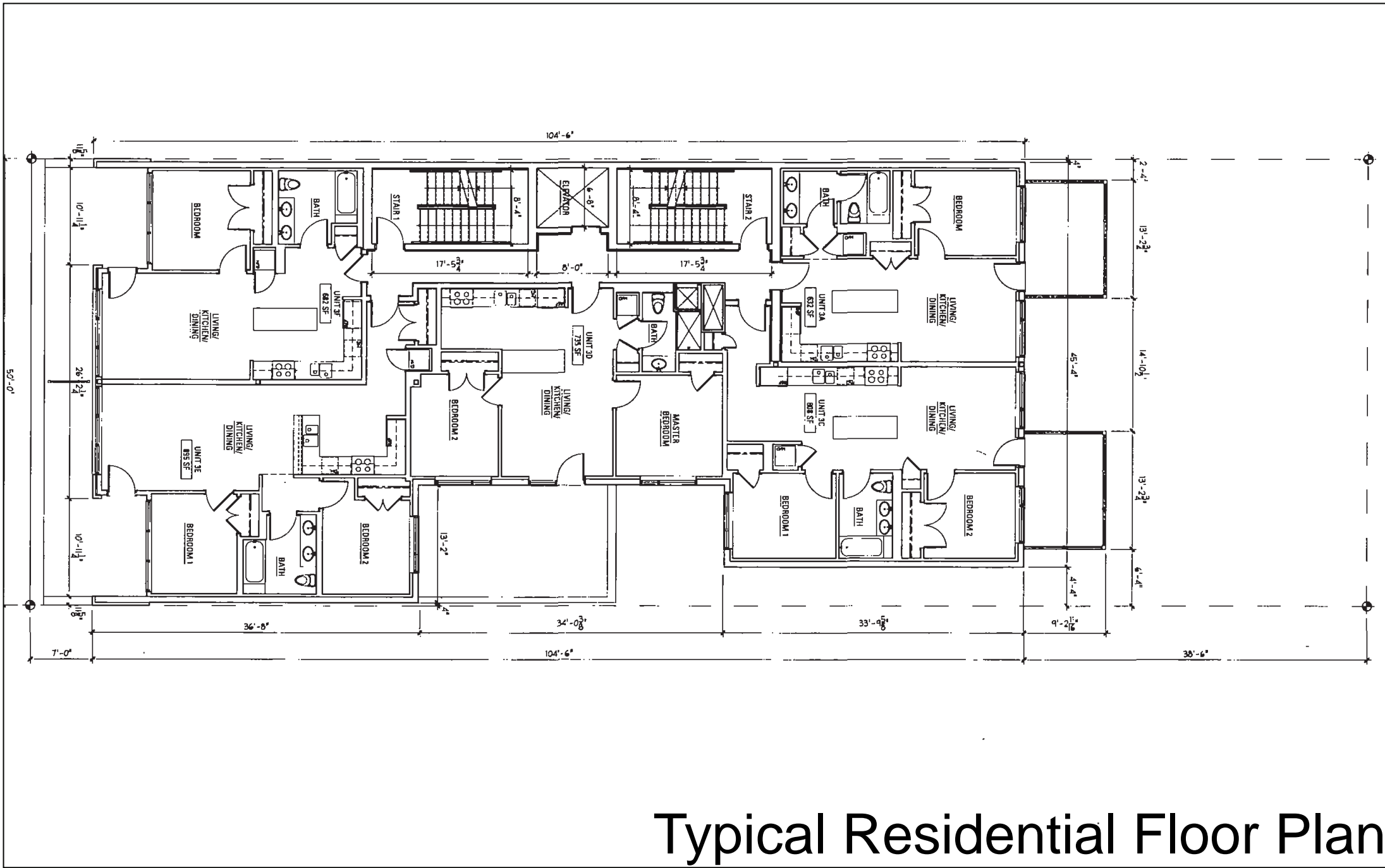
Mixed Use, Transit Oriented Development along a commercial corridor at 3228 N. Clark Street, Chicago



Elevation



Ground Floor Plan



Typical Residential Floor Plan

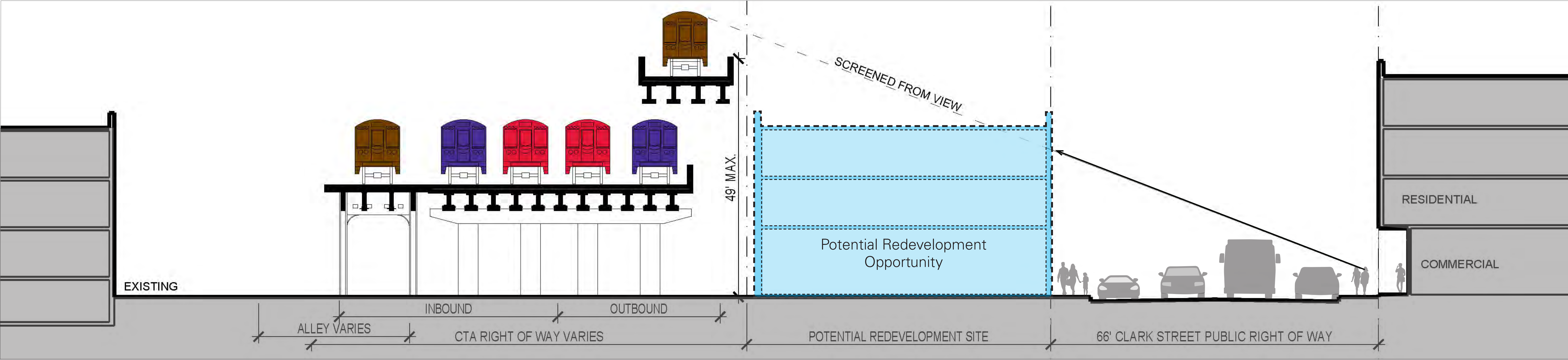
What do you LIKE about this example?

What do you DISLIKE about this example?

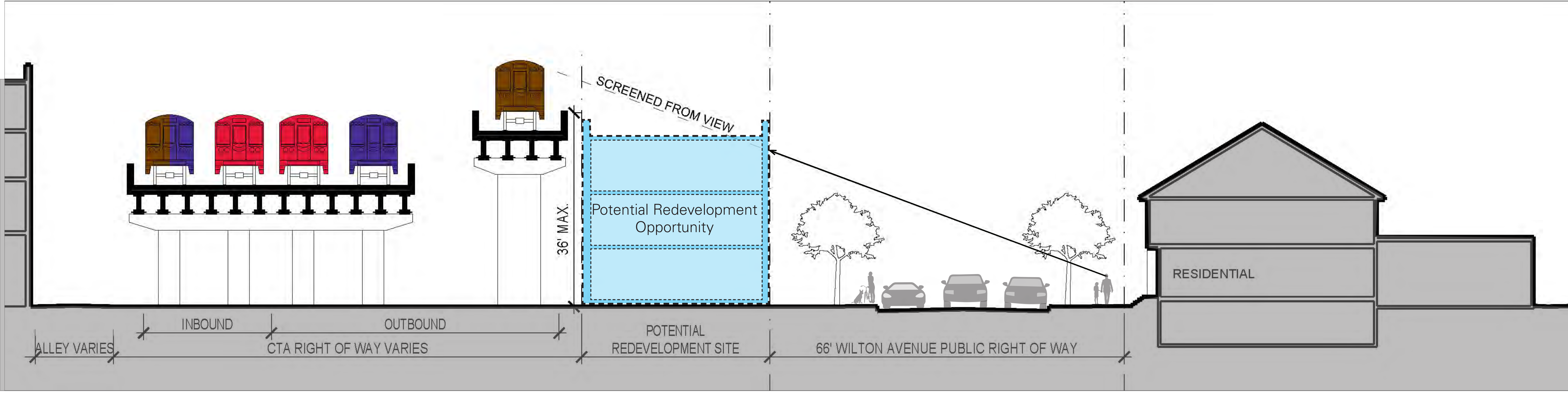
TRANSIT-ORIENTED DEVELOPMENT: BUILDING SCALE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

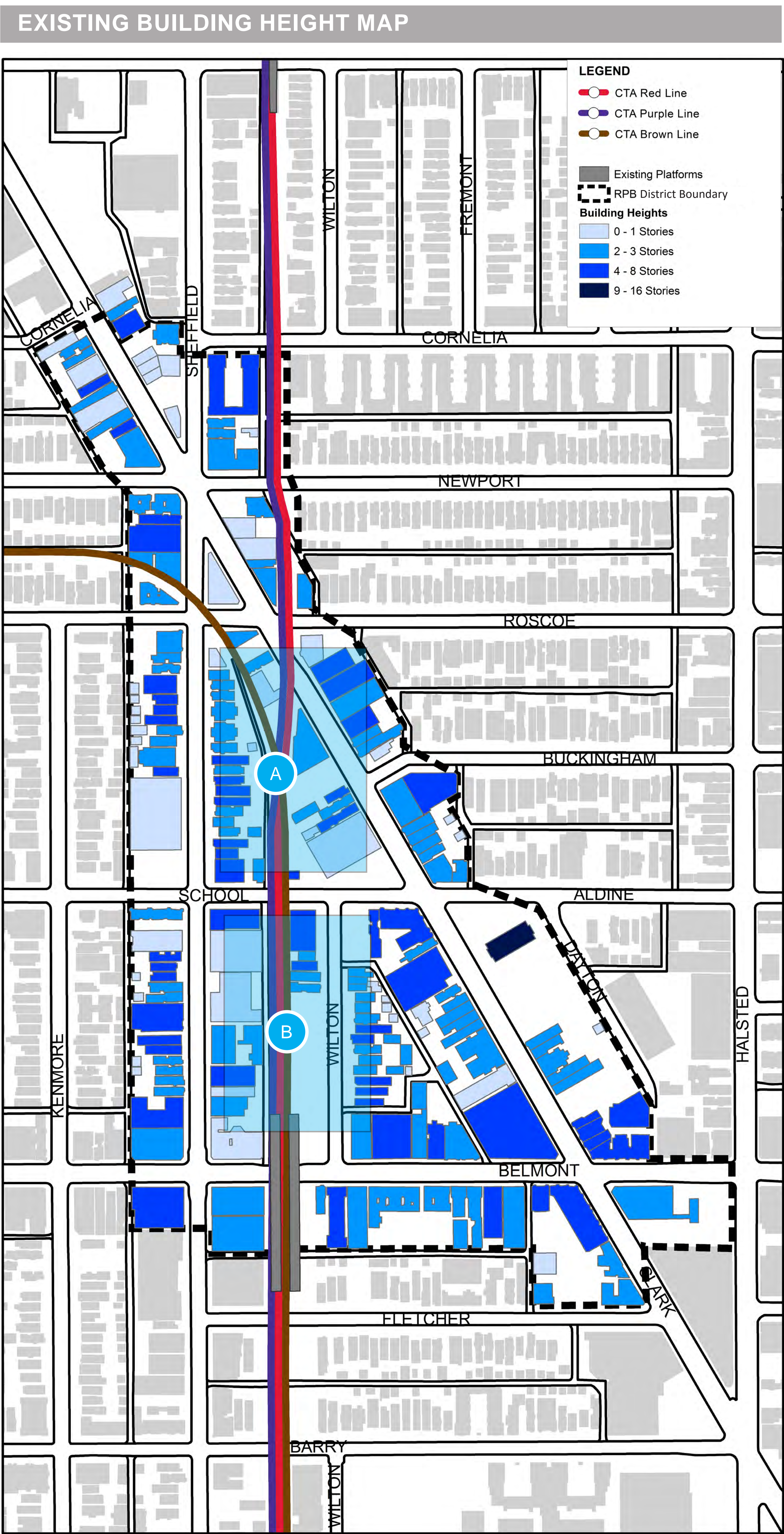
TRACK STRUCTURE SCREENING STRATEGIES



A DIAGRAMMATIC SECTION ALONG CLARK FROM ROSCOE TO SCHOOL

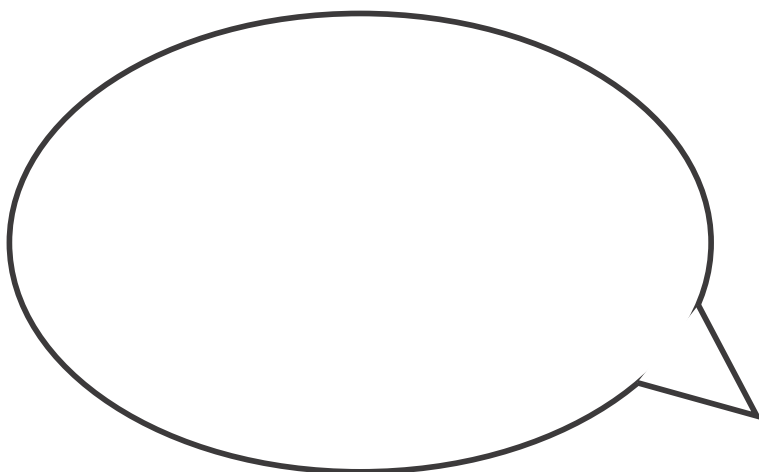


B DIAGRAMMATIC SECTION ALONG WILTON FROM SCHOOL TO BELMONT

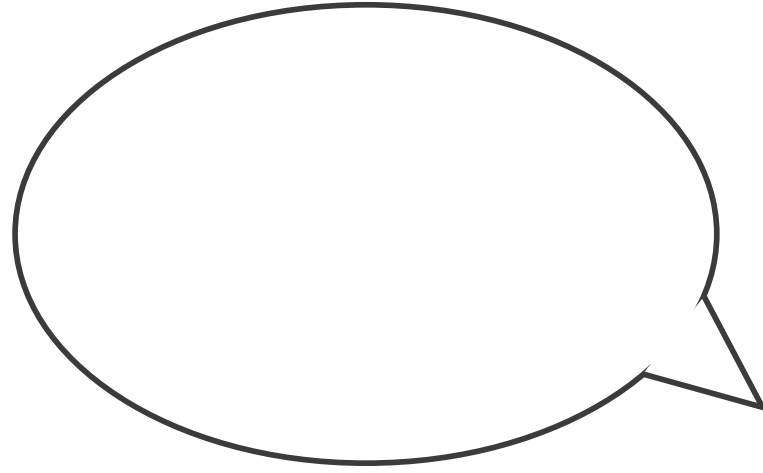


Source: SCB, 2016

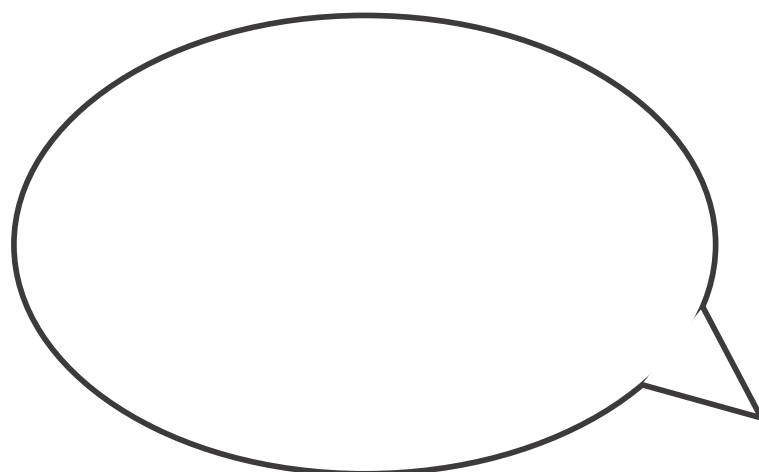
What do you think about the density / height of buildings near CTA structures? What would be appropriate? Why?



Leave a Comment!



Write a comment or leave a sticky note

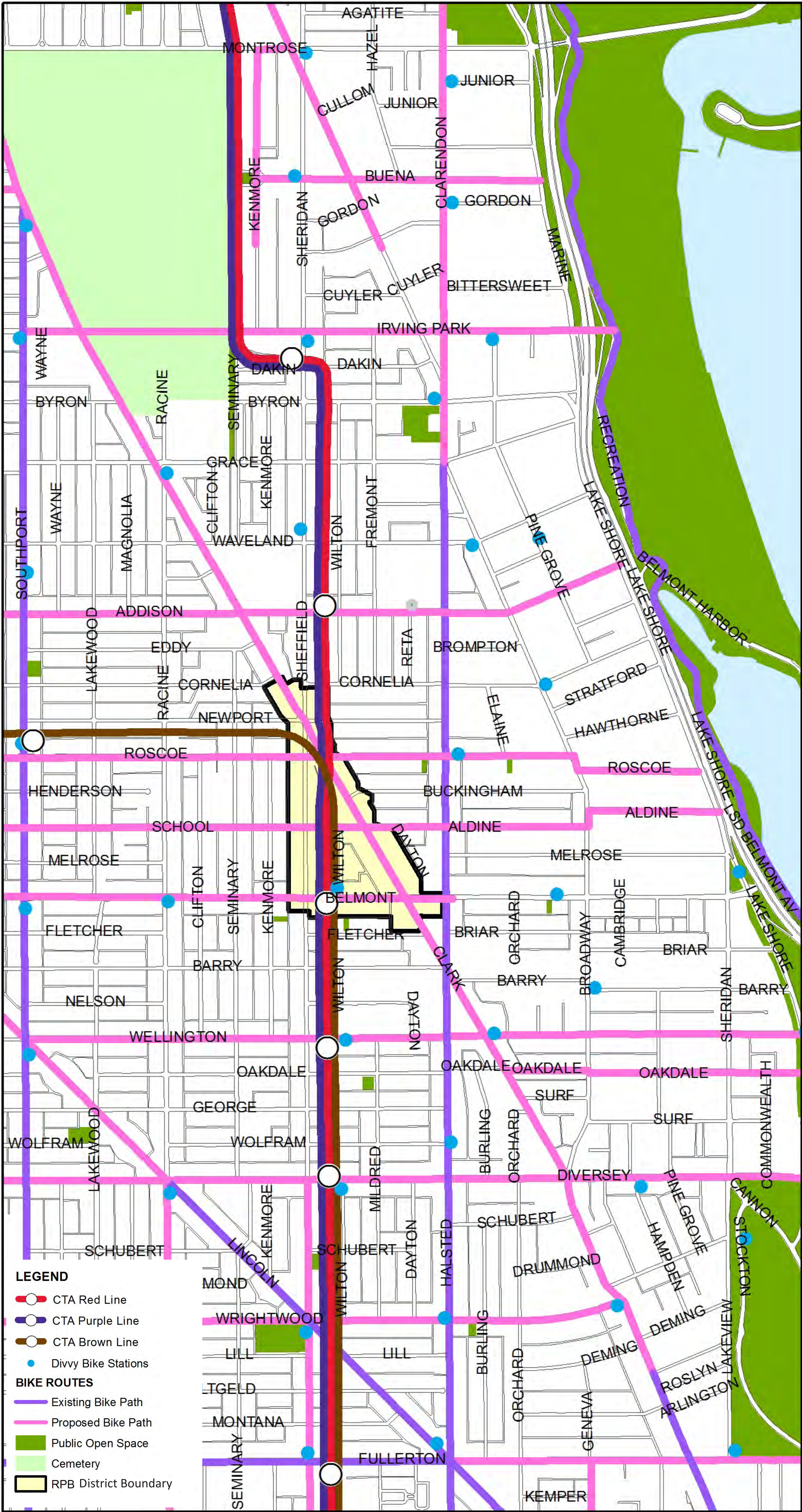
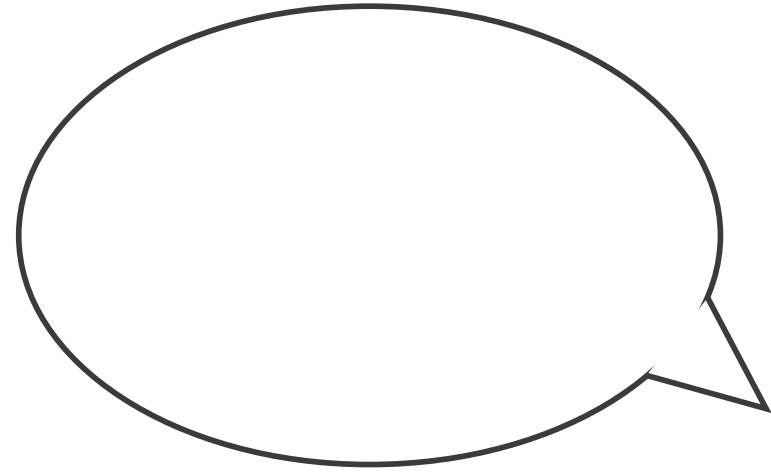
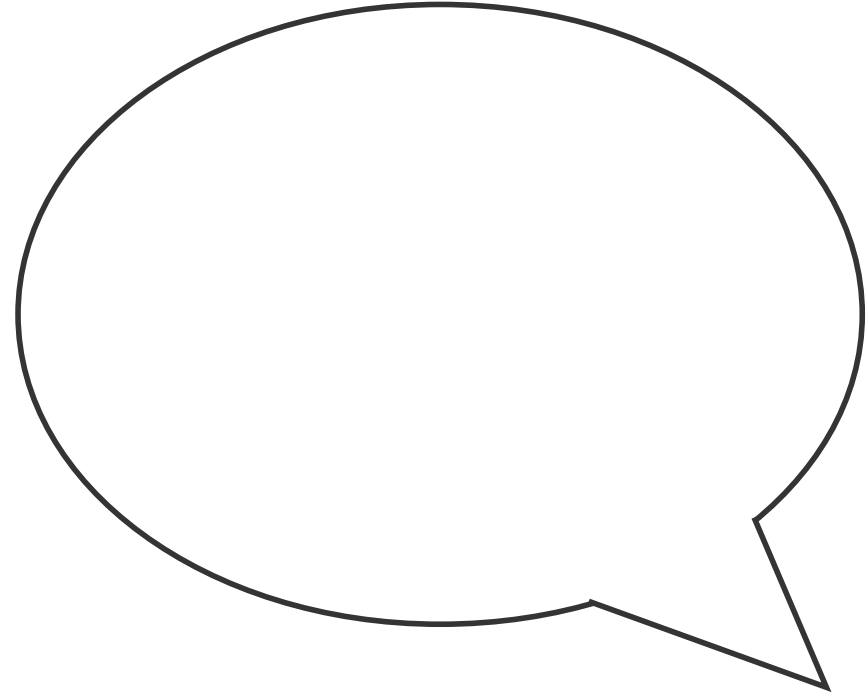
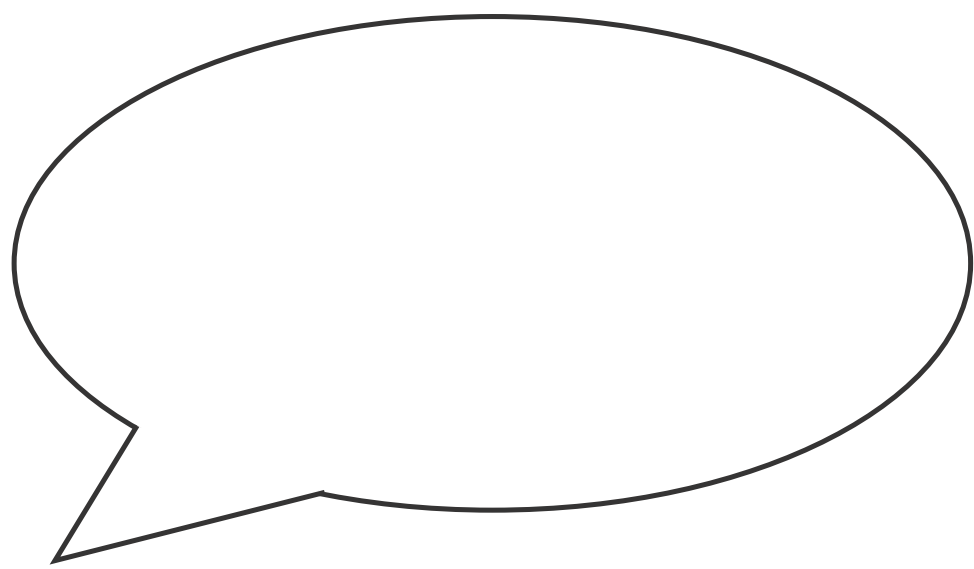


URBAN DESIGN: NEIGHBORHOOD INTEREST

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

What are the community’s needs and desires for public spaces and amenities within the neighborhood?

Leave a Comment!

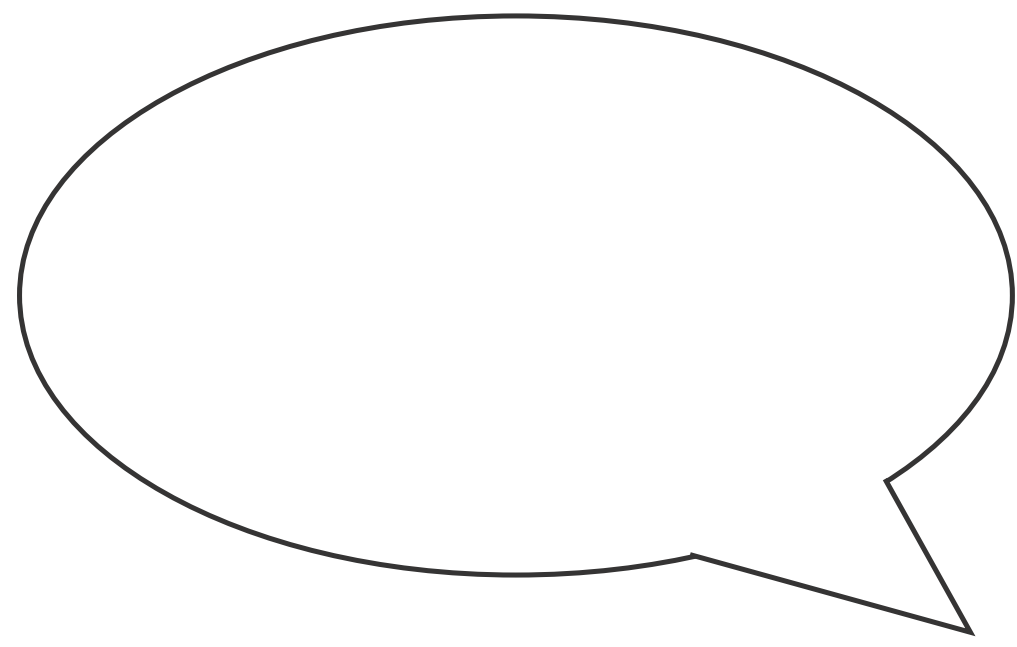


Source: City of Chicago

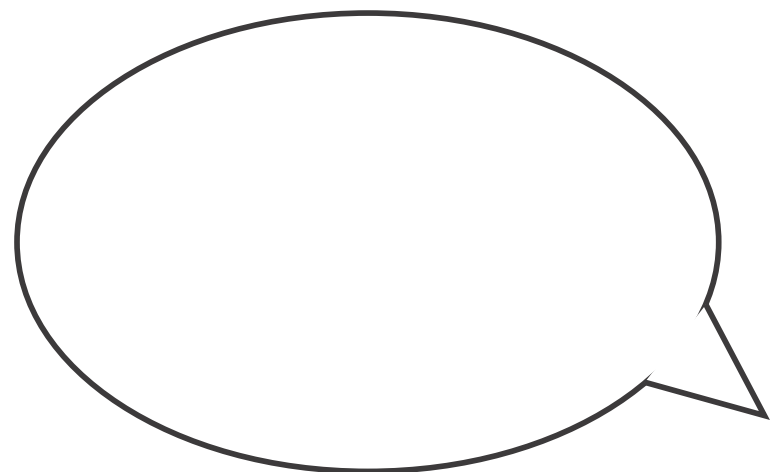


0 750 1,500 3,000 Feet

What are the challenges with creating new public spaces within the neighborhood? How could these challenges be minimized?

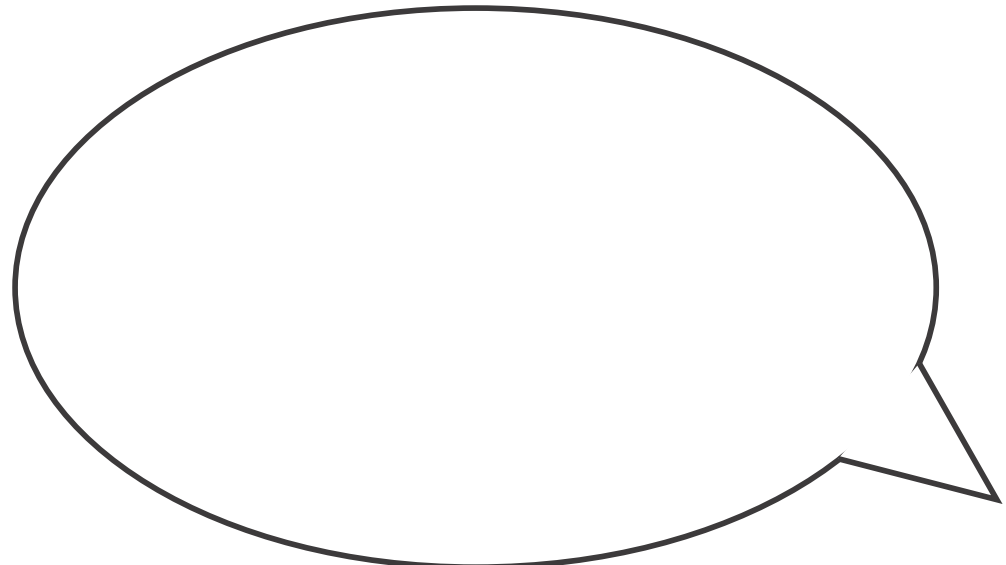
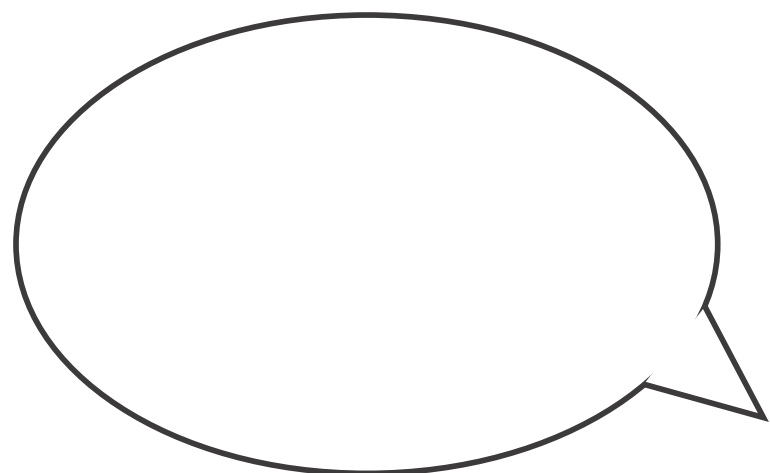


What community resources exist to support public amenities?



Leave a Comment!

Help us identify community organizations, partner agencies, and community leaders that could program, promote, and manage common spaces.

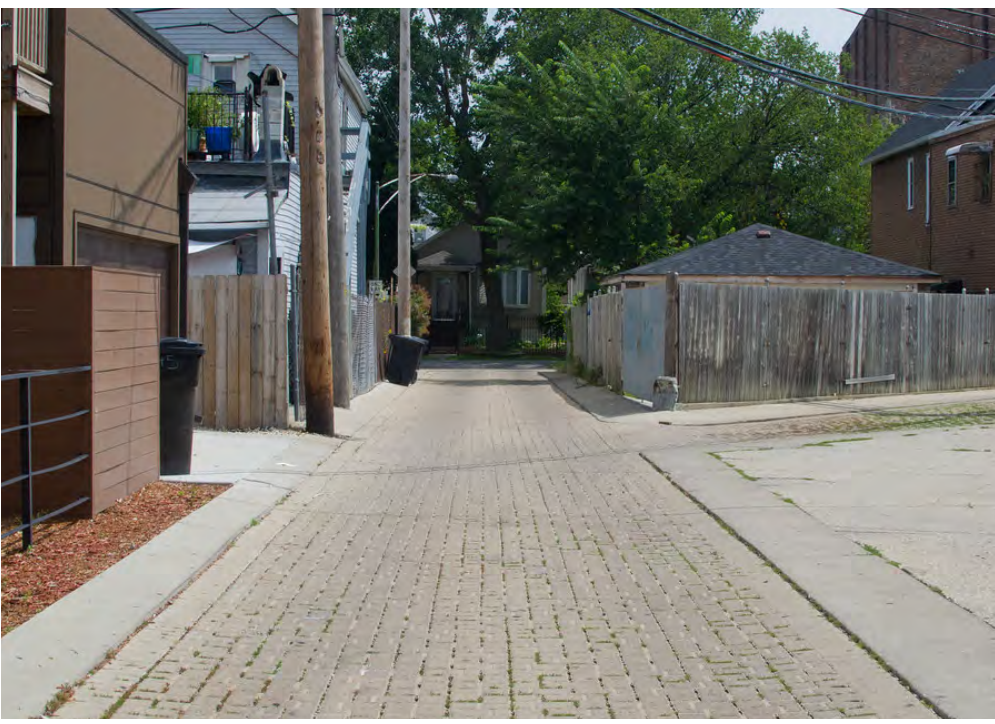












URBAN DESIGN: UNDER THE L CONSIDERATIONS

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

How would you like to see the spaces under the L used?

Use a dot sticker to indicate your top 5 interests or leave a comment on a sticky note

Stormwater management or other opportunities for “green” infrastructure		
Car sharing		
Private parking		<div>Leave a Comment!</div>
Public parking		
Fenced off and secured from public. / Screened from view.		
Other...(share your thoughts with us)		
Outdoor seating, cafe spaces, or other “plaza-like” open spaces		
Opportunities for public art		
Active recreational uses		
Bike parking		
Temporary uses such as pop up shops, markets, etc.		
Support functions for adjacent development such as parking, storage, and loading	