



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

CTA Red and Purple Modernization Phase One

April 2017

Preface September 2018

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

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## ACKNOWLEDGEMENTS



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## PREFACE

### THE TRANSIT-ORIENTED DEVELOPMENT PLAN PROCESS

The CTA's Transit-Oriented Development (TOD) Plan began in late 2016 with an extensive review of the study area's existing conditions that entailed data gathering, site visits, demographic research, site analysis, real estate market research, and early outreach with stakeholders regarding key issues. This initial data gathering formed the foundation of the Existing Conditions Analysis presented in this report and a companion report addressing the Market Analysis.

Based on the Existing Conditions Analysis, the Market Analysis, and input from the community at the first public meeting, the District/Study Area vision, goals, and site-specific objectives were established. Subsequently, the district level recommendations and preliminary site-specific test concepts were prepared to address these goals and strategies. These district recommendations and test concepts were then reviewed with stakeholders and the public at the second public meeting in October 2017. Building upon the input from the second public meeting, and supported by detailed zoning and financial analysis, the test concepts were refined in greater detail. These test concepts were further vetted with the community in the third and final public meeting in May 2018.

### TOD PLAN STUDIES

The TOD Plan in its entirety is comprised of a series of studies conducted in advance of, or concurrently with, the creation of the final plan recommendations presented in the TOD Plan Summary Report. Below is a brief overview of these studies.

#### Existing Conditions Analysis

The Existing Conditions Analysis was conducted at the onset of the TOD Plan and provides a basis for the final recommendations. The Existing Conditions Analysis includes an inventory and assessment of the existing land uses, zoning regulations, building and track structures, local businesses, street design, pedestrian facilities, bicycle facilities, transit facilities, transit services, community facilities, public open space, and public parking. The Existing Conditions Analysis was prepared in the spring of 2017 using City of Chicago, Cook County, and Chicago Metropolitan Agency for Planning (CMAP) GIS data and supplemented with field reconnaissance. The Existing Conditions Analysis also reflects public input based on the first public meeting in May 2017.



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### RPM Phase One Transit Project Restrictions

Early in the planning process, the consultant team reviewed the existing right-of-way and preliminary engineering documents for RPM Phase One. The consultant team drafted guidelines to help protect and enhance the development potential of the sites remaining after construction and to support the site-specific test concepts in the TOD Plan.

### Market Analysis

The Market Analysis, conducted in the spring of 2017, includes a review of demographic, land use and economic conditions, interviews with developers and other stakeholders, review of existing and possible updated zoning of development parcels, and an analysis of each station's residential and commercial development potential. The Market Analysis informs both site planning decisions and an implementation plan. The full report is available on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

### Zoning and Financial Analyses

In tandem with the preparation of the site-specific test concepts, Zoning and Financial Analyses were conducted. The test concepts were analyzed relative to their zoning and financial feasibility. The Zoning Analysis looked specifically at how the March 2018 City of Chicago Zoning Ordinance provides parking relief and density bonuses for "Transit-Served Locations", as well as how zoning provisions can improve the marketability of the potential developments for these sites. The Financial Analysis compared key market indicators with the development concepts. The full Zoning Report is available on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan). The Financial Analysis contains proprietary and confidential data and is not publicly available; however, key recommendations are incorporated into the final TOD Plan recommendations.



**Figure A:** A combination of new construction and renovation of the building at 5050 N Broadway will bring over 700 new apartments to the District, August 2018.

### The TOD Plan Summary Report

This TOD Plan Summary Report provides the public with a clear, concise document that represents the synthesis of the site and corridor recommendations based on public input, detailed research, and extensive site analysis prepared by the multi-disciplinary team.

The TOD Plan Summary report can be found on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

### EXISTING CONDITION REPORT UPDATES AUGUST 2018

Changes within the District (referred to as the Study Area in subsequent reports) were monitored throughout the course of the project. Relevant updates were folded into subsequent studies, reports and recommendations. Below is a brief summary of the significant changes experienced since the publication of the Existing Conditions Report.



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The District's transition from commercial land uses dominated by the automobile on Broadway to housing has begun with the start of construction of Cedar Street Company's 5050 N Broadway development that includes 710 new apartments. The District is also experiencing significant changes related to investment in the Uptown entertainment district. The streetscape at Broadway and Lawrence Avenue and the plaza in front of the Riviera Theater were completed in the summer of 2018 and in June of 2018 the City of Chicago, Alderman James Cappleman, Jam Productions and Farpoint Development announced that Chicago's historic Uptown Theatre will be restored and reopened in the heart of the revitalized Uptown entertainment district. Additionally, the newly renovated Wilson station, just south of the District, continues to spark new commercial and residential development.

Properties near the CTA owned redevelopment sites continue to experience real estate market and investment interest with redevelopment anticipated in the future.

Additional information about development in the District can be found in the Market Analysis on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

Additional information about RPM Phase One can be found on the CTA website at [www.transitchicago.com/rpm](http://www.transitchicago.com/rpm)



**Figure B:** Recently completed streetscape in front of the Riviera Theater just south of Lawrence Avenue, on Broadway, August 2018.



**Figure C:** The Uptown Theater, August 2016.

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# INTRODUCTION

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## RED AND PURPLE MODERNIZATION (RPM) TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN OVERVIEW

RPM is a multi-stage Chicago Transit Authority (CTA) capacity expansion program aimed at accomplishing extensive transit system improvements using a strategically phased implementation approach. This RPM TOD Plan is a development-focused study to be completed as part of the RPM Phase One Initiative. RPM Phase One requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. The TOD Plan scope is focused on specific redevelopment strategies for portions of the properties that may no longer be needed for CTA operations after construction. The final design for the rail construction project has not been completed. Thus, the TOD Plan will develop concepts based on approximate property shapes and sizes that may change once the design and construction is complete. (see Figure 1.1)

The TOD Plan focus area encompasses the Lawrence to Bryn Mawr Modernization District, referred to as “the LBMM District,” and the Red-Purple Bypass Area (covered in a separate document).

### LAWRENCE TO BRYN MAWR MODERNIZATION PROJECT

The Lawrence to Bryn Mawr Modernization Project includes reconstruction of approximately 1.3 miles of the existing rail line from Leland Avenue on the south to near Ardmore Avenue on the north. The four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr) in this segment will be rebuilt, expanded, and modernized, while adding elevators that provide access for people with disabilities and improve convenience for the elderly and riders with carts, strollers, and bags. The project will increase passenger capacity and station access along the corridor, expand platforms and stairways, and replace and modernize crumbling track structures.

More information about the LBMM Phase One track level improvements can be found at <http://www.transitchicago.com/rpmproject/>

### SUMMARY OF THE DISTRICT

The LBMM District is concentrated along the North Broadway corridor stretching from Leland Avenue to Ardmore Avenue. The District covers roughly 157 acres, four major CTA Red Line stops, three Aldermanic Wards (see Figure 1.2), and several diverse neighborhoods including portions of:

- Uptown Square Historic District
- Asia on Argyle and the West Argyle Street Historic District
- Edgewater
- Bryn Mawr Historic District

The LBMM District serves as a major transportation corridor in the City, and is traversed by several major east-west arterial streets that connect the neighborhoods to Lake Shore Drive and many recreational park spaces / facilities along the lakefront. These streets also serve as historic neighborhood commercial corridors, and are included in the district:

- Hollywood Avenue
- Bryn Mawr Avenue
- Berwyn Avenue
- Argyle Street
- Foster Avenue
- Lawrence Avenue

Together, the LBMM District encompasses culturally, ethnically, and economically diverse communities with a broad range of land uses, development densities, and architectural styles.

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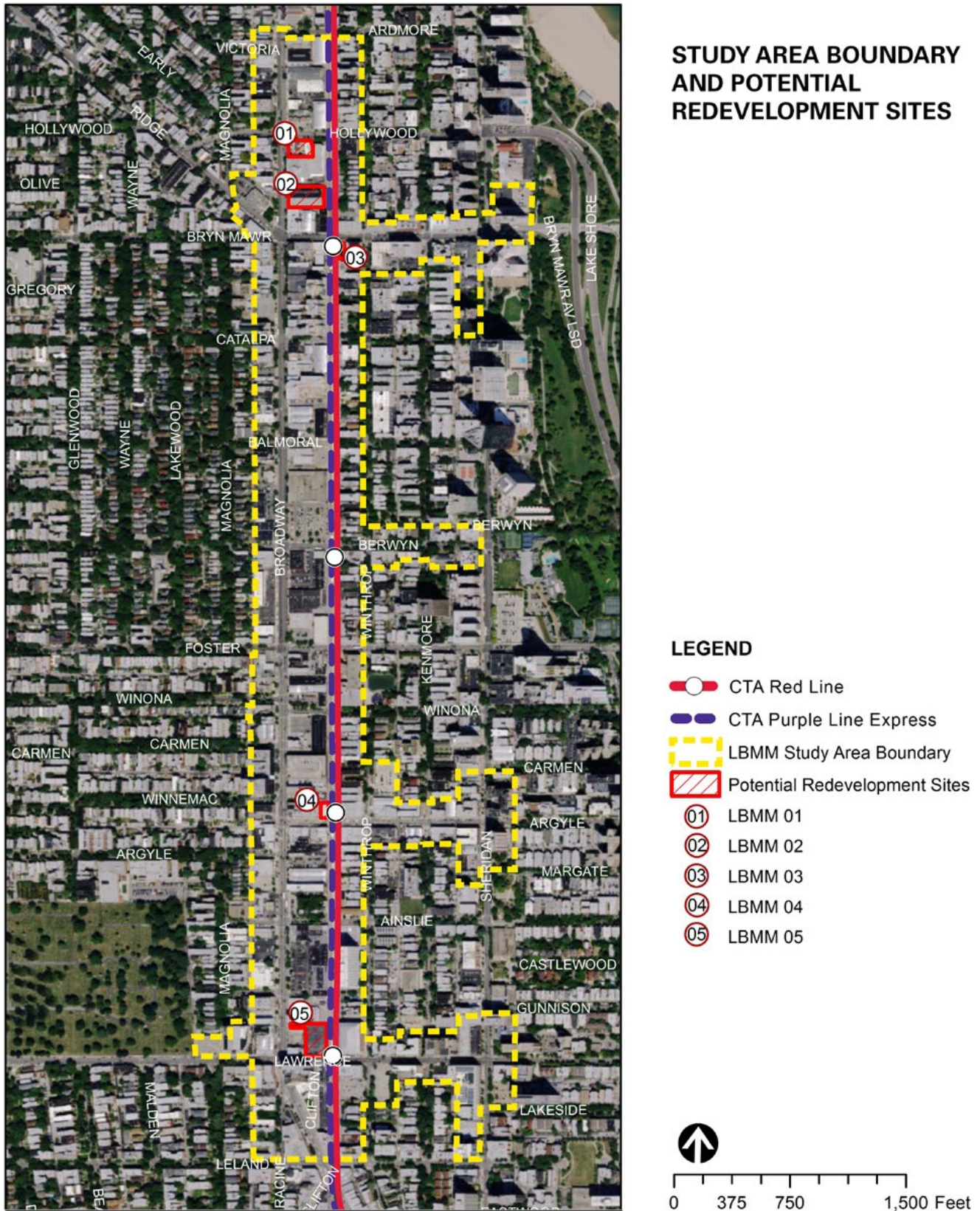


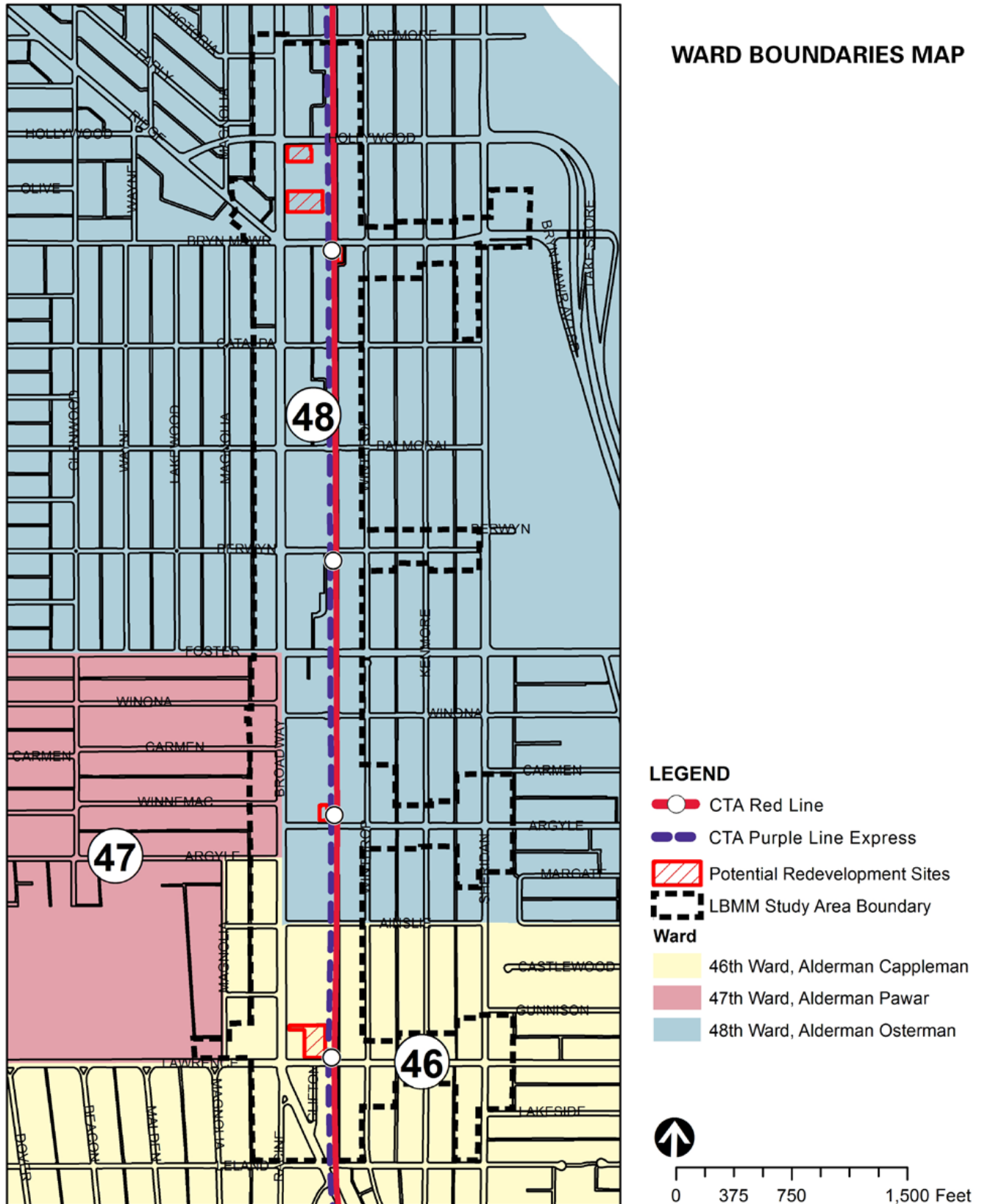
Figure 1.1: District Boundary and Sites

Source: CTA, 2016



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**Figure 1.2:** Ward Boundaries

Source: City of Chicago, 2015



## EXISTING CONDITIONS

This Report is a compilation of initial data assessments, mapping, site research, and previous document review conducted at the end of 2016. This document serves as the basis for a detailed TOD Plan analysis and recommendations. The CTA provided the team with informational resources from past planning and development work, which is augmented with updated map data from the City of Chicago, and field data collection and verification. The following maps, diagrams, and photographs provide a snapshot in time of the LBMM District characteristics that will influence future decision making.

### DISTRICT BOUNDARY AND LOCATION OF REDEVELOPMENT SITES

Prior to initiation of the TOD Plan, the CTA developed an acquisition plan for properties that will be required for the track infrastructure construction project. The CTA also inventoried and assessed land under current CTA ownership. The properties were identified for three primary reasons:

1. Properties where station facilities need to be located for continued transit access during the construction phase.
2. Properties required to stage the complicated construction process in a constrained urban area.
3. Existing CTA owned properties with buildings located adjacent to stations that may be beyond the footprint of the operating rail structure after the project.

The selection and acquisition of these properties was the result of an environmental impact analysis process, required by the National Environmental Policy Act (NEPA) that included extensive public and property owner outreach (starting in 2009). The NEPA requirements were finalized and approved prior to the start of this TOD Planning process. Additional information about this process is available for download from the CTA's website <http://www.transitchicago.com/rpmproject/>. Properties, or portions thereof, that may become available for development post-construction are shown in Figure 1.1 and the key property locations are mapped in red.

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## LAND USE OVERALL

The LBMM District is generally comprised of low density commercial and retail uses that front along Broadway (see Figure 1.3). East-west neighborhood streets such as Argyle Street and Bryn Mawr Avenue have a mixed use character with first floor services or retail, and upper floor residential and offices uses. High density residential neighborhoods are located to the east of the District boundary, and extend to Lake Shore Drive. A mix of low density historic single family uses, and smaller scale multi-family housing defines the areas to the west and in nearby Andersonville. The LBMM District contains little vacant land for new development, however, there are many areas within the District that have low land utilization and large surface parking lots that have potential for redevelopment.

### DETAILED BUILDING USE

Detailed building uses were field-collected by the consultant team and mapped using a GIS database. The resulting diagrams illustrate the specific building activities within the LBMM District for both the ground/first floor (Figure 1.4) and for floors two and above (Figure 1.5).

### BUILDING GROUND FLOOR USE

The Ground Floor Use diagram (Figure 1.4) reinforces the understanding of North Broadway as a major north-south commercial corridor in the City. The historic nature of Broadway is part of Edgewater's Motor Row. Today, properties along Broadway are largely stand-alone auto-oriented retail centers including, anchor grocery stores, strip shopping centers, smaller anchors

such as Walgreens and CVS, and older, mixed use buildings. Additionally, many of the commercial uses include auto repair and sales. The historic east-west streets are comprised of local businesses, neighborhood services, restaurants, and small-scale offices. There are a number of vacant first floors and some entirely vacant buildings located along Lawrence Avenue in the Uptown Square Historic District. Winthrop Avenue, along the eastern edge of the District, is a mature residential street with local schools and religious facilities.

### BUILDING UPPER FLOOR USE

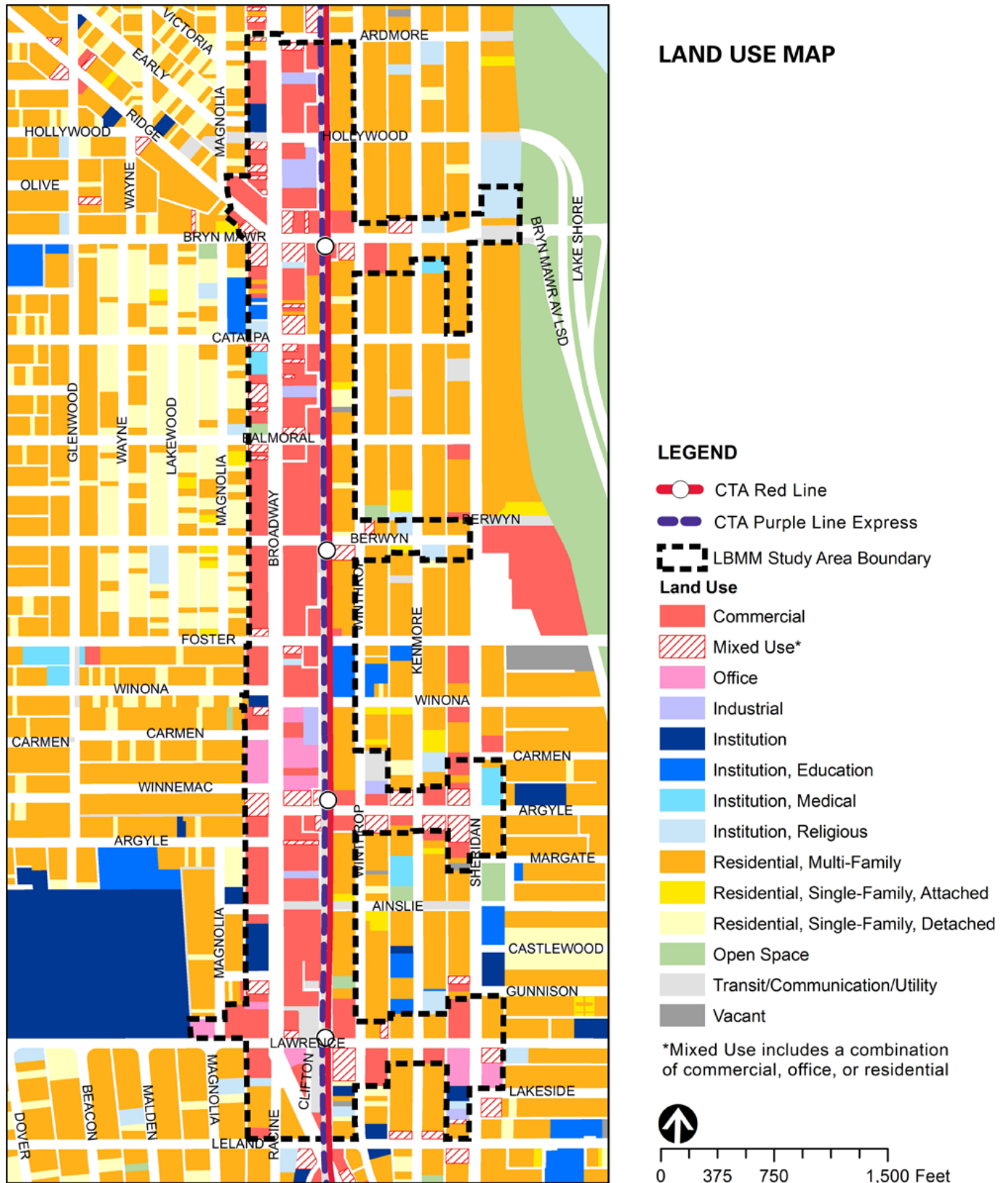
As shown in the Building Upper Floor Use Diagram (Figure 1.5) in the LBMM District, there is a relatively small amount of mixed use development compared to surrounding neighborhoods. The residential multi-family housing east of Broadway, along neighborhood streets such as Berwyn Avenue, can range up to 6 stories in height. Buildings along Broadway are typically single story and contain a single use. The Uptown Entertainment District, in the southern portion of the District is, in contrast, characterized by taller, mixed use buildings. The intersection of Lawrence Avenue and Broadway is home to several larger-scale historic office buildings, with some recent conversions into trendy loft-style apartments.

### OPEN SPACE

This district has limited open space contained within the neighborhoods but is within walking distance to the extensive park land and facilities located along the lakeshore.



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**Figure 1.3: Land Use Overall**

Source: CMAP, 2010

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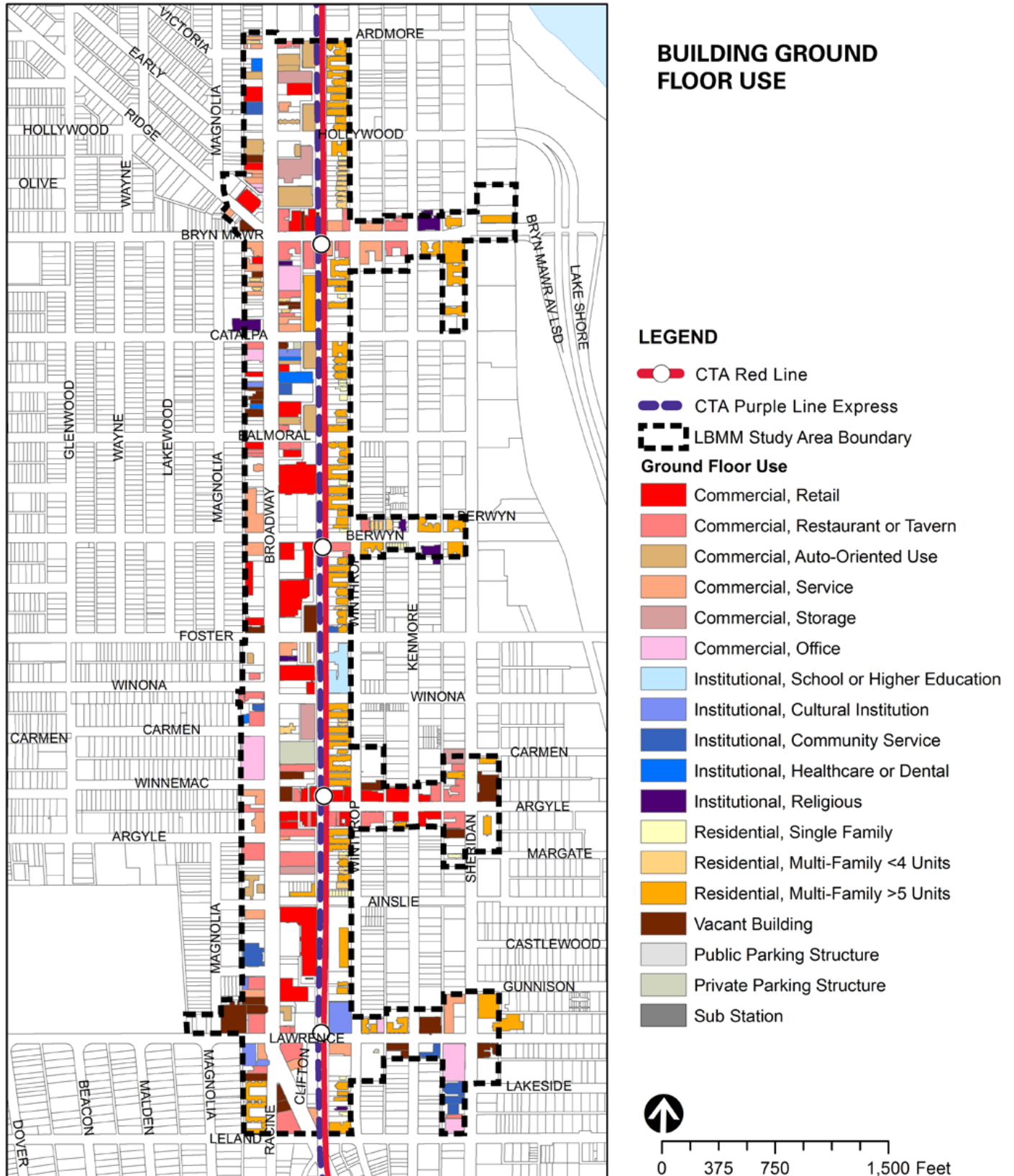


Figure 1.4: Building Ground Floor Use

Source: SCB, 2016

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

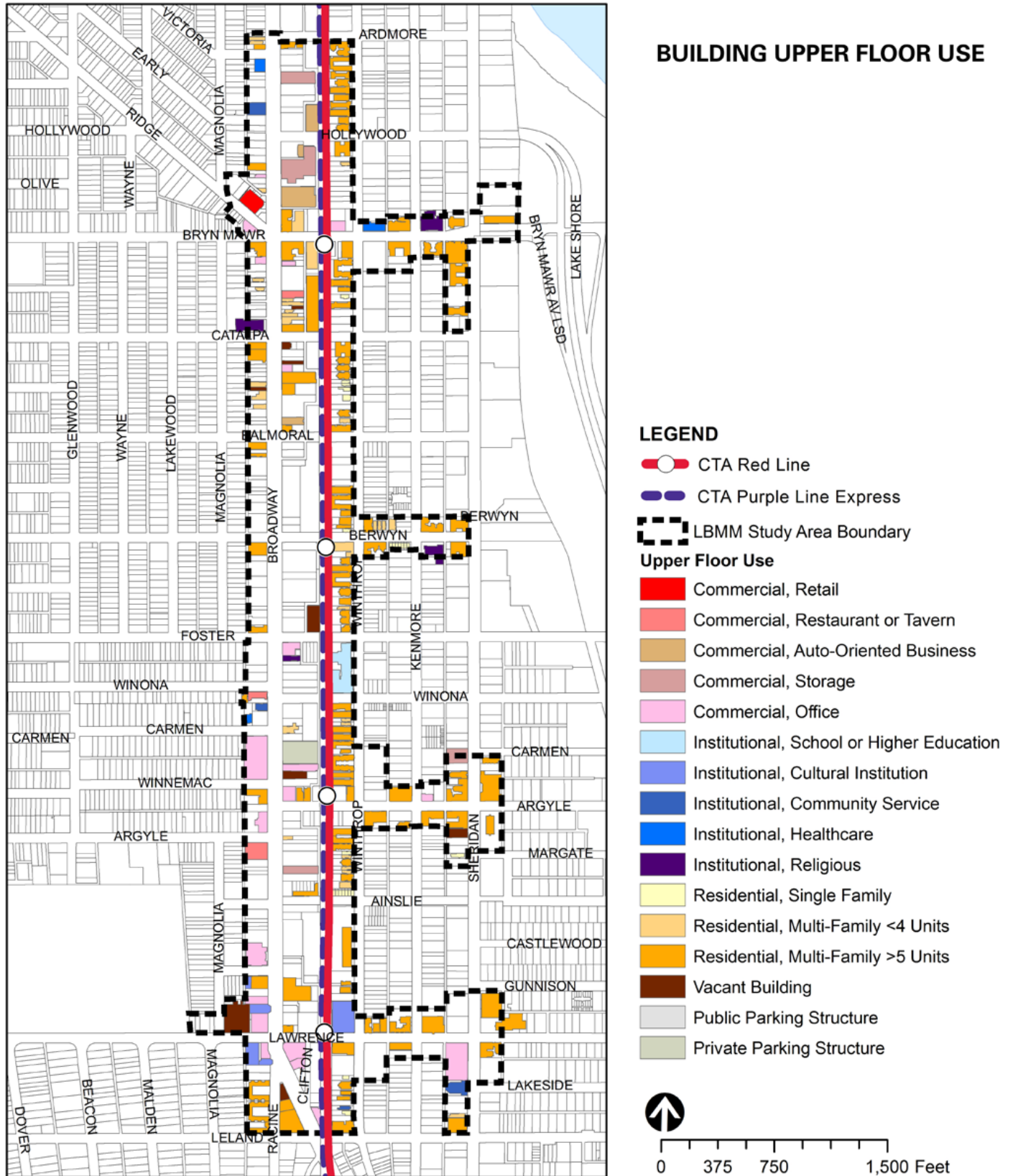


Figure 1.5: Building Upper Floor Use

Source: SCB, 2016



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

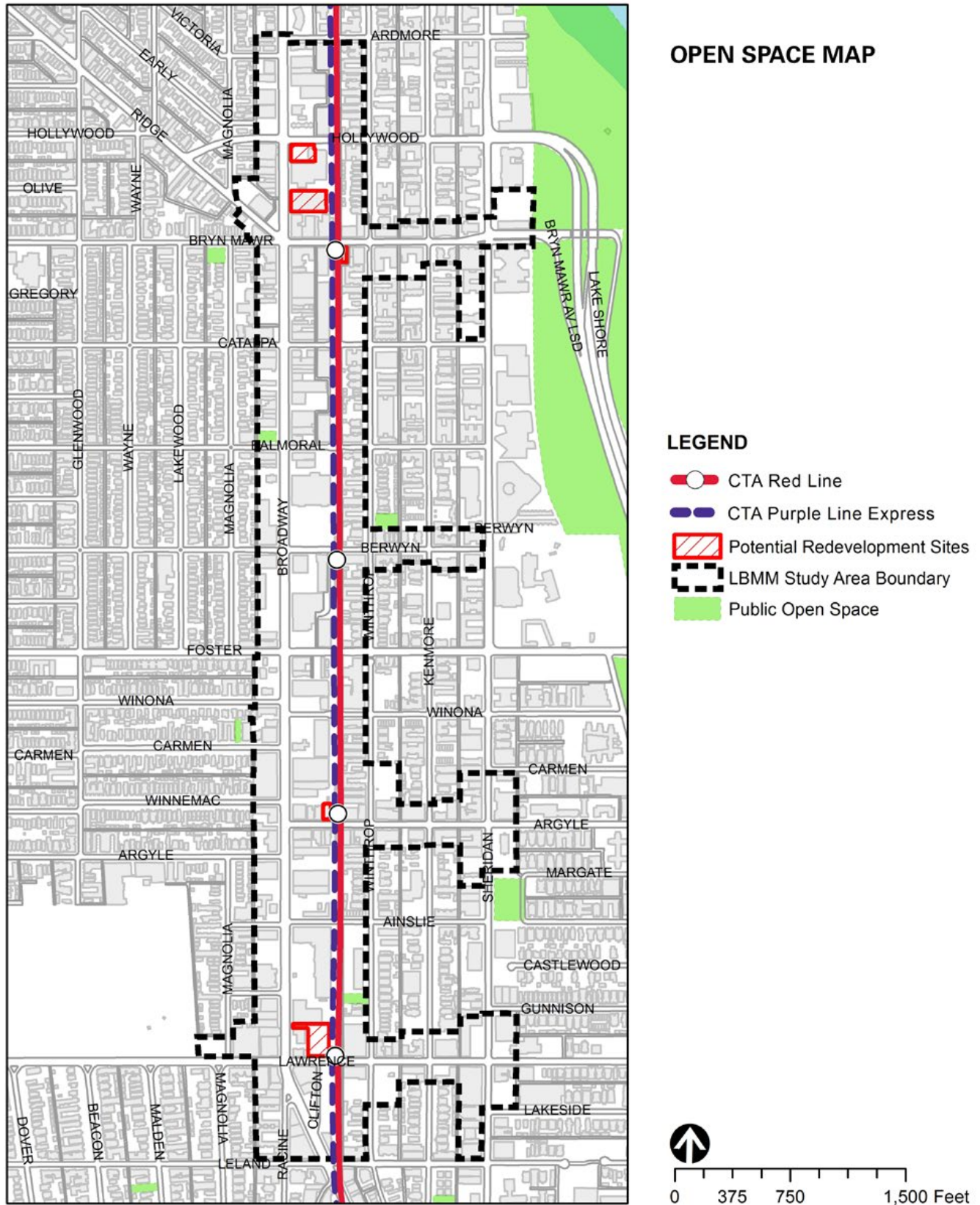


Figure 1.6: Open Space

Source: City of Chicago, 2012

## ZONING

The LBMM District is primarily zoned for commercial uses with a focus on auto-oriented commercial uses along Broadway (Figure 1.7 and Table 1.1). Retail storefront uses are found along the secondary neighborhood streets and surrounding the CTA train stations. Residential as a secondary use is allowed throughout the commercial areas, though there is limited mixed use with residential in the Broadway corridor today. Permitted densities range from allowable development square footage know as Floor Area Ratio (FAR) of 2.0 to 5.0 with the highest densities allowed in the Uptown Square Historic District.

### ZONING BENEFITS FOR “TRANSIT SERVED LOCATIONS” PARCELS

The City of Chicago Zoning Ordinance permits “Transit Served Locations” to receive certain parking reductions, FAR bonuses, and other benefits. Generally, for projects located in Business (B), Commercial (C), and Downtown (D) zoned districts, minimum off-street automobile parking ratios for residential uses may be reduced if located within 1,320 feet of a CTA or METRA rail station entrance or within 2,640 feet of a CTA or METRA rail station entrance along a pedestrian street or a pedestrian oriented retail street. Additionally, projects located in B-3 and C-3 districts located within the same boundaries are eligible for

increases in maximum building height and/or allowable FAR. Additional incentives include reduction in the Minimum Lot Area (MLA), which allows for an increase in the total number of dwelling units to be built on site. Density and parking bonuses also exist for the inclusion of on-site affordable housing.

Figure 1.8 shows the general locations of the parcels within the LBMM District that may be eligible for zoning benefits under the Transit Served zoning classification. This provides a unique opportunity for developers to reduce costs and increase return on investment by building less parking and additional units.

Pedestrian Streets are designated in the City of Chicago Zoning Ordinance. The designation is intended to preserve and enhance the character of streets and intersections that are widely recognized as Chicago’s best examples of pedestrian-oriented shopping districts. These regulations are intended to promote transit, economic vitality and pedestrian safety and comfort. The pedestrian streets within the LBMM District are identified in Figure 1.8.

Additional information as it pertains to Transit-Served Locations and Pedestrian Streets can be found in Chapter 17-3 Business and Commercial Districts, and Chapter 17-10 Parking and Loading of the Chicago Zoning Ordinance.

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### HISTORIC DISTRICTS AND BUILDINGS

As part of the NEPA required Section 106 review process, historically significant properties were identified to assess any possible negative effects resulting from the planned LBMM track reconstruction project. Figure 1.9 delineates the numerous locally and nationally registered historic properties within the LBMM District. CTA has worked closely with stakeholders and has agreed upon specific measures to reduce any negative impacts to historic properties in the Area of Potential Effects as defined in the Finding of No Significant Impact (FONSI) Reports. In addition to these identified properties, three important National Register Historic Districts are also partially contained within the LBMM District boundary. These include the Uptown Square Historic District (which is also a locally designated district), the West Argyle Street Historic District, and the Bryn Mawr Avenue Historic District. Bordering the district boundary, to the west, is the Lakewood Balmoral Historic District. These aesthetically unique historic areas are important contributors to the character of the community, and will be carefully considered as part of any CTA redevelopment site recommendations. Furthermore, a significant piece of the larger TOD Plan scope of work is to address the historic preservation plans and survey updates based on CTA's formal Memorandum of Agreement between the Federal Transit Administration and the Illinois Historic Preservation Agency.

### TAX INCREMENT FINANCE DISTRICTS

The LBMM District includes portions of four TIF Districts. The Bryn Mawr/Broadway TIF expires in 2019. The Wilson Yard TIF and Lawrence and Broadway TIF are set to expire in 2025, while the Hollywood/Sheridan TIF has the longest time horizon, expiring in 2031.

In addition to these TIF Districts, the LBMM District includes portions of the newly formed RPM Phase One Project TFIA. According to the Tax Increment Financing Redevelopment Plan, in 2016, the City was authorized to “designate a transit planning area, known as a Transit Facility Improvement Area (TFIA), for various public transit infrastructure improvement purposes, including the modernization of the Chicago Transit Authority (CTA) Red Line and Purple Line (known as the Red and Purple Modernization Program or RPM).”

Within the TFIA, a TIF District was established “for the purpose of financing the development, expansion or rehabilitation of new or existing transit passenger stations; transit maintenance, storage or service facilities; and rights-of-way for use in providing transit (together, known as “Transit Facilities”). No other purpose is allowed under the Act.” Therefore, unlike other TIF Districts, no funding will be available through this TIF fund for real estate development projects.



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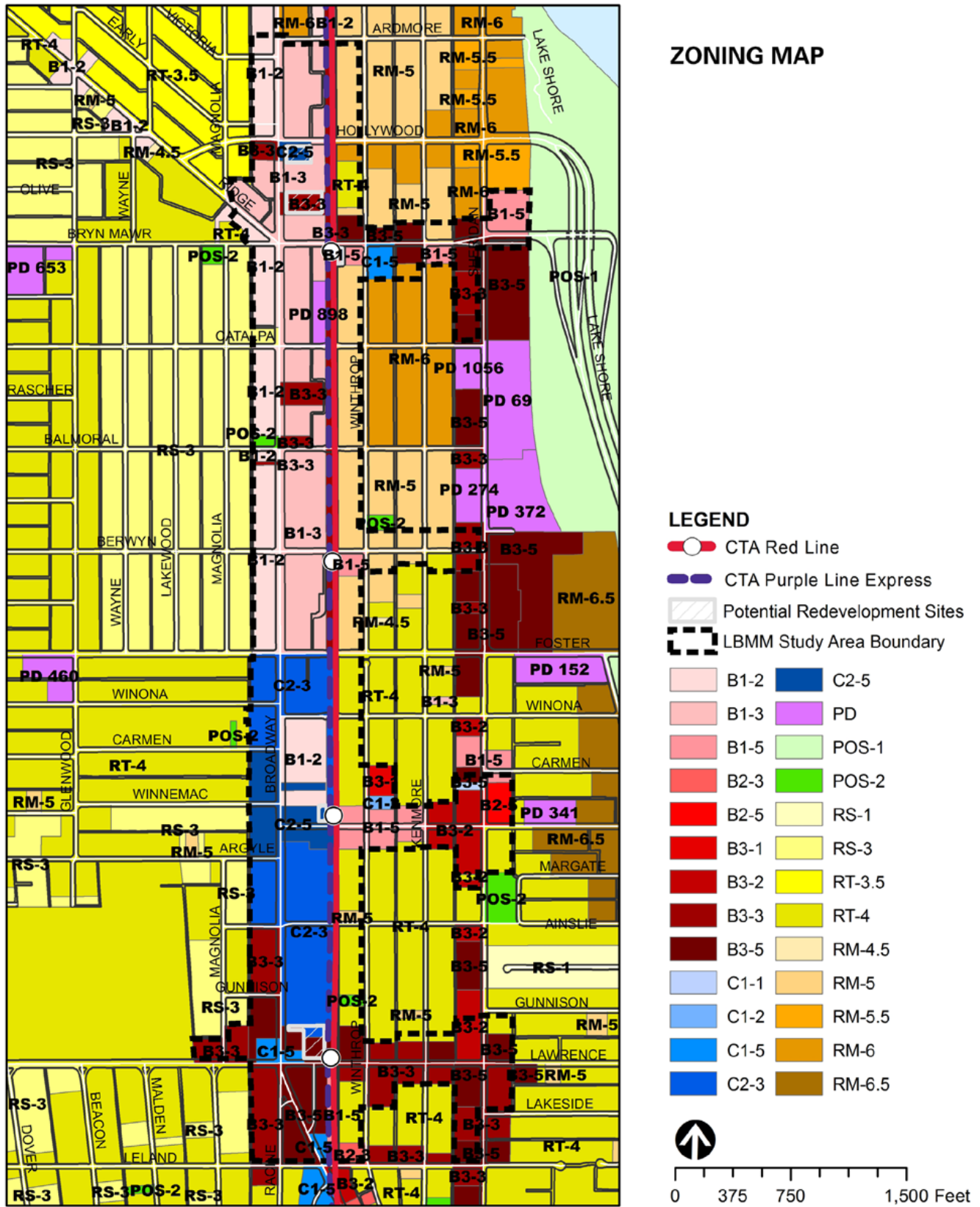


Figure 1.7: Zoning

Source: City of Chicago, 2016

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

## ZONING CODE MATRIX

Zoning Code	Max FAR	MLA (s.f.)	Max Height* (in feet)	Transit Served Eligibility*	Typical Uses
<b>R</b>	-	-	-	-	<b>Residential Districts</b>
<b>RS</b>	-	-	-	-	<b>Residential Single-Unit Districts</b>
RS-1	0.5	6,250	30	None	Detached single family homes
RS-3	0.9	2,500	30	None	Detached single family homes and two-flats
<b>RT</b>	-	-	-	-	<b>Residential Two-Flat, Townhouse, and Multi-Unit Districts</b>
RT-3.5	1.05	2,500	35	None	Flats, townhomes, small multifamily, single family
RT-4	1.2	1,650	38	None	Flats, townhomes, small multifamily, single family
<b>RM</b>	-	-	-	-	<b>Residential Multi-Units Districts</b>
RM-4.5	1.7	1,650	47	None	Multifamily, flats, townhomes, single family homes
RM-5	2	1,650	47	None	Multifamily, flats, townhomes, single family homes
RM-5.5	2.5	1,650	60	None	Multifamily, flats, townhomes, single family homes
RM-6	4.4	1,650	None	None	Mid-rise and high-rise multifamily
RM-6.5	6.6	1,650	None	None	High-rise multifamily, often by the lakeshore
<b>B</b>	-	-	-	-	<b>Business Districts</b>
B1-2	2.2	700-1,000	50	Parking reduction	Retail storefronts, apartments permitted above
B1-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Retail storefronts, apartments permitted above
B1-5	5	100-200	80	Parking reduction	Retail storefronts, apartments permitted above
B2-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Retail storefront, apartments permitted
B2-5	5	100-200	80	Parking reduction	Retail storefront, apartments permitted
B3-1	1.2	2,500	38	Parking reduction	Auto-oriented retail, apartments permitted above
B3-2	2.2	700-1,000	50	Parking reduction	Auto-oriented retail, apartments permitted above
B3-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Auto-oriented retail, apartments permitted above
B3-5	5	100-200	80	Parking reduction	Auto-oriented retail, apartments permitted above
<b>C</b>	-	-	-	-	<b>Commercial Districts</b>
C1-2	2.2	700-1,000	50	Parking reduction	B1-2 + liquor stores, warehouses, and auto shops
C1-5	5	100-200	80	Parking reduction	B1-5 + liquor stores, warehouses, and auto shops
C2-3	3	200-400	65	FAR/MLA bonus + Parking reduction	B3-3 + liquor stores, warehouses, and auto shops
C2-5	5	100-200	80	Parking reduction	B3-5 + liquor stores, warehouses, and auto shops
<b>POS</b>	-	-	-	-	<b>Parks and Open Space District</b>
POS-1	None	None	None	None	Major Parks
POS-2	None	None	None	None	Small parks
<b>PD</b>	-	-	-	-	<b>Planned Development</b>

**Table 1.1:** Zoning Code Matrix

Source: City of Chicago

\*Additional zoning bonus including increase in height and an increase in FAR for On-Site Affordable Housing Units in Transit-Served Locations

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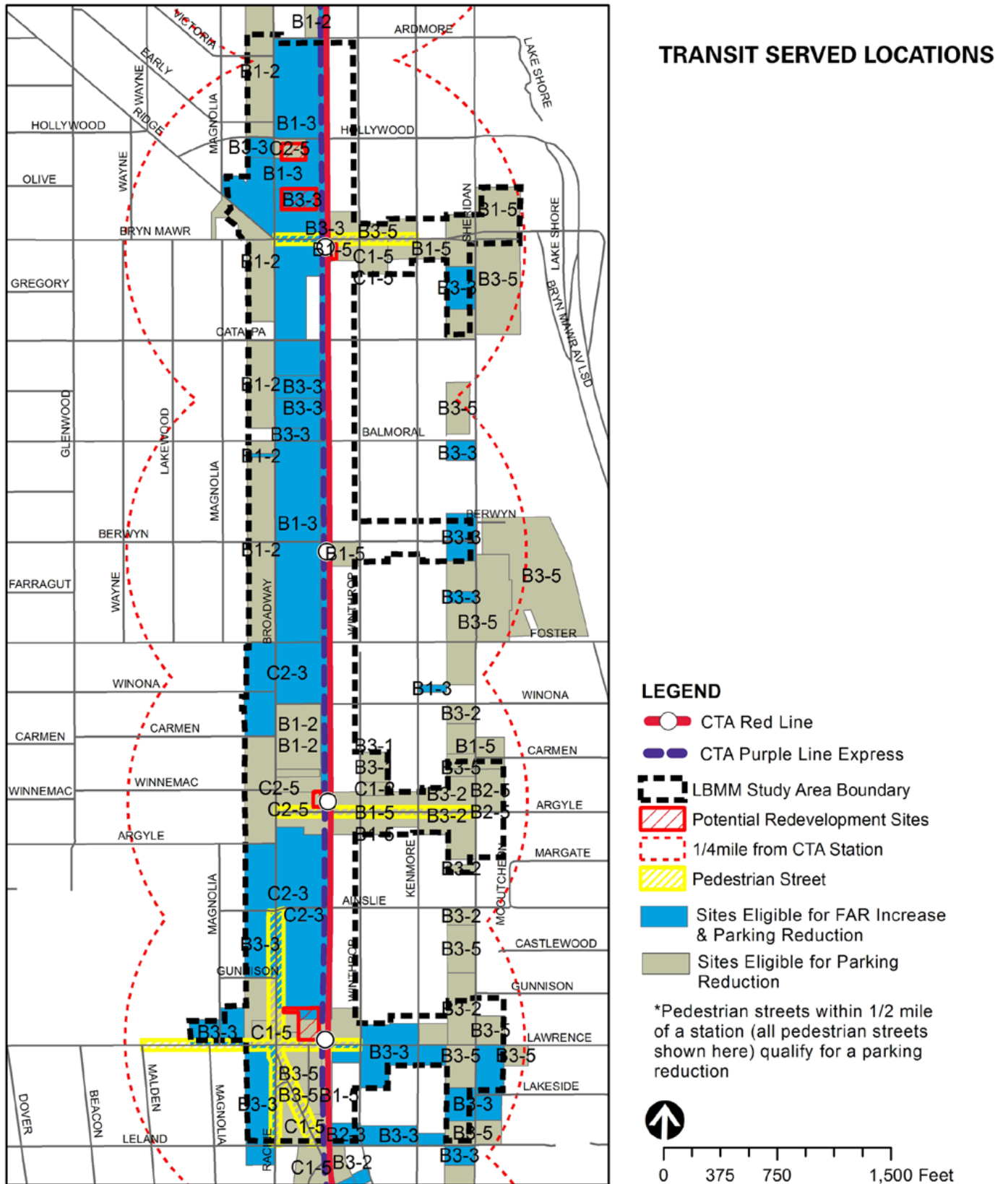


Figure 1.8: Transit Served Locations

Source: City of Chicago, 2016



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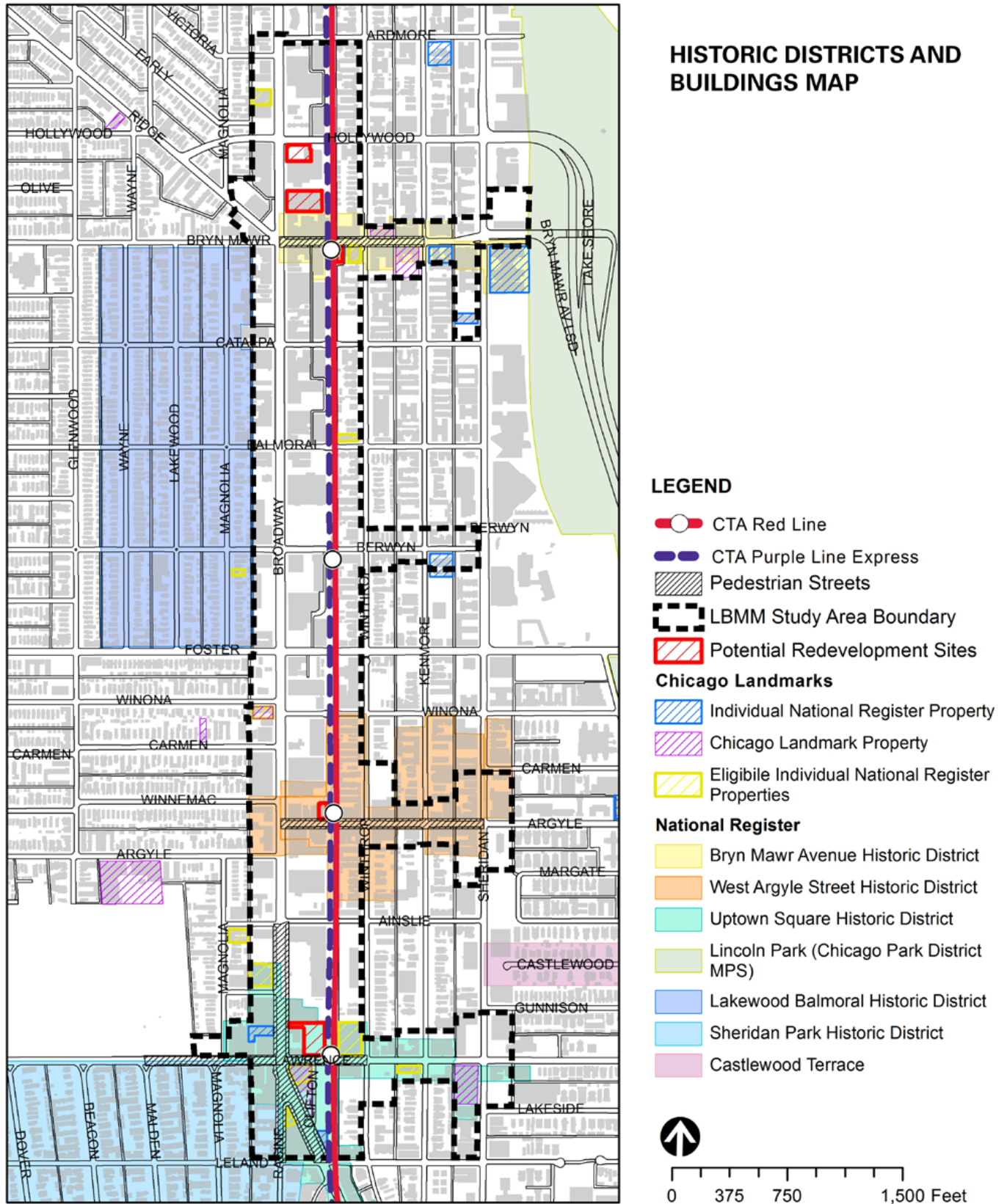
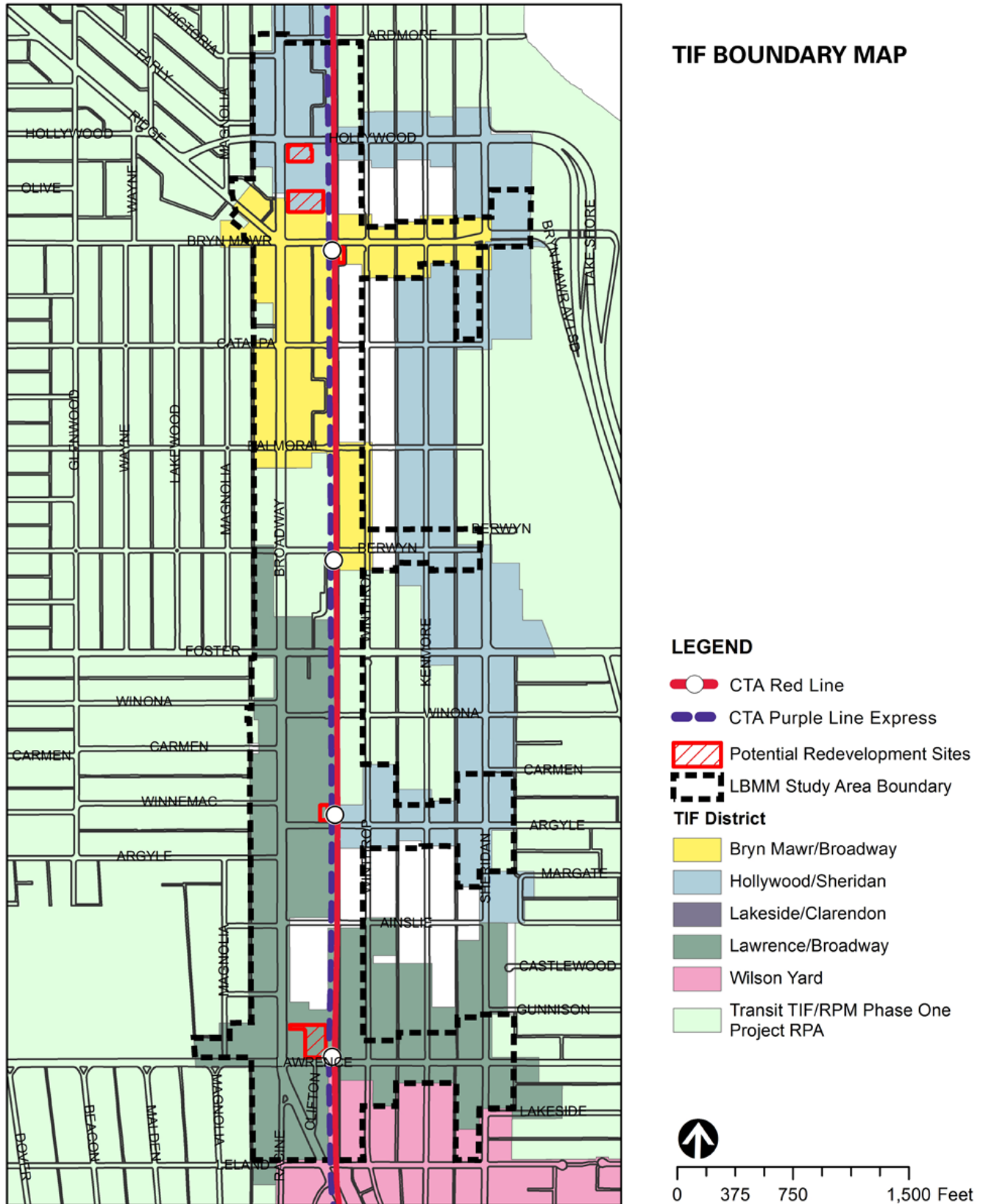


Figure 1.9: Historic Districts / Buildings

Source: CTA, 2016

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**Figure 1.10:** TIF Boundaries

Source: City of Chicago

## TRANSPORTATION

The LBMM district is served by a multi-modal transportation system that is heavily focused on travel by transit (bus and rail), walking, and bicycling.

The CTA Red Line operates 24 hours a day, traveling on elevated tracks about ½ block east of Broadway with four district stations located at Lawrence Avenue, Argyle Street, Berwyn Avenue, and Bryn Mawr Avenue. The CTA Purple Line Express also runs on the same elevated tracks during weekday peak periods but does not stop in the district.

### BUS NETWORK

CTA bus routes traveling through the district include:

- Route 36 – Broadway Avenue
- Route 81 – Lawrence Avenue (connection to Lawrence station)
- Route 92 – Foster Avenue (connection to Berwyn station)

- Route 84 – Peterson Avenue (connection to Bryn Mawr station)
- Route 146 - Inner Drive/Michigan Express (connection to Berwyn station)
- Route 136 - Sheridan Road/LaSalle Street
- Route 147 - Outer Drive Express
- Route 151 - Sheridan Road

Based on the CTA Monthly Ridership Report (October 2016), there were over 20,000 total average weekday boarding and alighting of CTA bus routes in (or adjacent to the corridor). For the same time period there were nearly 16,000 average weekday rail entries (producing over 30,000 rail trips beginning or ending at the four stations). In total, CTA bus and rail account for over 50,000 transit trips on a typical weekday, within or adjacent to the LBMM district. CTA average daily boarding and alightings within the district can be found on Exhibit Figure 1.11 on page 25.



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### BICYCLE NETWORK

Dedicated on-street bicycle facilities are provided along several roadways in this area. Buffered bike lanes travel along Broadway, between Wilson Avenue to Foster Avenue. On-street bike lanes travel along Lawrence Avenue west of Broadway near the North Branch of the Chicago River, and east of Broadway connecting to the Lakefront Trail as marked shared lanes. On-street bike lanes are also provided on Bryn Mawr Avenue east of Sheridan Road to access the Lakefront Trail. Along with Lawrence Avenue and Bryn Mawr Avenue, the Lakefront Trail can also be accessed via Ardmore Avenue, Berwyn Avenue, and Argyle Street. Bicycle parking is located at many bike racks throughout the entire district and at the rail stations. The Bryn Mawr CTA Red Line station has bicycle parking located inside the rail entrance on the south side of the street. Divvy bicycle sharing stations are available at five locations in the district, generally within ½ block of all four rail stations.

### PEDESTRIAN NETWORK

The pedestrian network consists of sidewalks along district roadways, marked crosswalks at intersections and mid-block locations, signalized intersections provided for protected pedestrian crossings, and pedestrian refuge at several locations. The size and condition of sidewalks vary throughout the district. Rail station entrances are located on either the north or south side of the street, or a combination of both. Mid-block crossings at most rail stations are restricted by center barriers and curb-side fencing. In this district only the Lawrence Avenue Station spans the street without columns falling in the middle of the road. A “shared street” was recently installed along Argyle Street between Broadway and Winthrop Avenue, providing a shared use space between vehicles, bicyclists, pedestrians, and parking. Numerous conflict points between vehicular traffic and pedestrians/ bicyclists exist along district roadways, primarily along Broadway.

### ROADWAY NETWORK

The existing roadway system is a network of minor arterials, collectors, and neighborhood streets, with many of the neighborhood streets designated as one-way. Several roadways are under the jurisdiction of the Illinois Dept. of Transportation (IDOT), and maintained by the City of Chicago:

- Broadway north of Foster Avenue
- Foster Avenue between Ashland and Lake Shore Drive
- Hollywood Avenue between Ridge Ave and Lake Shore Drive
- Lawrence Avenue between Ashland and Lake Shore Drive

Traffic volumes are typically higher north of Foster Avenue, although average traffic volumes along major district roadways are within the 15,000 to 18,000 range. A typical cross-section is one travel lane in each direction with turn lanes at intersections and on-street parking. Broadway north of Foster Avenue, Ridge Avenue, and Hollywood Avenue all have two travel lanes in each direction.

### PARKING

On-street parking is provided throughout the district with some time of day (peak period or nighttime) regulations, snow route regulations, or residential permit regulations. Most on-street parking is paid via electronic pay boxes. A majority of the neighborhood streets have permit parking to prevent business patrons and transit passengers from parking along residential streets. Many businesses along Broadway provide some amount of off-street parking. A public, off-street parking lot is located west of the Lawrence rail station. Car-sharing services are provided at a few locations in the district, operated by either Zip Car or Enterprise. Short term parking can be reserved through online applications such as Spot Hero.

## STATION AREA TRANSIT CONDITIONS

### LAWRENCE AVENUE STATION AREA

The Lawrence Avenue station is located on Lawrence Avenue, between Clifton Avenue and Winthrop Avenue. Entry to and exit from the station is provided only on the south side of Lawrence Avenue. CTA Route 81 travels along Lawrence Avenue and provides direct access to the station. October 2016 CTA ridership data reported 3,922 weekday rail entries at the Lawrence Avenue station and 1,816 average weekday boardings and alightings from Route 81 at the Lawrence Avenue station. Broadway and Sheridan Road also experience significant bus ridership activity. Route 36 travels along Broadway and between Routes 81 and 36 there are nearly 1,600 average weekday boardings and alightings at the intersection of Broadway and Lawrence Avenue. Route 151 travels along Sheridan Road. Routes 81 and 151 combined generate nearly 1,500 average weekday boardings and alightings at the intersection of Sheridan Road and Lawrence Avenue. A bus shelter is provided at Sheridan Road and Lawrence Avenue for northbound buses. Both Broadway and Sheridan Road intersections are signalized.

Lawrence Avenue between Ashland Avenue and Lake Shore Drive is under the jurisdiction of IDOT and maintained by the City of Chicago. This roadway carries approximately 15,500 average daily traffic volumes (ADT), and consists of one travel lane in each direction, on-street bike lanes west of Broadway, marked shared lanes east of Broadway, parallel on-street parking, and sidewalks. Through this area, Broadway carries approximately 17,600 ADT.

A continuous alley is located on the east side of the Red Line and along a portion of the west side, north of Lawrence Avenue. Clifton Avenue is a one-way northbound street between Broadway and Lawrence Avenue, providing access to a surface parking lot and Divvy bikes.

There is no official mid-block crossing between the north and south sides of Lawrence Avenue at the station, though many pedestrians cross the street here. Roadway intersections have marked crosswalks and sidewalks are continuous throughout the station area. A road diet project was recently completed along Broadway between Wilson Avenue and Foster Avenue to create one travel lane per direction, a center turn lane, buffered bike lanes, and on-street parking between the bike lanes and travel lanes. There are numerous curb cuts along Broadway, particularly just north of Lawrence Avenue that create conflicts between vehicular traffic and pedestrians/bicyclists. Divvy stations are located on Clifton Avenue near the Lawrence Avenue station and at Sheridan Road and Lawrence Avenue.

Paid, on-street parking is available along Broadway and Lawrence Avenue. A city-owned public parking lot is located on the north side of Lawrence Avenue west of the Red Line. On-street parking along neighborhood streets typically are controlled by residential parking permits. Car-share services are located on the north side of Lawrence Avenue west of the Red Line and at Lawrence Avenue and Magnolia Avenue. Short term parking can be reserved through online applications such as Spot Hero.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

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### ARGYLE STREET STATION AREA

The Argyle Street station is located on Argyle Street, between Broadway and Winthrop Avenue. Entry to and exit from the station is provided only on the south side of Argyle Street. October 2016 CTA ridership data reported 3,303 weekday rail entries at the Argyle station. Nearly 450 boarding and alightings were reported at the Route 36 Broadway bus stops at Argyle Street. Similar bus activity was reported at the Route 151 bus stops at the intersection of Argyle Street and Sheridan Road.

The intersection of Argyle Street and Broadway is offset with the north leg signalized. A new “shared street” was installed along Argyle Street between Broadway and Sheridan Road. A shared street blurs the lines between pedestrian and vehicular space via the removal of barrier curbs so that curbs are flush with the roadway. The Argyle Street shared street allows for pedestrians, bicyclists, parallel parking, and vehicular travel.

A continuous alley is located on the east side of the Red Line and along a portion of the west side. Mid-block crossings are prohibited between the north and south sides of Argyle Street at the station with the presence of a center barrier and fencing along the sidewalk. A pedestrian refuge area is located on the south side of Broadway at the north leg of Argyle Street, providing refuge for pedestrians and bicyclists crossing at the signalized intersection of Broadway and Argyle Street. Roadway intersections have marked crosswalks and sidewalks are continuous throughout the station area.

Paid, on-street parking is available along Broadway and Argyle Street. Angled parking spaces are provided on Winthrop Avenue and Kenmore Avenue, north and south of Argyle Street. On-street parking along neighborhood streets typically are controlled by residential parking permits.

Intersections of east-west streets along Broadway between Argyle Street and Foster Avenue are offset, increasing the number of required pedestrian crosswalks. Given the commercial areas along Broadway, numerous driveways exist that create vehicular/pedestrian/bicycle conflicts. No on-street bike facilities are located in this area, although Berwyn Avenue east of Sheridan Road provides access to the Lakefront Trail. Divvy and car-share services are located in the Jewel-Osco parking lot west of the station.

### FOSTER AVENUE/BERWYN AVENUE STATION AREA

The district transitions north of Foster Avenue to a more auto-oriented area, with Broadway expanding to two travel lanes in each direction and the loss of on-street bike lanes. Broadway north of Foster Avenue is under IDOT jurisdiction and maintained by the City of Chicago. Average daily traffic volumes along Broadway north of Foster Avenue increase to approximately 18,400 while Foster Avenue carries about 15,100 ADT. Foster Avenue is under IDOT jurisdiction and includes one travel lane in each direction with on-street parking. The intersection of Foster Avenue and Winthrop Avenue has a four-way stop sign control and the south leg of Winthrop Avenue is a cul-de-sac at William Goudy School and playground. Berwyn Avenue is one-way westbound west of Broadway, a two-way street between Broadway and Winthrop Avenue, and one-way eastbound east of Winthrop Avenue.

CTA bus routes in this area include #36 – Broadway, #92 – Foster, #151 – Sheridan, and #146 Inner Drive/Michigan Express (operates along Berwyn). Over 1,000 boardings and alightings take place at both intersections of Broadway at Foster Avenue and Broadway at Berwyn Avenue, the closest stops to the Berwyn Station. Over 3,600 boardings and alightings take place at Foster Avenue and Sheridan Road, while nearly 1,800 take place at Berwyn Avenue



## TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

### LAWRENCE TO BRYN MAWR MODERNIZATION

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and Sheridan Road. Signalized intersections are located along Foster Avenue at Broadway, Winthrop Avenue, and Sheridan Road, and along Berwyn Avenue at Broadway and Sheridan Road.

The Berwyn Avenue station is located on Berwyn Avenue between Broadway and Winthrop Avenue. Entry to and exit from the station is via the south side of Berwyn Avenue. A continuous alley is located on the east side of the Red Line and along a portion of the west side, south of Berwyn Avenue. Mid-block crossings are prohibited between the north and south sides of Berwyn Avenue at the station with the presence of a center barrier and fencing along the sidewalk. Approximately 3,700 average weekday rail entries take place at the Berwyn station.

#### BRYN MAWR AVENUE STATION AREA

Higher volume roadways travel through this area: Ridge Avenue - 15,400 ADT; Bryn Mawr Avenue - 12,200 ADT; Broadway - 22,500 ADT; Hollywood Avenue - 27,900 ADT. Hollywood Avenue is a major roadway connection to the north end of Lake Shore Drive. Most intersections of arterials and collectors are signalized with marked crosswalks. A continuous alley runs along the east side of the Red Line. Alleys on the west side of the Red Line tend to be located between Broadway businesses and rear parking lots/loading areas. Bryn Mawr Avenue consists of one travel lane per direction with turn lanes at major intersections and on-street parking. Ridge Avenue and Hollywood Avenue have two travel lanes per direction with turn lanes and no on-street parking and provide a direct connection to Lake Shore Drive. Ridge Avenue, Hollywood Avenue and Broadway are under IDOT jurisdiction, while maintained by the City of Chicago.

On the west side of this area, large commercial, auto-oriented uses are located along Broadway,

including auto dealerships and public storage facilities. Numerous driveways, curb cuts, and higher traffic volumes create difficulties for pedestrians and bicyclists. The east side of the district is much more pedestrian oriented with high density residential uses, while still accommodating high traffic volumes. This area poses the challenge of balancing the high-traffic of motorists, pedestrians, and bicyclists.

CTA routes in this area include #84 – Peterson traveling along Ridge Avenue and Bryn Mawr Avenue to Lake Shore Drive; Route #36 – Broadway; Routes #136/147/151 traveling along Sheridan Road. The highest volume of average weekday boardings and alightings takes place at Ridge Avenue/Broadway (760), at the Bryn Mawr Red Line station (1,640), and Sheridan Road (1,250). Intersections along Sheridan Road also see high volumes of bus activity.

The Bryn Mawr Avenue station is located between Bryn Mawr Avenue and Hollywood Avenue, with access only from Bryn Mawr Avenue. Entries and exits are provided on the south side of Bryn Mawr Avenue, while the north side provides for exit only. Mid-block crossings are prohibited between the north and south sides of Bryn Mawr Avenue at the station with the presence of a center barrier and fencing along the sidewalk. Approximately 5,000 average weekday rail entries take place at the Bryn Mawr station.

A marked shared lane is located along Ardmore Avenue, east of Winthrop Avenue, connecting bike lanes on Winthrop Avenue and Kenmore Avenue north of Ardmore Avenue to the Lakefront Trail. On-street bike lanes are located along Bryn Mawr Avenue east of the on-ramps to Lake Shore Drive, providing access to the Lakefront Trail. A Divvy station is located at Ridge Avenue and Broadway. Enterprise car-sharing is available at Catalpa Avenue and Winthrop Avenue.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

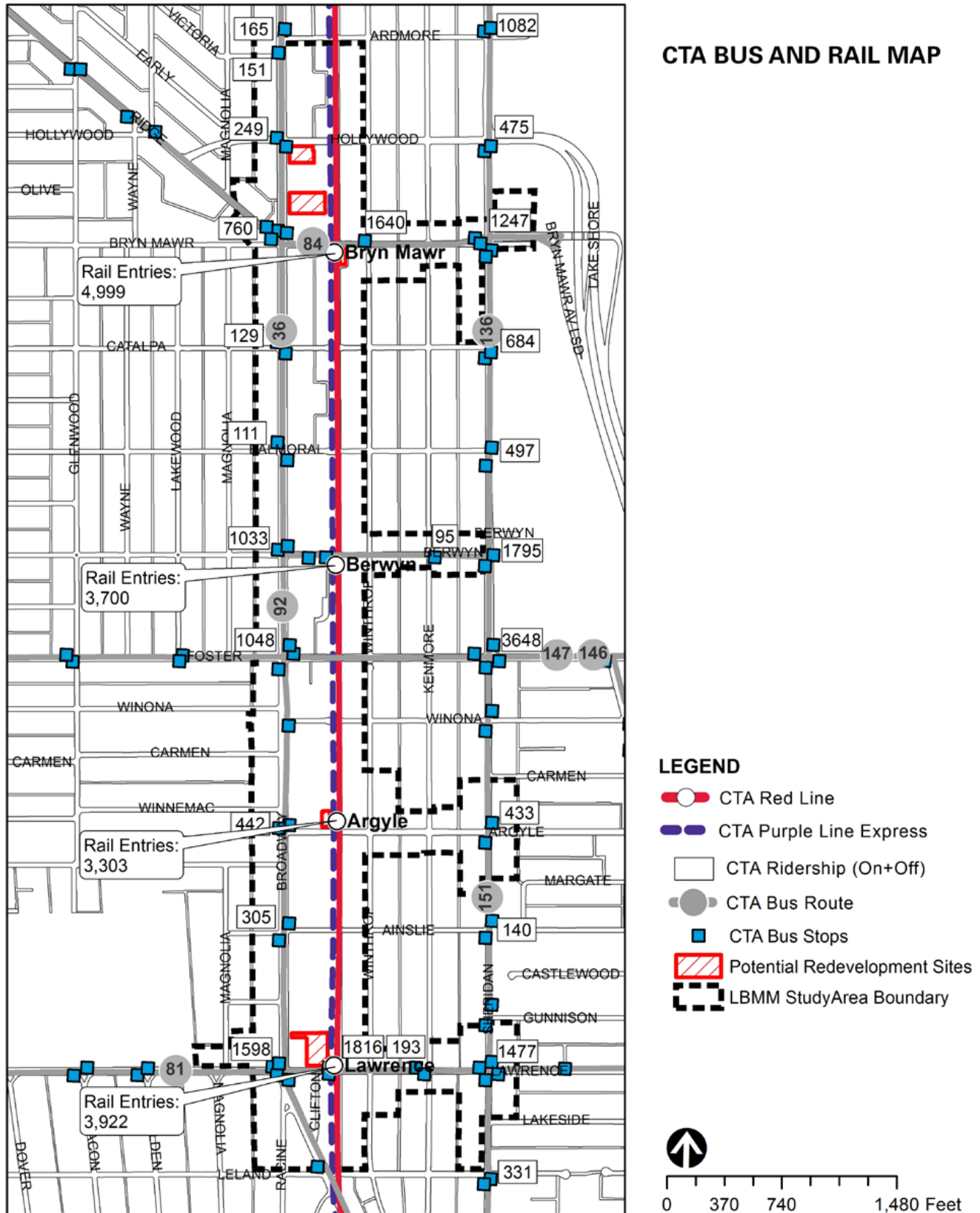


Figure 1.11: CTA Bus and Train Map

Source: City of Chicago, 2016

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

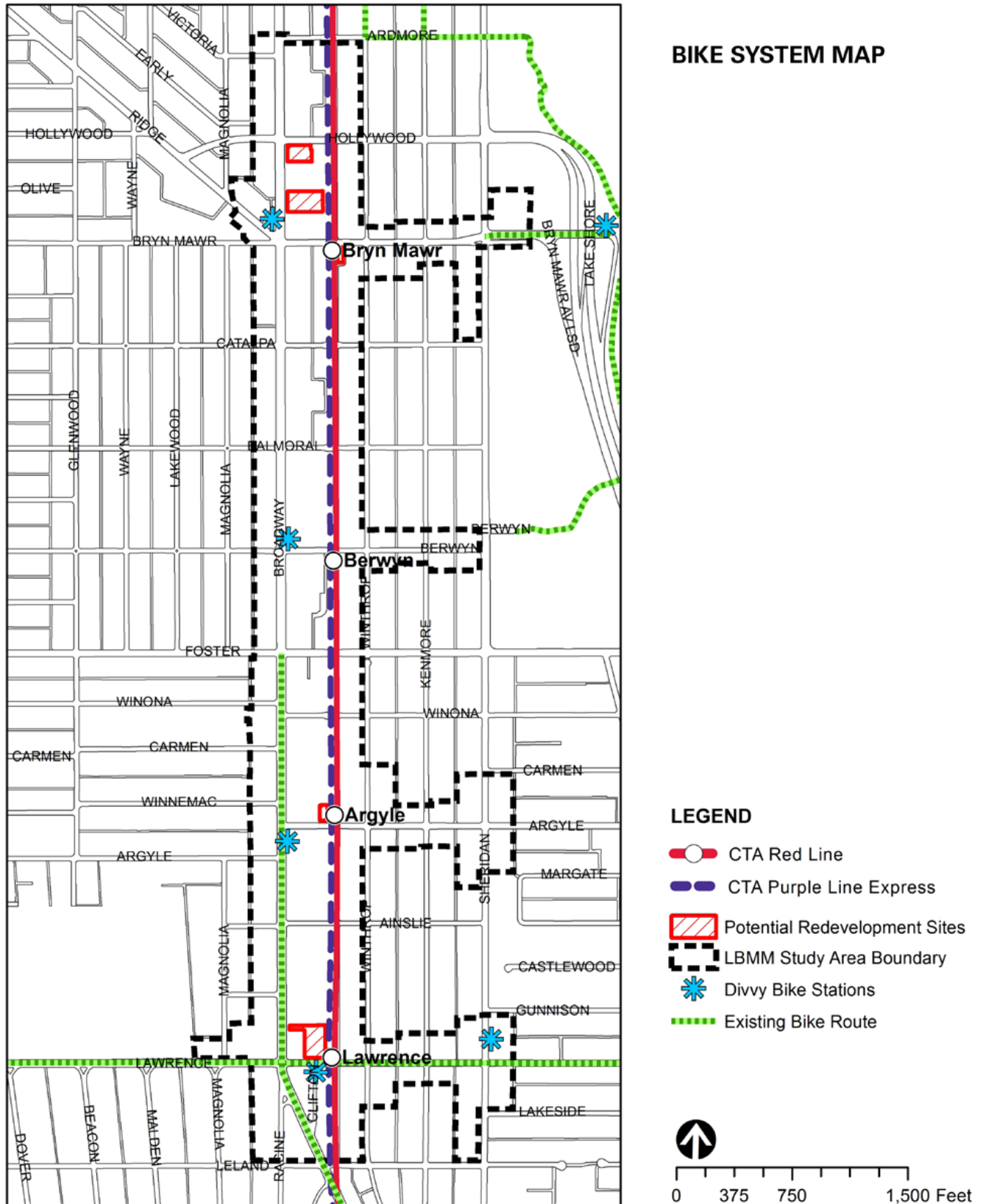


Figure 1.12: Bike System Map

Source: City of Chicago



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

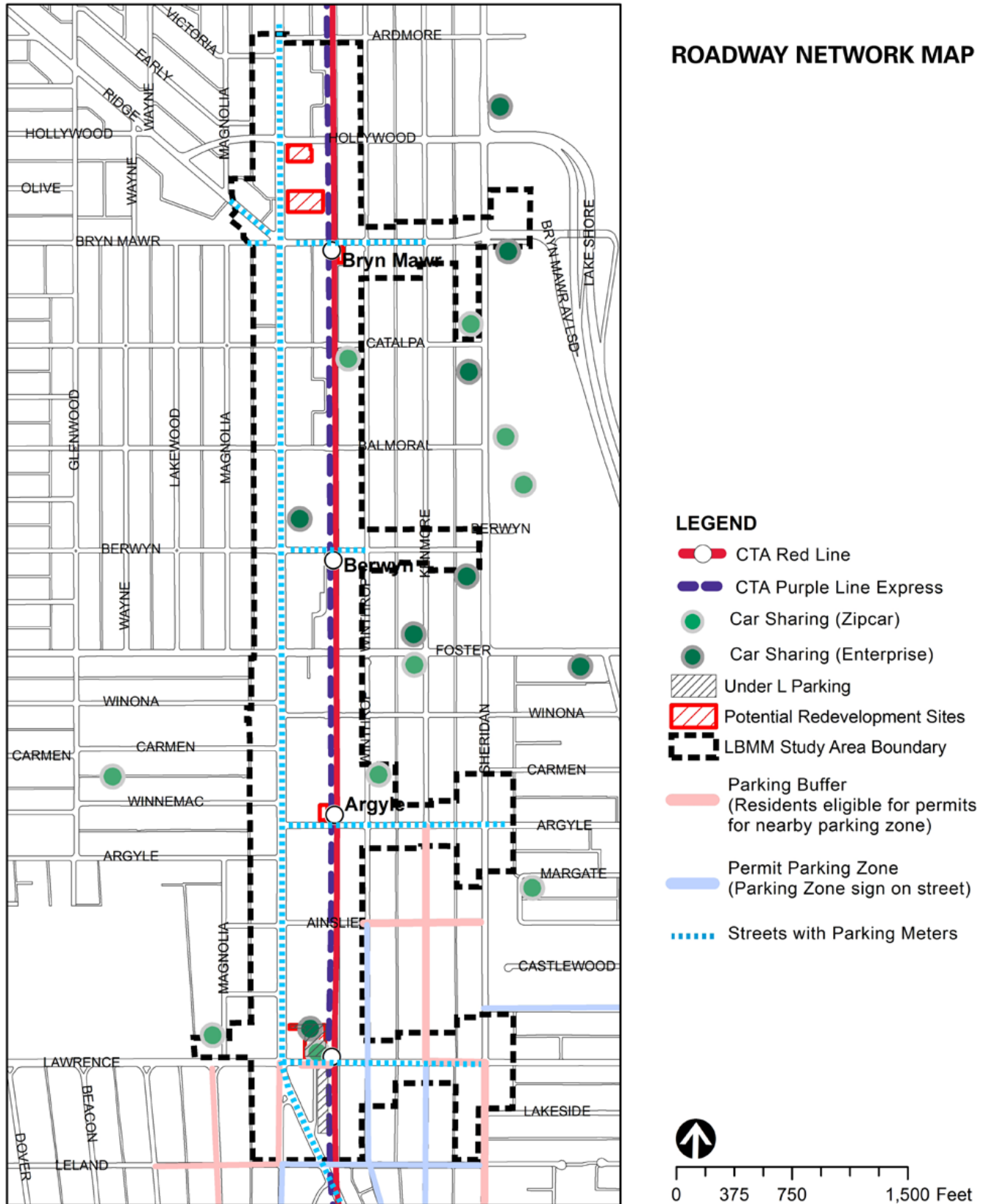


Figure 1.13: Roadway Network

Source: City of Chicago

## PUBLIC REALM AND STREET CHARACTER ANALYSIS

The following pages include section illustrations, site photographs, and accompanying analysis for each of the major streets within the LBMM District. The scale, density, and character of the existing public realm context for the TOD Plan development sites is a key consideration for future redevelopment recommendations. In general, the urban form of the LBMM District

is highly walkable, with continuous sidewalks, signalized and well-marked pedestrian crossings, and high quality streetscape. There are a few areas where pedestrian challenges exist, these are noted within the description of each roadway area. The focus of this analysis is areas in close proximity to the TOD Plan development sites identified by CTA.



**Figure 1.14:** Broadway merges with Racine Avenue

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

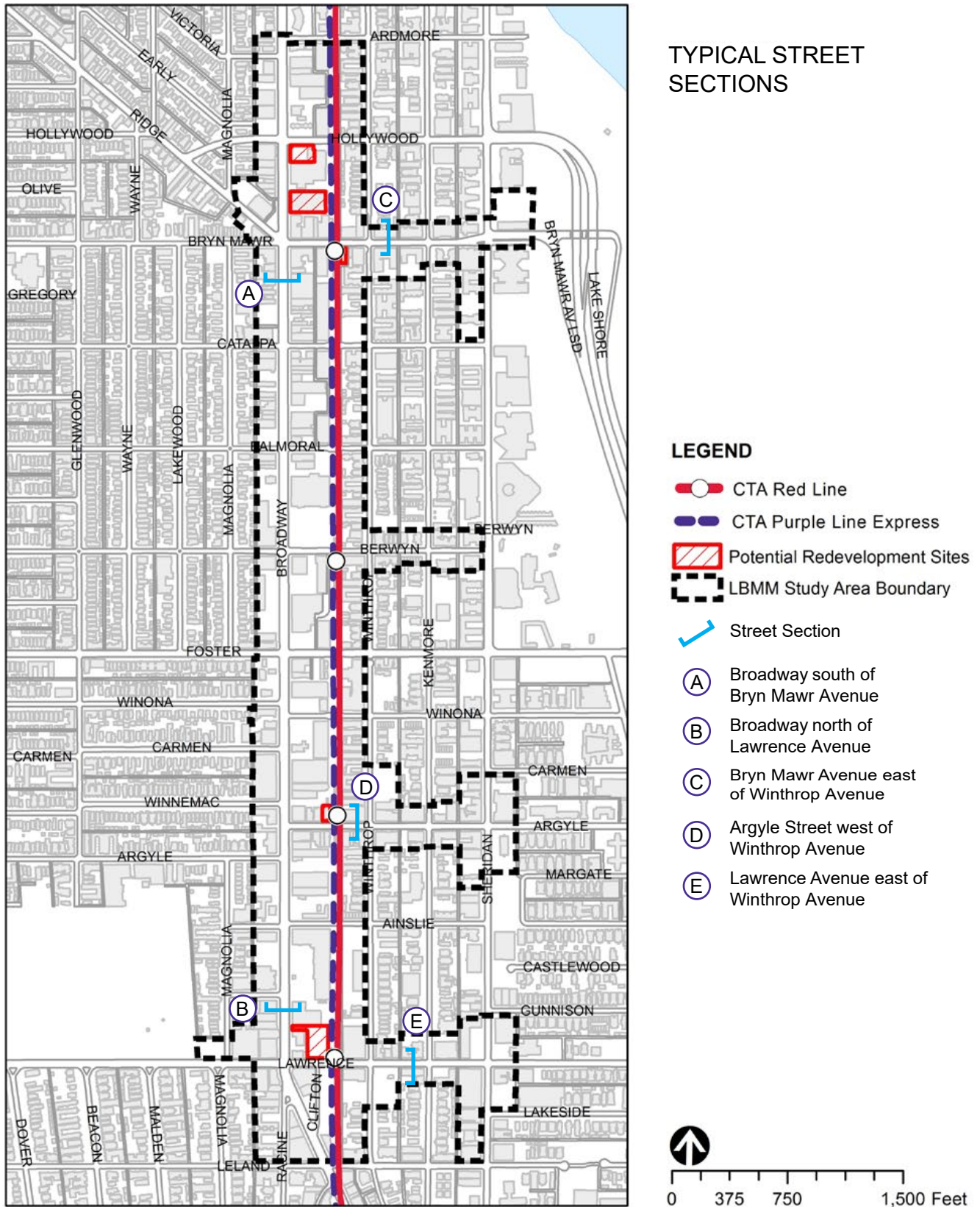
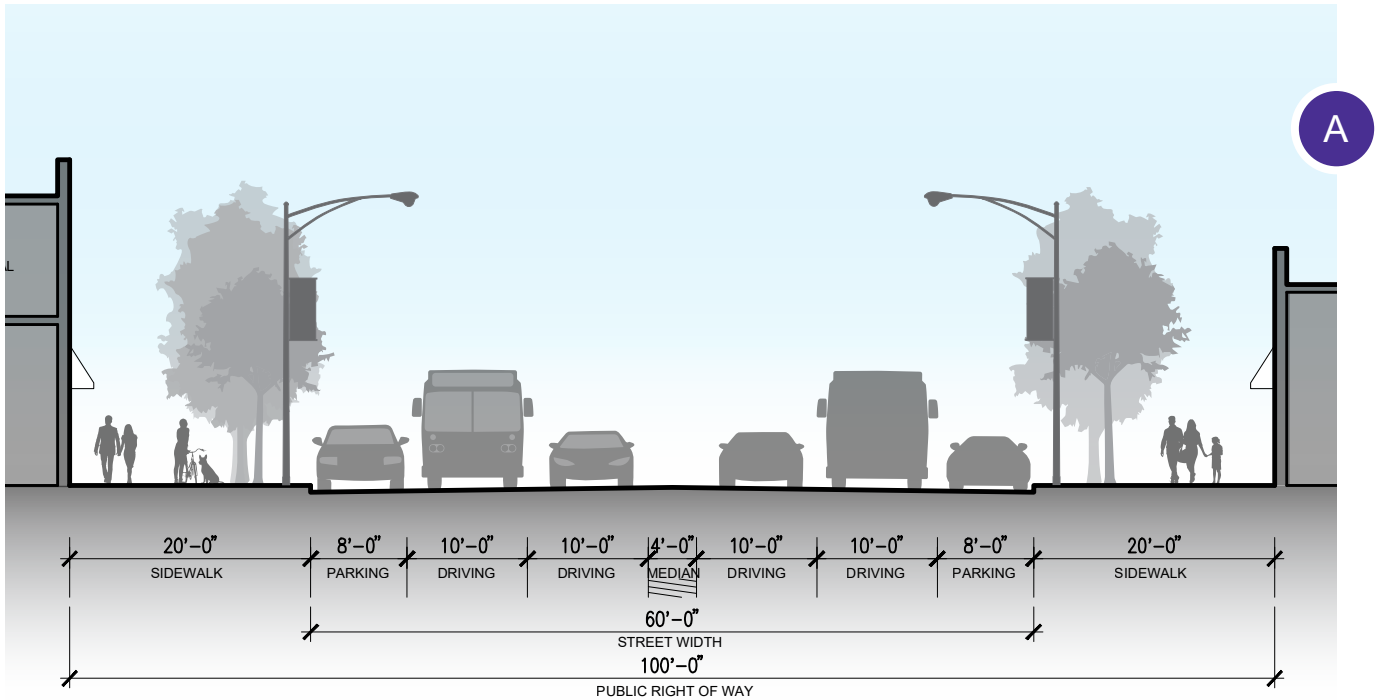


Figure 1.15: Typical Street Sections

Source: CTA, 2016



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.16:** Broadway cross section



**Figure 1.17:** Retail storefronts at Bryn Mawr Avenue and Broadway



**Figure 1.18:** Divvy station and small plaza at Bryn Mawr Avenue and Broadway

## BROADWAY AT BRYN MAWR AVENUE

The northernmost intersection within the LBMM District is the five-point intersection of Ridge Avenue, Bryn Mawr Avenue, and Broadway. This portion of Broadway is characterized by a deep (20' and larger) sidewalks, that are somewhat underutilized today. Although free-standing planters, banners, and branded bike racks have been recently added, the extensive pedestrian space feels isolated and un-maintained. Because Broadway carries significant traffic volumes, better buffering between pedestrian activities, and the traffic lanes would improve the walkability of this commercial corridor. The existing mature trees offer some protection and shade, but more extensive ground level plantings are needed to reinforce the visual effect of this landscaped edge. These observations are consistent with multiple planning studies conducted by the City of Chicago and other stakeholders.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

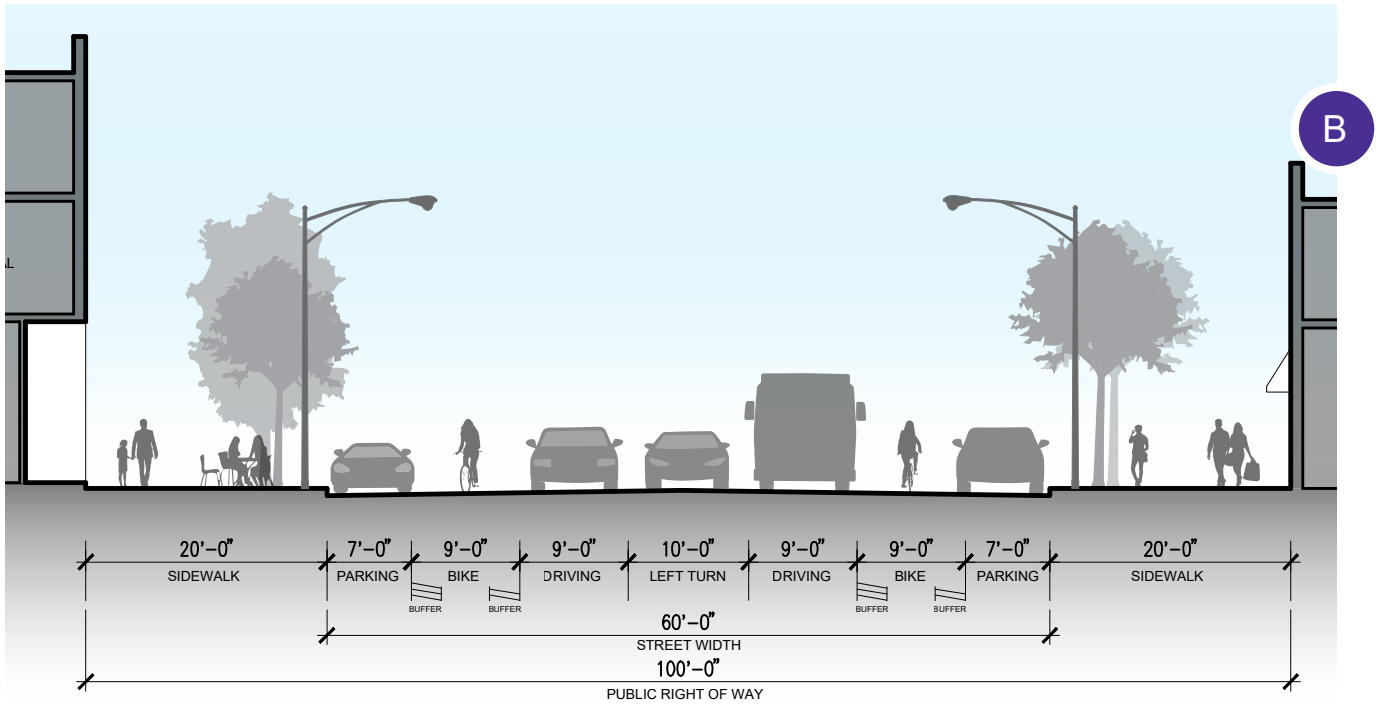


Figure 1.19: Broadway cross section



Figure 1.20: Broadway near Lawrence Avenue



Figure 1.21: Broadway near Lawrence Avenue

## BROADWAY AT LAWRENCE AVENUE

Further south, Broadway increases in density as it passes through the Uptown Square District (City of Chicago Landmark District). Taller office and mixed use buildings characterize this zone. The street width in this area is consistent with the rest of the corridor, but it contains additional amenities for alternative transportation.

Driving lanes and parking lanes are narrowed south of Foster Avenue to provide 9-foot-wide buffered bike lanes. Buildings within this southern portion of Broadway are typically built close to the street edge, and have active ground floor uses, sidewalk cafes, and more frequent opportunities for pedestrian crossing.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

### BROADWAY ISSUES FOR CONSIDERATION

- Inconsistent paving materials and patterns creates a sense of incohesiveness.
- Planters at the bases of the mature trees are too small and will impact the health of the trees, and are generally un-maintained.
- Better tree maintenance and trimming is needed to create a more consistent feel for the corridor.
- New free standing planters and unique bike racks have added significantly to the streetscape character.
- The impact of the free standing planters needs to be enhanced by including additional landscape planters along the curb edge.
- Many historic retail facades exist along Broadway, but some of the signage, façade treatments, and awnings are in need of appropriate repairs and upgrades.
- Modern concealed building lighting, storefront windows, and quality signage will help people appreciate the unique historic buildings along the corridor.
- The Broadway corridor, north of Foster Avenue, has extensive distances between signalized pedestrian crossings. Many pedestrians are observed crossing illegally, between intersections, to get to businesses in this area.
- Traffic speeds and volumes along Broadway create an unpleasant environment for extensive pedestrian activity.
- Excessive curb cuts that support auto oriented businesses diminish the quality of the pedestrian environment and increase frequency of pedestrian/auto conflicts on sidewalks.



Figure 1.22: Sidewalk on Broadway near Bryn Mawr Avenue



Figure 1.23: Streetscape on Broadway near Bryn Mawr Avenue



Figure 1.24: Sidewalk and signage on Broadway



Figure 1.25: Building frontages on Broadway near Lawrence Avenue





Figure 1.26: Bryn Mawr Avenue cross section



Figure 1.27: Sidewalk and Streetscape on Bryn Mawr Avenue

## BRYN MAWR AVENUE

Bryn Mawr Avenue is one of several historic retail streets within the LBMM District. Though Bryn Mawr Avenue connects east-west from the Andersonville neighborhood to Lake Shore Drive, it is Hollywood Avenue that carries most of the traffic in this direction, allowing Bryn Mawr Avenue to maintain a low traffic, walkable neighborhood character.

## TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

### LAWRENCE TO BRYN MAWR MODERNIZATION

Bryn Mawr Avenue is designated by the City of Chicago as a Pedestrian Street. Pedestrian Streets have special zoning requirements related to active ground floor uses, parking, and façade design requirements. Pedestrian streets, like Bryn Mawr Avenue, that are close to transit can capitalize on the city's zoning bonuses.

Today, Bryn Mawr Avenue has a relatively balanced street configuration comprised of one driving lane and one on-street parking lane in each direction, 12-foot sidewalks, consistent street trees, and pedestrian scaled lighting. The example images shown in Figure 1.27 to Figure 1.30 illustrate some of the key streetscape and pedestrian realm characteristics of the Bryn Mawr Avenue corridor.

#### BRYN MAWR AVENUE ISSUES FOR CONSIDERATION

- Several unique buildings line the street east of Winthrop Avenue, while a low density mix of small storefront retail establishments inhabit the blocks surrounding the CTA station.
- Many of the small retail buildings are in need of updates to restore the character of the historic facades.
- Further west, Bryn Mawr Avenue becomes a narrow residential street with 1-4 four story multifamily and single family housing.
- The Bryn Mawr Avenue retail zone contains a mix of older and newer businesses, with some vacancies. At this time, the retail area appears to be in a transition, with some older businesses moving out and newer businesses moving in to serve the changing needs of the area.



Figure 1.28: Retail storefronts on Bryn Mawr Avenue

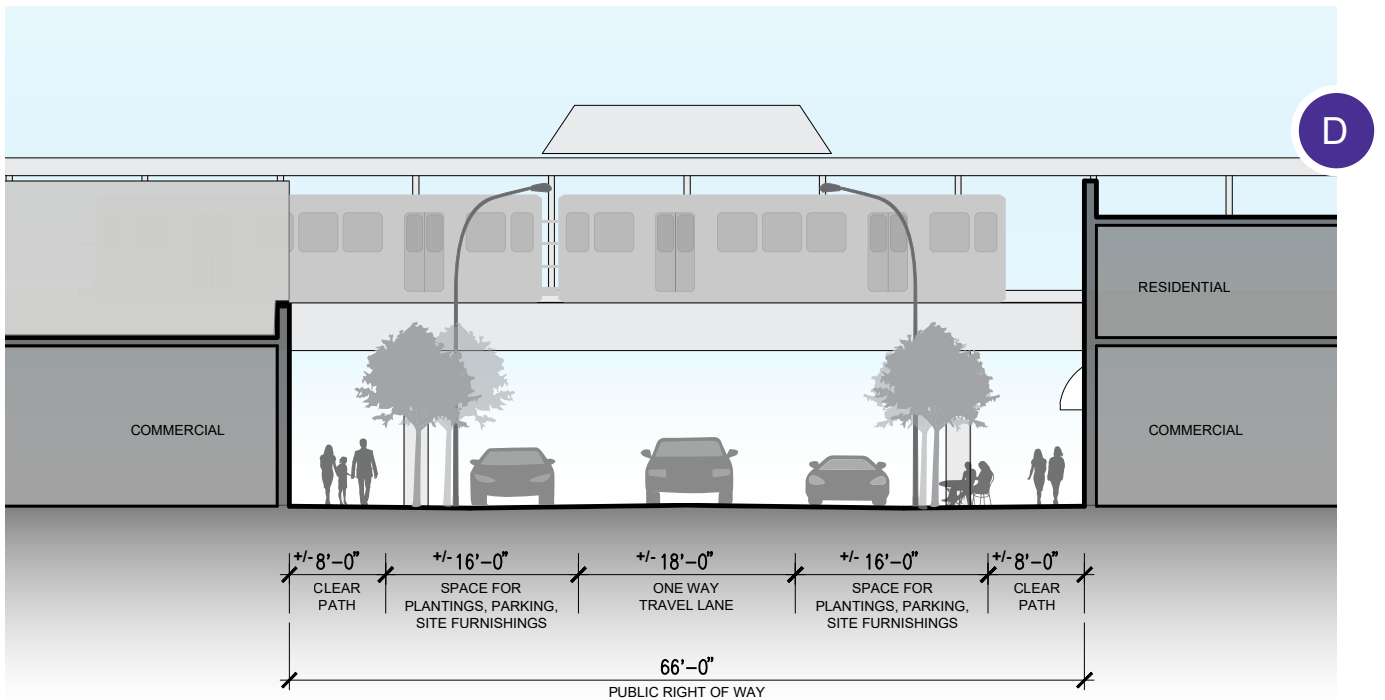


Figure 1.29: Bryn Mawr Avenue sidewalk



Figure 1.30: Bryn Mawr Avenue sidewalk and streetscape

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.31:** Argyle Street cross section



**Figure 1.32:** The “Asia on Argyle” gateway sign at the Argyle CTA station



**Figure 1.33:** Shared street on Argyle Street

## ARGYLE STREET

Recently rebranded by the community as “Asia on Argyle”, the Argyle Street retail corridor is a unique and well-visited destination within the City. The Chicago Department of Transportation (CDOT) has recently completed a major reconstruction of the street, transforming it into one of Chicago’s first “Shared Streets” where pedestrians and automobiles co-mingle in an environment designed to slow traffic and give pedestrians priority. The characteristics that make Argyle Street a Shared Street are:

- Pedestrian and vehicular realms are blended and curbs are removed.
- A meandering traffic flow helps reduce traffic speeds and allows for pedestrian to cross at any point along the street.
- Extensive planted areas act both as buffers between on-street parking and the sidewalk, as well as collect and filter stormwater runoff.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

- Pedestrian amenities including groups of benches, additional bike parking, and high quality paving throughout are used to delineate that the shared street is a unique, slow traffic zone that functions more like a pedestrian plaza than a typical street.

### ARGYLE STREET ISSUES FOR CONSIDERATION

- The new streetscape has greatly improved the quality of the public realm in this area. Updating adjacent retail storefronts would further enhance the retail environment.
- Consistent signage is needed to highlight the unique character of the historic buildings, and Asian culture, along Argyle Street.
- A new pedestrian refuge median has been added at the intersection of Argyle Street and Broadway (see Figure 1.37), however traffic speed and volumes in this area continue to create a difficult conditions for crossing pedestrians.
- Continued education about the use, and rules of the shared street is needed to ensure that Argyle Street continues to be a safe place for expanded pedestrian activity.



Figure 1.34: Storefronts and streetscape on Argyle Street



Figure 1.35: Shared street on Argyle Street



Figure 1.36: Streetscape on Argyle Street



Figure 1.37: New signage and pedestrian refuge median

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

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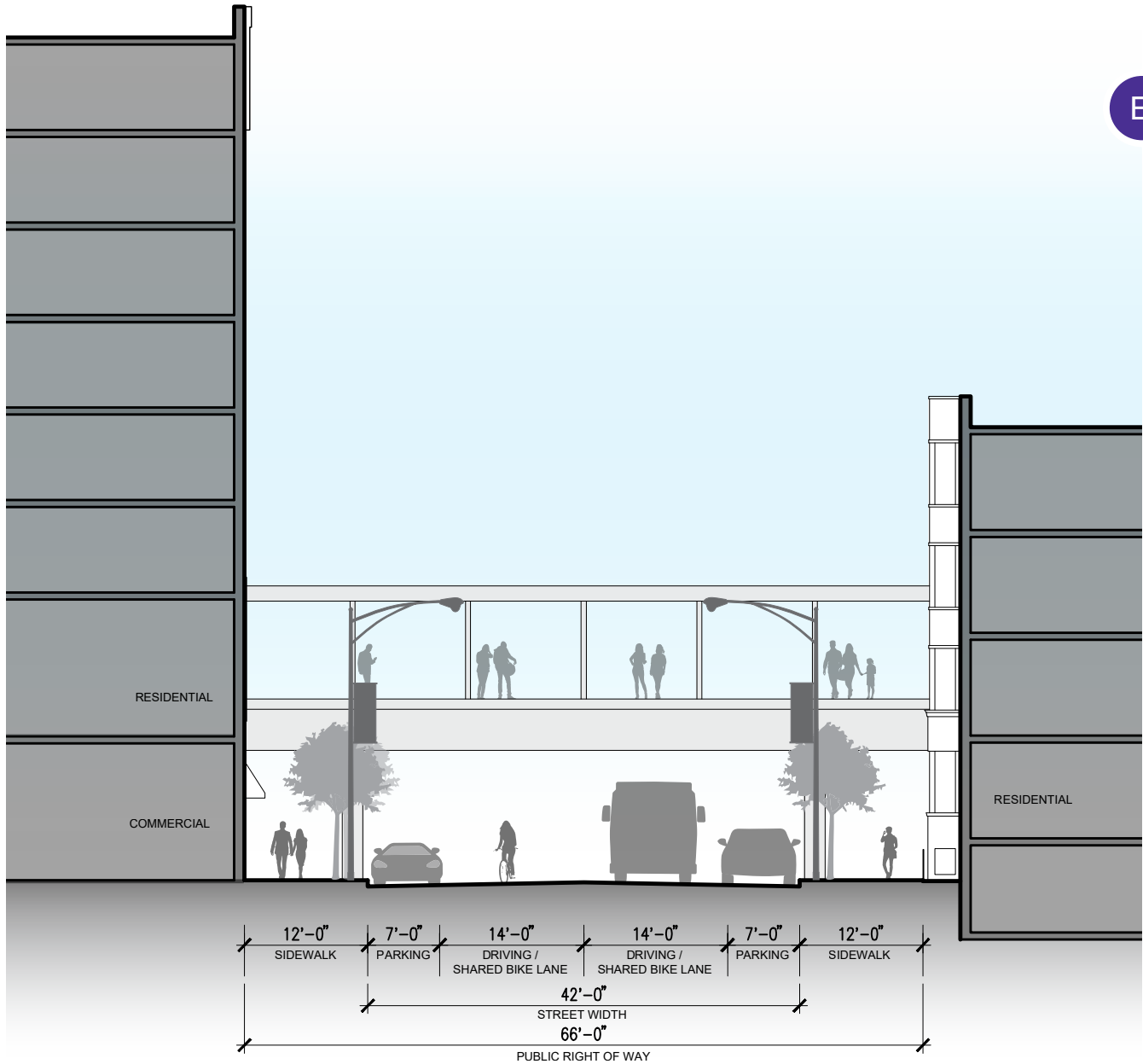


Figure 1.39: Lawrence Avenue CTA station

## LAWRENCE AVENUE

Lawrence Avenue is the center of the City of Chicago designated Uptown Square Historic District. Uptown Square is both a National Register Historic District and Chicago Landmark District. It contains several unique properties that represent the rich history of Chicago's entertainment and night life scene including: the

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

Uptown and Riviera theaters, the Green Mill, and Aragon Ballroom. Lawrence Avenue is one of the higher density areas with the LBMM District, and includes buildings up to 20 stories in height.

Lawrence Avenue is comprised of two 14-foot driving lanes, on-street parking and 12-foot sidewalks. The pedestrian realm along Lawrence Avenue includes some street trees, and newer bike racks, but is in need of re-paving, and other updates. The pedestrian areas surrounding the existing CTA station has several abrupt level changes, deteriorated curb ramps, and multiple curb cuts within a short distance. These conditions create conditions where pedestrian and vehicular conflicts occur. This area sees heavy influx of pedestrians before and after shows within the entertainment district.

### LAWRENCE AVENUE ISSUES FOR CONSIDERATION

- Although the street carries consistent traffic in daytime hours, major events or concerts can cause significant traffic congestion in the district.
- Several surface parking lots along Lawrence Avenue create areas where the pedestrian realm feels unwelcoming. Buffering, and landscaping of these parking areas is needed.
- The intersection of Broadway and Lawrence Avenue receives high traffic volumes, and is complicated due to connections to diagonal streets.
- A significant amount of curb cuts from surface parking areas and alleys exist along the Lawrence Avenue, creating unpleasant pedestrian conditions.



Figure 1.40: Sidewalk on Lawrence Avenue



Figure 1.41: Building on Lawrence Avenue and Broadway



Figure 1.42: Retail and parking on Lawrence Avenue





# POTENTIAL REDEVELOPMENT SITES

April 2017

CTA Red and Purple Modernization Phase One

## POTENTIAL REDEVELOPMENT SITES

This RPM TOD Plan is a development-focused study to be completed as part of the RPM Phase One Initiative. RPM Phase one requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. The TOD Plan scope is focused on specific redevelopment strategies for portions of the properties that may no longer be needed for CTA operations after construction. The final design for the construction project has not been completed. Thus, the TOD Plan develops concepts based on approximate property shapes and sizes that may change once the design and construction is complete.

The following section provides basic information about the potential sites including general characteristics of the urban context; site specific information related zoning and land use; and general size and layout of the sites. The exact size and configuration of the sites will not be known until design of the track structure is complete. This information forms the basis of recommendations for potential future development scenarios.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

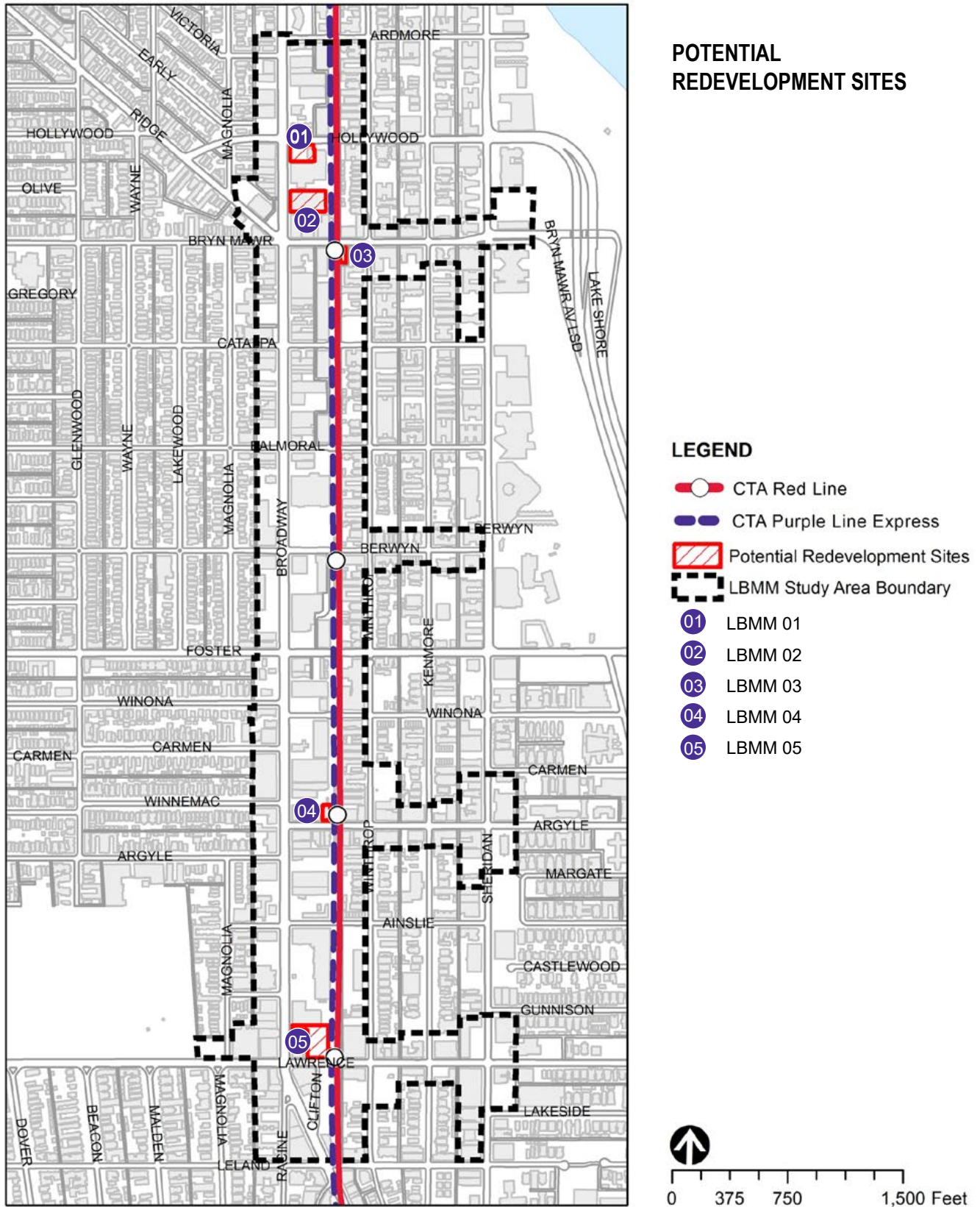


Figure 1.43: Redevelopment Site Map

Source: CTA, 2016



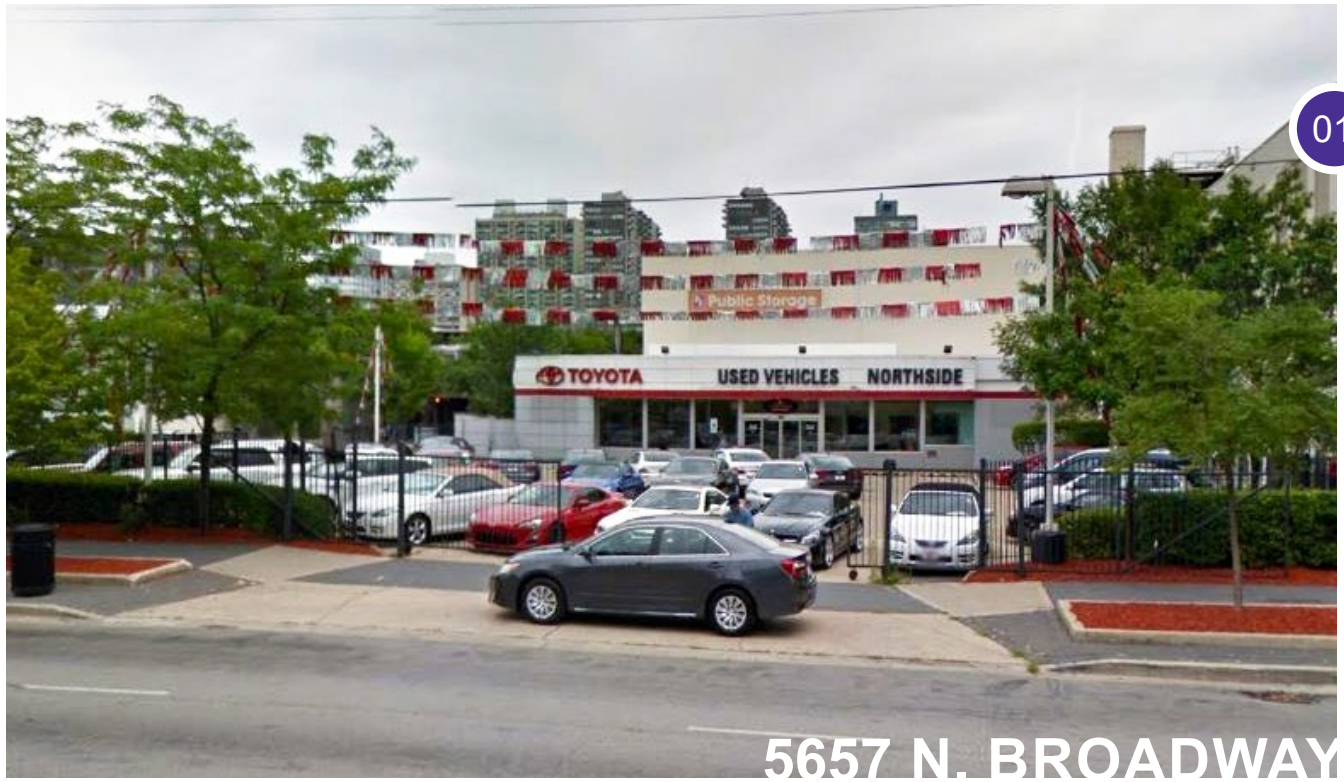


Figure 1.44: LBMM 01 at 5657 N. Broadway

Photo Credit: Google Street View

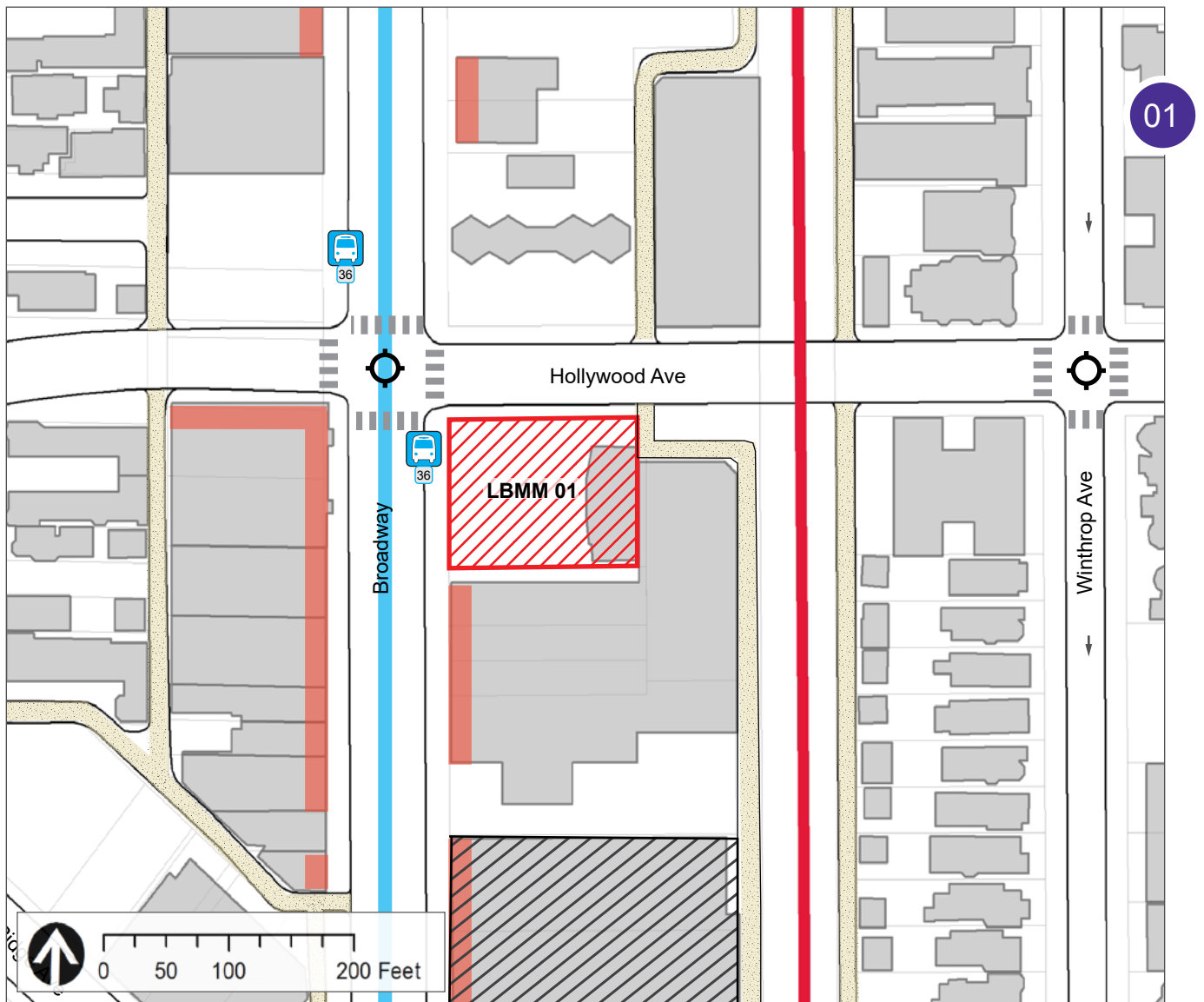
## LBMM 01 SITE SUMMARY

Site LBMM 01 is located at the corner of Hollywood Avenue and Broadway, and has excellent visibility from both frontages. The site currently contains a single story structure, housing an auto dealership as well as an adjacent sales lot. Acquisition and demolition is planned for the property as part of the construction project.

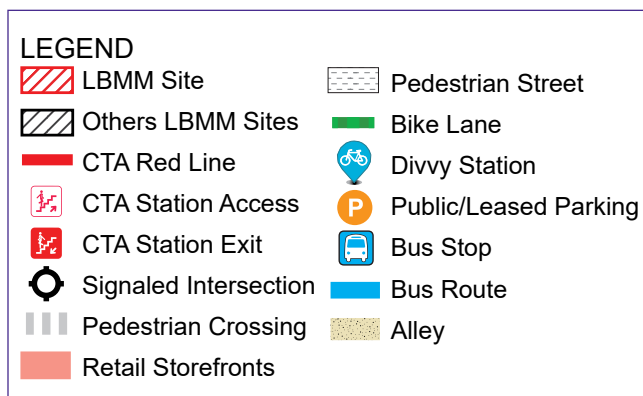


Figure 1.45: LBMM 01 Context Map

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.46:** LBMM 01 Site Context Analysis Diagram



## SITE CONTEXT ANALYSIS SUMMARY

Site LBMM 01 fronts Broadway and Hollywood Avenues, which are significant arterial streets with heavy vehicular traffic volumes throughout the day. The Broadway - Hollywood Avenue intersection is signalized. There are currently no bike lanes on either of the adjacent streets, however there are bike lanes further south on Broadway. The site has limited alley access.

A new CTA entrance for the Bryn Mawr Avenue station on Hollywood Avenue is planned as part of the RPM reconstruction program.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.47:** LBMM 01 Built Character and Urban Form Diagram

## LEGEND

LBMM Site	National Register Property
CTA Red Line	National Register Eligible
Study Area	Chicago Landmark Property
<b>Building Heights</b>	
1 Stories	
2-4 Stories	
5-8 Stories	
9-22 Stories	

## BUILT CHARACTER AND URBAN FORM SUMMARY

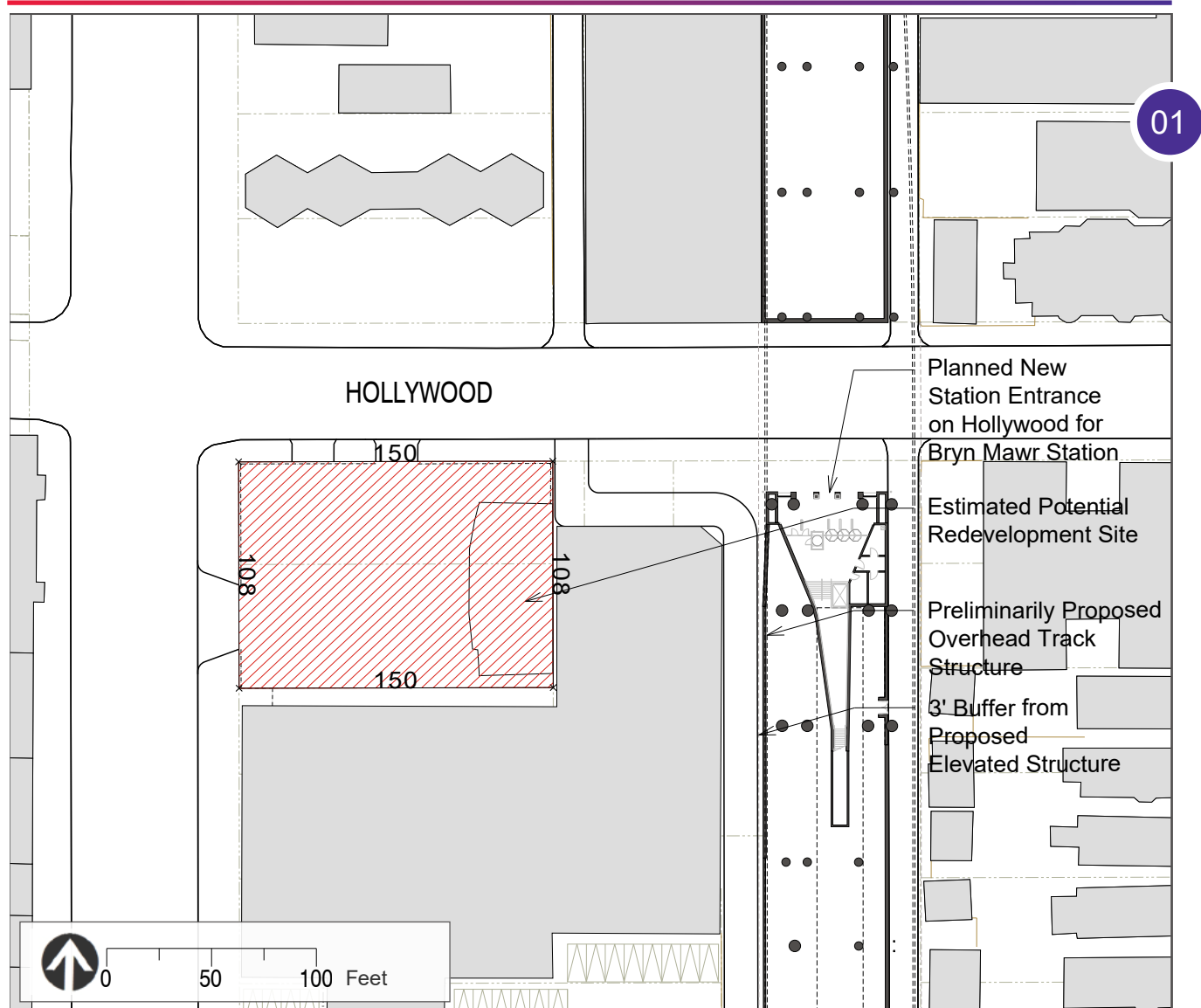
Building heights along the Broadway corridor are typically below 3 stories, most buildings are both single story and single use properties.

This corner currently lacks significant urban form with a gas station on the northeast corner and a parking lot on the north west corner. However, taller buildings exist nearby, especially along Winthrop Avenue which contains a mix of residential apartments, flats, and townhomes up to 8 stories in height.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.48:** LBMM 01 Site Constraints and Opportunities Diagram

### SITE SUMMARY LBMM 01

Address	5657 N. Broadway	Historic District	N/A
Approx. Developable Site Area (s.f.)	16,200 s.f.	TIF	Hollywood/Sheridan
Aprox. Site Dimensions	150 ft x 108 ft	Ward	48
Existing Zoning	C2-5	Track Structure Configuration	Embankment
Transit Served Eligibility	Parking Reduction	Current Use	Active Commercial (Auto Dealership)

**Table 1.2:** LBMM 01 Site Summary

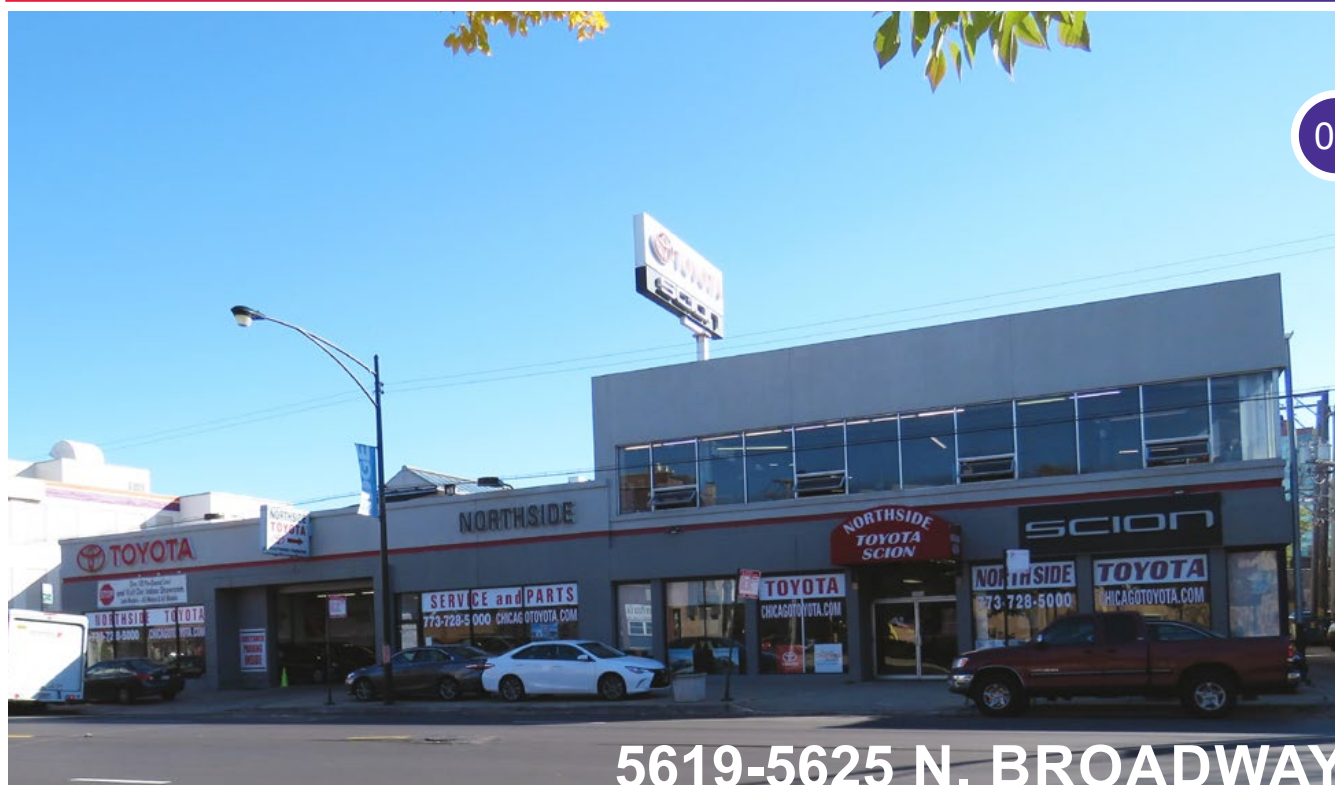


Figure 1.49: LBMM 02 at 5619 N. Broadway



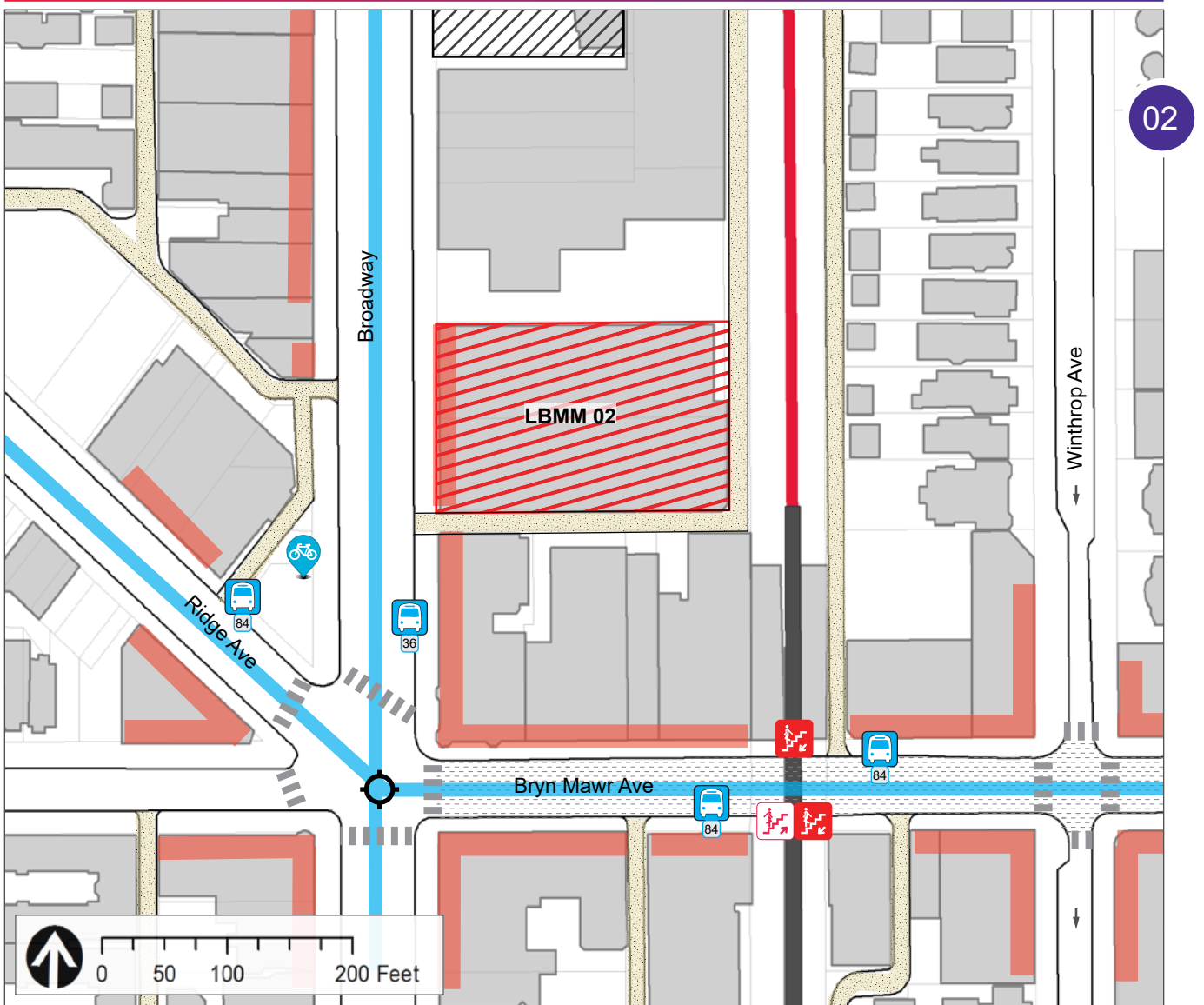
Figure 1.50: LBMM 02 Context Map

## LBMM 02 SITE SUMMARY

Site LBMM 02 is located on the same block as LBMM 01, and contains a storefront auto dealership. The current building will be demolished as part of the RPM track construction program. LBMM 02 is one of the largest potential redevelopment sites within the LBMM District, and has direct frontage along Broadway.

Surrounding uses include national retailers such as Walgreens, as well as smaller scale businesses within storefronts. Nearby Bryn Mawr Avenue has a neighborhood retail street character, with many historic buildings and a diverse mix of local businesses.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.51: LBMM 02 Site Context Analysis Diagram**

## LEGEND

LBMM Site	Pedestrian Street
Others LBMM Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

## SITE CONTEXT ANALYSIS SUMMARY

Site LBMM 02 is bounded on the eastern and southern edges by an existing alley. The alley serves properties to the south that face along Bryn Mawr Avenue as well as the site itself.

LBMM 02 is within close proximity to the Bryn Mawr CTA station, as well as several bus stops and a Divvy station. Bryn Mawr Avenue is a City of Chicago designated Pedestrian Street, and therefore helps maintain the walkable character of the corridor, improving pedestrian access to the CTA station from the site.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

02



**Figure 1.52:** LBMM 02 Built Character and Urban Form Diagram

## LEGEND

LBMM Site	National Register Property
CTA Red Line	National Register Eligible
Study Area	Chicago Landmark Property
<b>Building Heights</b>	<b>National Register Historic District</b>
1 Stories	Bryn Mawr Avenue
2-4 Stories	Lakewood Balmoral
5-8 Stories	
9-22 Stories	

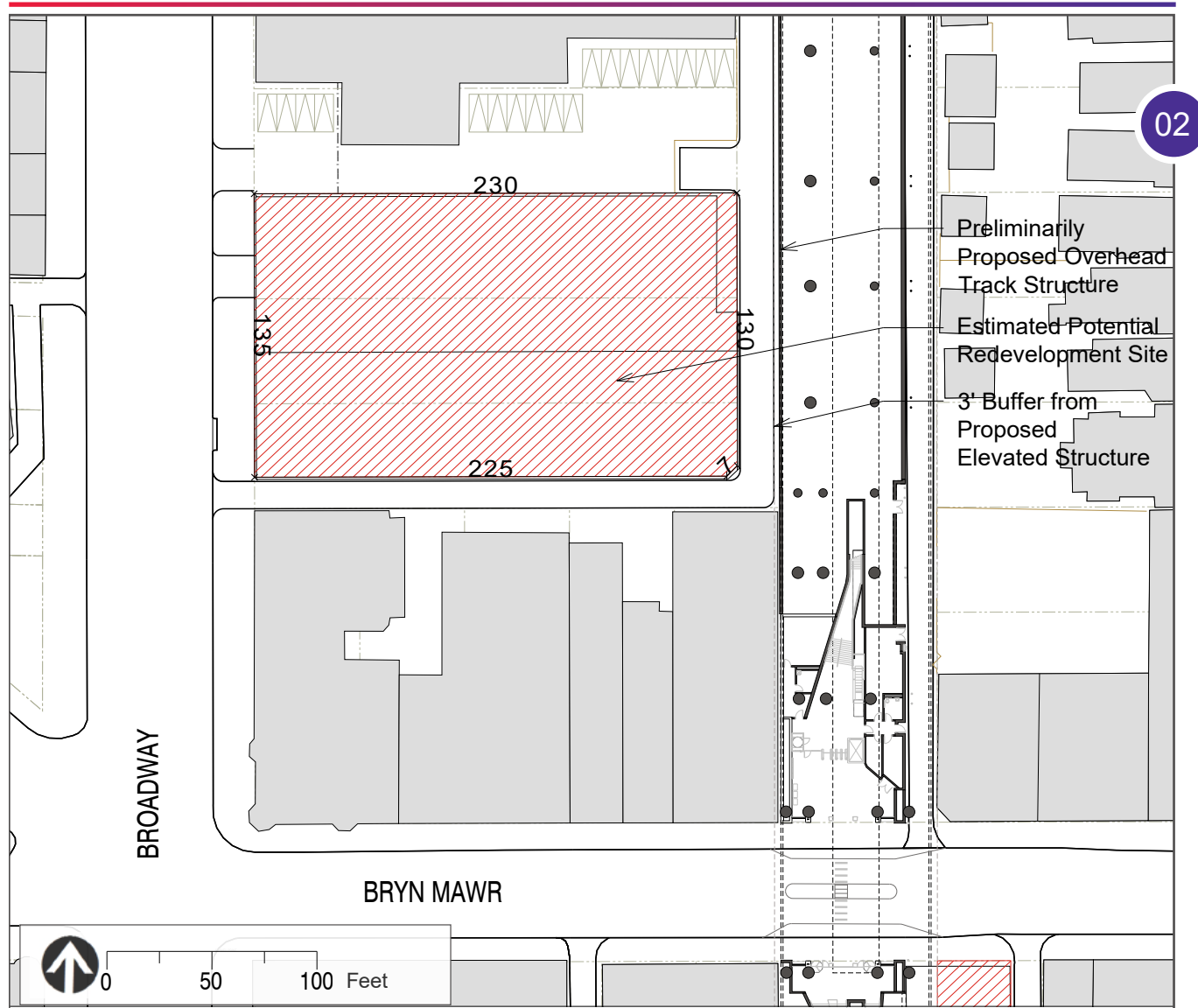
## BUILT CHARACTER AND URBAN FORM SUMMARY

Buildings in the immediate context of the site are in the 1-3 story range, however, buildings further to the east along Bryn Mawr Avenue are dramatically higher in density, especially those closer the lake front.

These taller residential towers are historic apartment buildings, with retail uses on the ground level. Many locally and nationally registered historic properties are located near and within this area of the LBMM District.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.53:** LBMM 02 Site Constraints and Opportunities Diagram

### SITE SUMMARY LBMM 02

Address	5619 to 5625 N. Broadway	Historic District	N/A
Approx. Developable Site Area (s.f.)	31,000 s.f.	TIF	Hollywood/Sheridan
Aprox. Site Dimensions	135 ft x 225 ft	Ward	48
Existing Zoning	B3-3	Track Structure Configuration	Embankment
Transit Served Eligibility	FAR Increase and Parking Reduction	Current Use	Active auto shop

**Table 1.3:** LBMM 02 Site Summary

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



Figure 1.54: LBMM 03 at 1113 W. Bryn Mawr Avenue

Photo Credit: Google Street View



Figure 1.55: LBMM 03 Context Map

### LBMM 03 SITE SUMMARY

Site LBMM 03 is located along Bryn Mawr Avenue, directly to the east of existing CTA track embankment. The site currently houses a single story storefront style retail structure that may need to be removed as part of the track reconstruction project. Site LBMM 03 is currently owned by CTA.

The existing structure is directly attached to the existing CTA station structure. A curb cut that acts as access to a rear alley is located directly to the east of the property.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

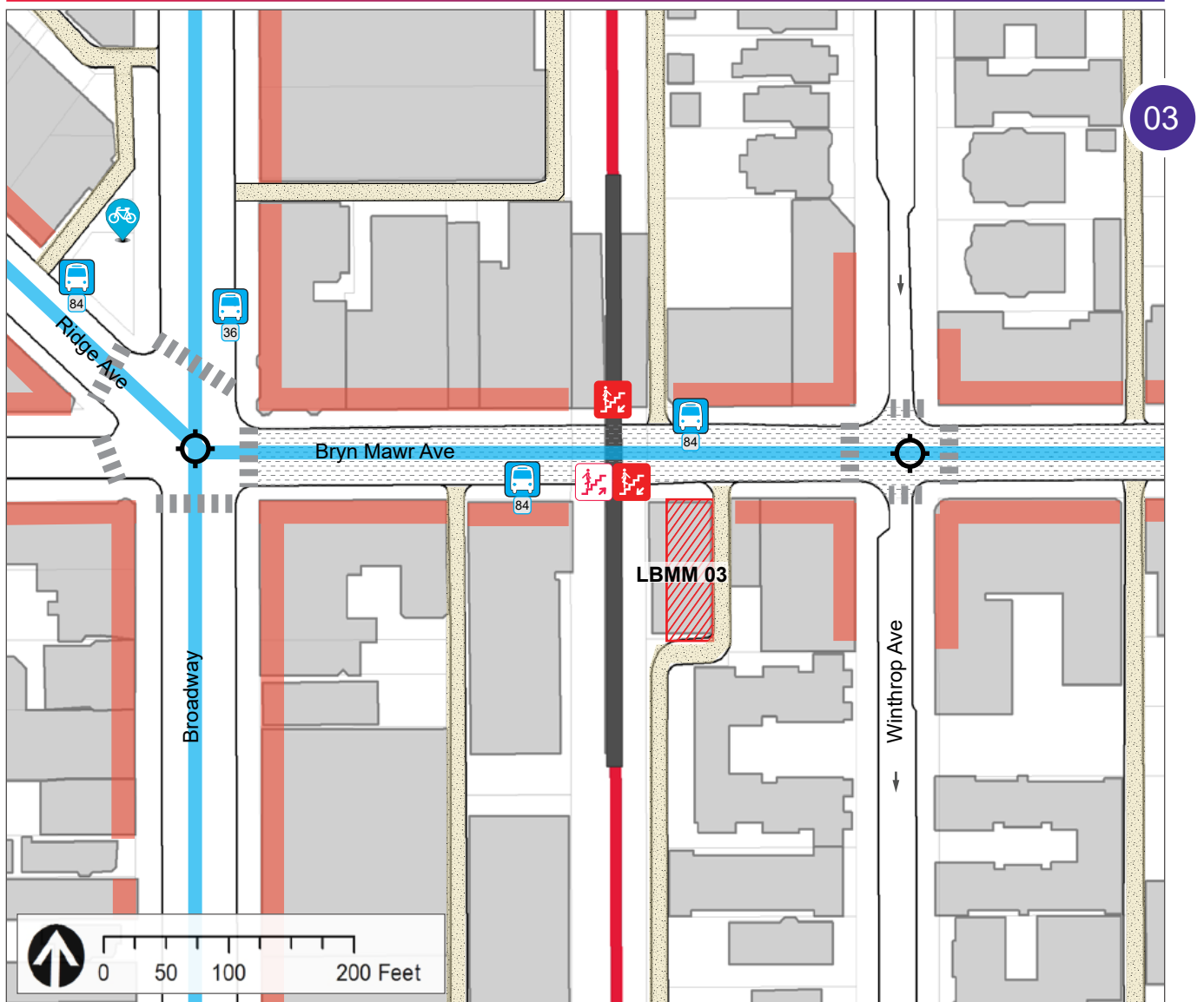


Figure 1.56: LBMM 03 Site Context Analysis Diagram

## LEGEND

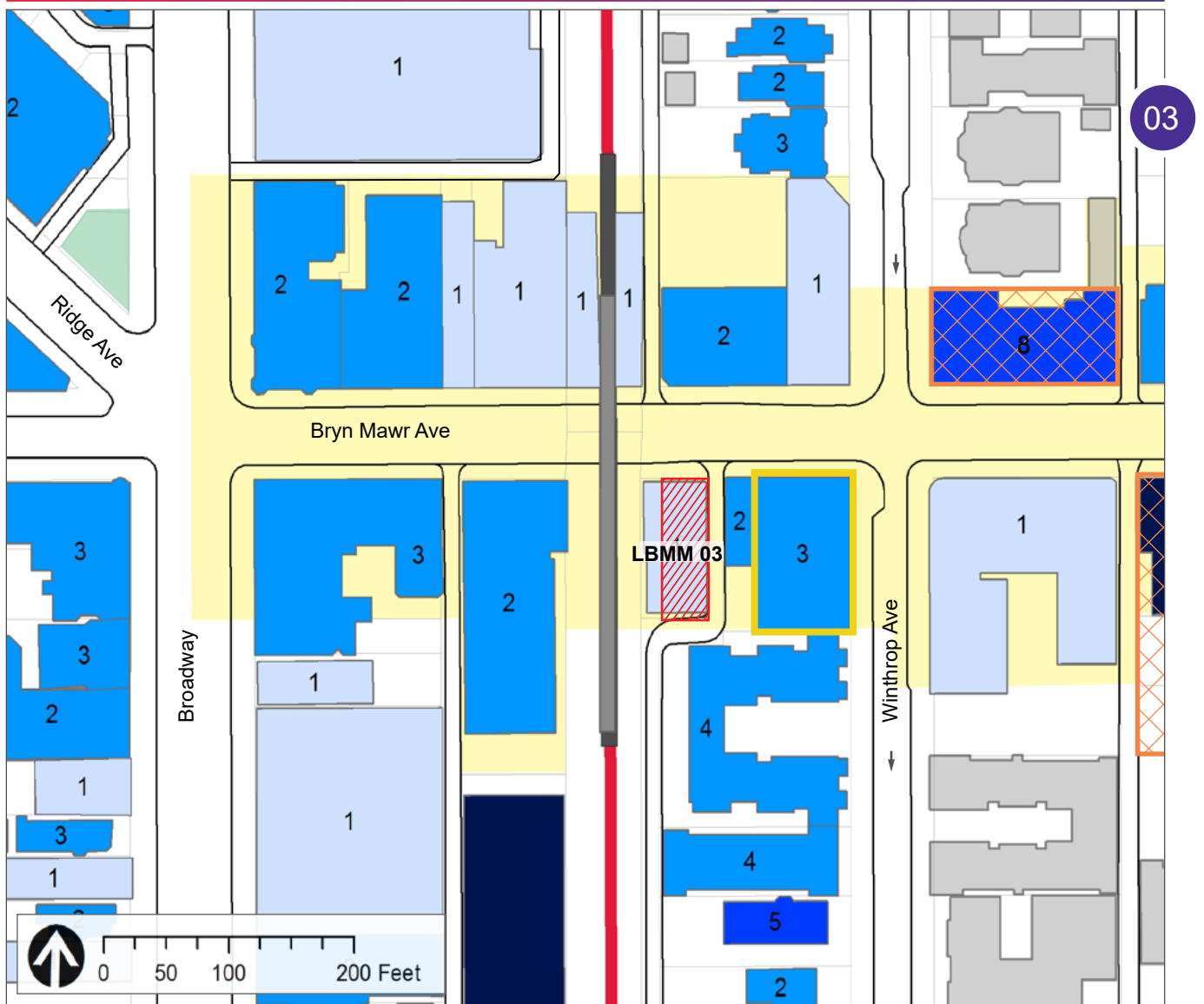
LBMM Site	Pedestrian Street
Others LBMM Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

## SITE CONTEXT ANALYSIS SUMMARY

LBMM 03 has a limited amount of frontage along Bryn Mawr Avenue, but benefits from a significant amount of pedestrian traffic due to the proximity to the transit station.

The current alley configuration serving the site is complex with a two 90 degree turns. Other configurations will be explored by the TOD Plan, and will take into account access to loading areas for the adjacent buildings.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.57:** LBMM 03 Built Character and Urban Form Diagram

## LEGEND

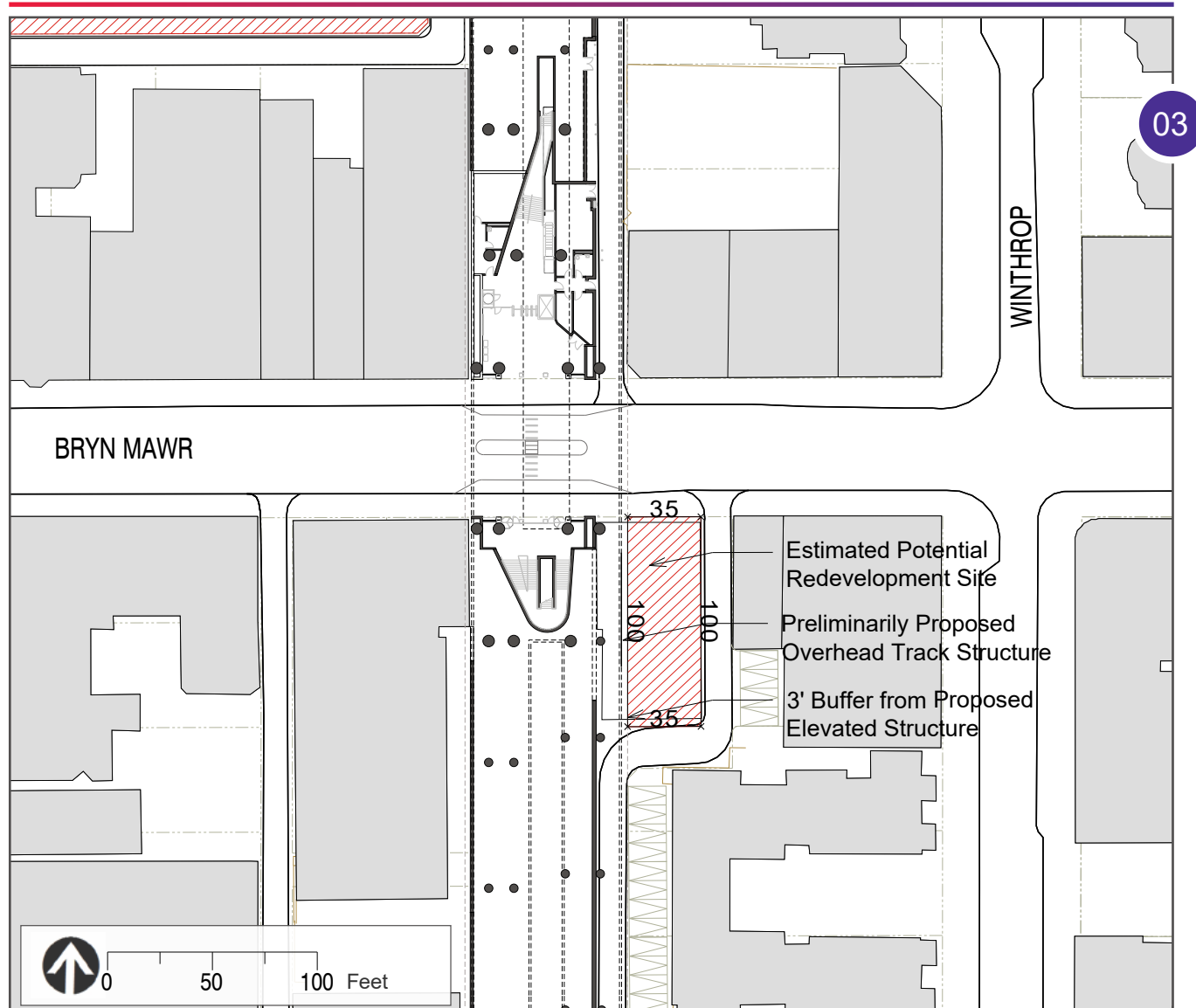
LBMM Site	National Register Property
CTA Red Line	National Register Eligible
Study Area	Chicago Landmark Property
<b>Building Heights</b>	<b>National Register Historic District</b>
1 Stories	Bryn Mawr Avenue
2-4 Stories	Lakewood Balmoral
5-8 Stories	
9-22 Stories	

## BUILT CHARACTER AND URBAN FORM SUMMARY

LBMM 03 is located within the Bryn Mawr Avenue National Historic District and is surrounded by many scales and styles of buildings. Although, the adjacent buildings are mostly below 4 stories, taller buildings (above 6 stories) are located directly to the east. The unique styles of these buildings contribute to the identification of this area as a historic landmark district.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.58:** LBMM 03 Site Constraints and Opportunities Diagram

### SITE SUMMARY LBMM 03

Address	1113 to 1123 W. Bryn Mawr Ave	Historic District	Bryn Mawr Avenue Historical District
Approx. Developable Site Area (s.f.)	3,500 s.f.	TIF	Bryn Mawr/Broadway
Aprox. Site Dimensions	35 ft x 100 ft	Ward	48
Existing Zoning	B1-5	Track Structure Configuration	Embankment
Transit Served Eligibility	Parking Reduction	Current Use	Vacant

**Table 1.4:** LBMM 03 Site Summary





Figure 1.59: LBMM 04 at 1108 W. Argyle Street



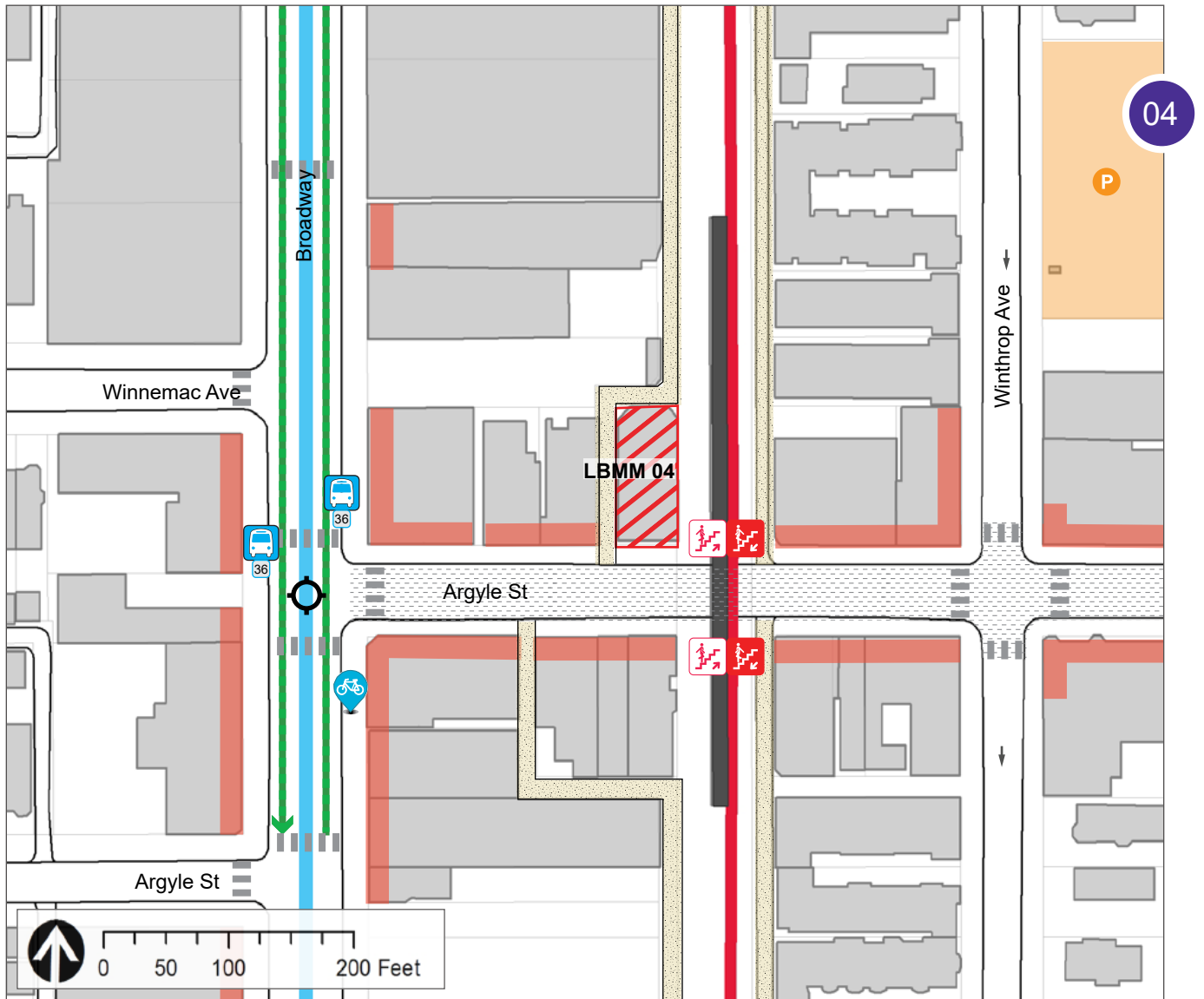
Figure 1.60: LBMM 04 Context Map

## LBMM 04 SITE SUMMARY

Similar to LBMM 03, Site 04 is a single story storefront building directly connected to the existing track embankment and Argyle CTA station structure. This property is currently owned by CTA and has recently remained unleased.

Argyle Street, is a culturally unique district on Chicago's north side and is a destination, especially on weekends, for Asian families throughout the Chicago region. Argyle Street has recently been transformed into the City's first formal "shared street", which includes updated signage and streetscape along the shopping area.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.61:** LBMM 04 Site Context Analysis Diagram

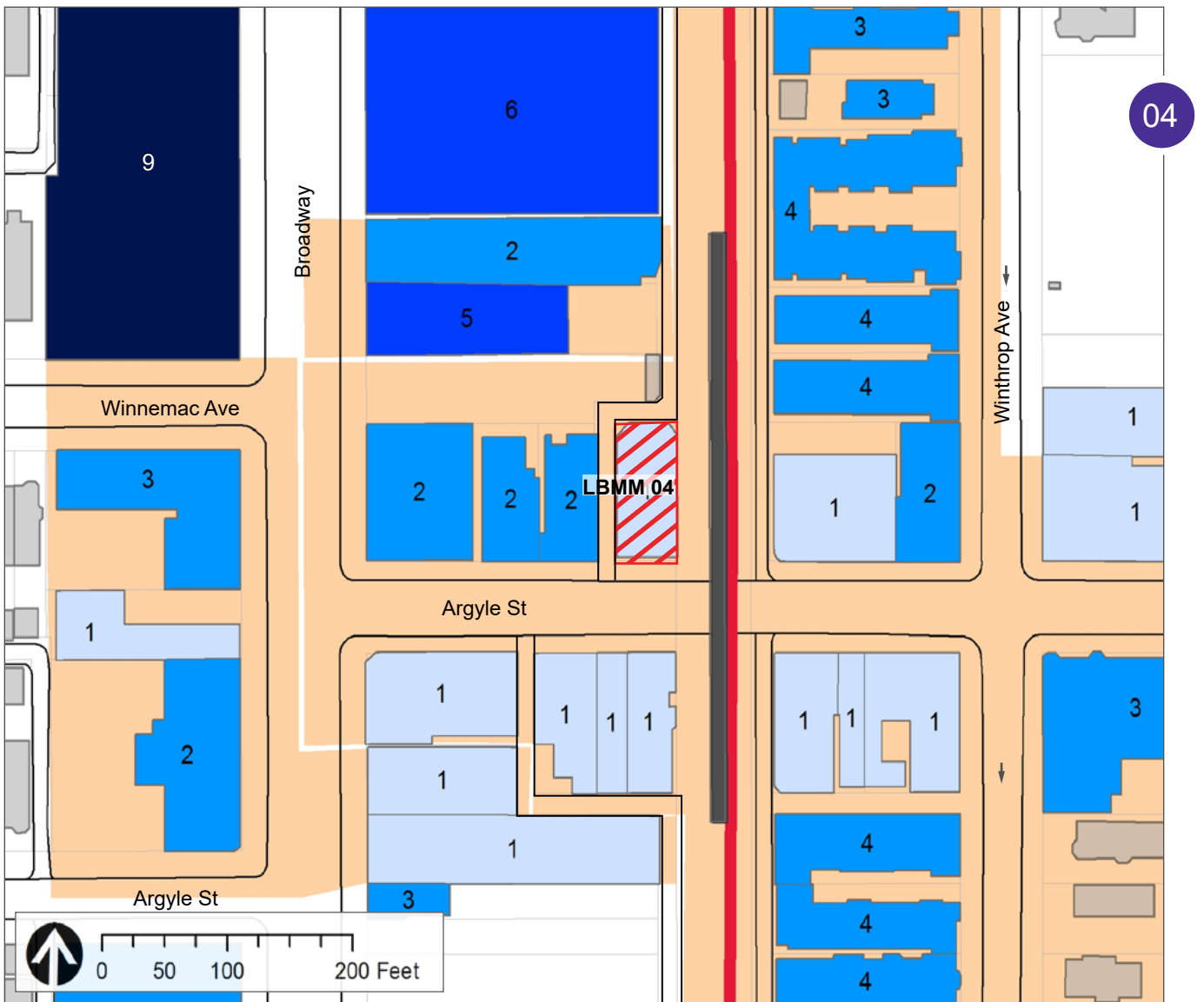
LEGEND	
	LBMM Site
	Others LBMM Sites
	CTA Red Line
	CTA Station Access
	CTA Station Exit
	Signaled Intersection
	Pedestrian Crossing
	Retail Storefronts
	Pedestrian Street
	Bike Lane
	Divvy Station
	Public/Leased Parking
	Bus Stop
	Bus Route
	Alley

## SITE CONTEXT ANALYSIS SUMMARY

Argyle Street is a City of Chicago designated Pedestrian Street and contains extensive new streetscaping, benches, bike parking, and “Asia on Argyle” branded signage. LBMM 04 is located within a block of several transit connections including the CTA Argyle Red Line station, a Divvy bike share station, and bus routes along Broadway.

The current alley configuration serving the site includes two 90 degree turns. Other configurations can be explored to take into account access to loading areas for the adjacent buildings.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.62:** LBMM 04 Built Character and Urban Form Diagram

## LEGEND

LBMM Site	National Register Property
CTA Red Line	National Register Eligible
Study Area	Chicago Landmark Property
<b>Building Heights</b>	<b>National Register Historic District</b>
1 Stories	West Argyle Street
2-4 Stories	
5-8 Stories	
9-22 Stories	

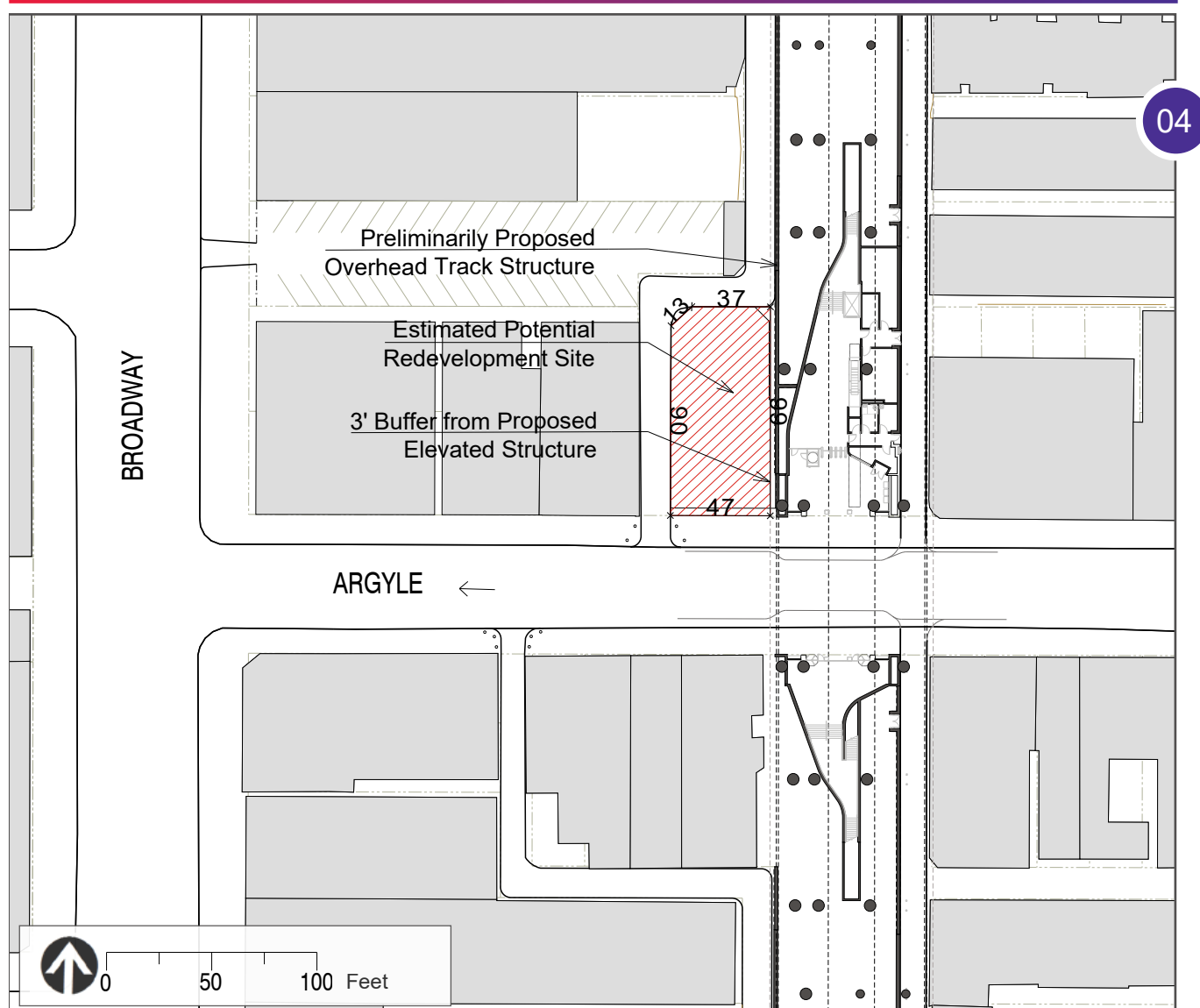
## BUILT CHARACTER AND URBAN FORM SUMMARY

The blocks surrounding LBMM 04 have a broad range of building heights, ranging from 2 to 10 stories in the immediate context. Existing buildings along Argyle Street are lower, in the 1-4 story range while the adjacent residential streets house taller apartment buildings. A 9-story mixed use office building is located at the intersection of Winnemac Avenue and Broadway.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.63:** LBMM 04 Site Constraints and Opportunities Diagram

### SITE SUMMARY LBMM 04

Address	1108 to 1124 W. Argyle Street	Historic District	West Argyle Street Historic District
Approx. Developable Site Area (s.f.)	4,660 s.f.	TIF	Lawrence/Broadway
Aprox. Site Dimensions	90 ft x 40 ft	Ward	48
Existing Zoning	C2-5	Track Structure Configuration	Embankment
Transit Served Eligibility	Parking Reduction	Current Use	Vacant storefront

**Table 1.5:** LBMM 04 Site Summary



Figure 1.64: LBMM 05 at 4819 N. Broadway



Figure 1.65: LBMM 05 Context Map

## LBMM 05 SITE SUMMARY

Site LBMM 05 is located directly to the west of the existing CTA track structure, adjacent to the Lawrence Red Line Station. The site is currently owned by the City of Chicago and houses a public parking area, with access from Lawrence Avenue and Broadway.

It appears the slope on the site is the result of the foundations of a previous building that will need to be demolished and regraded prior to any new development.

Located within the Uptown Square Historic District (City of Chicago and nationally recognized) the site represents a significant opportunity to develop and aesthetically improve a high profile site in the Uptown neighborhood.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

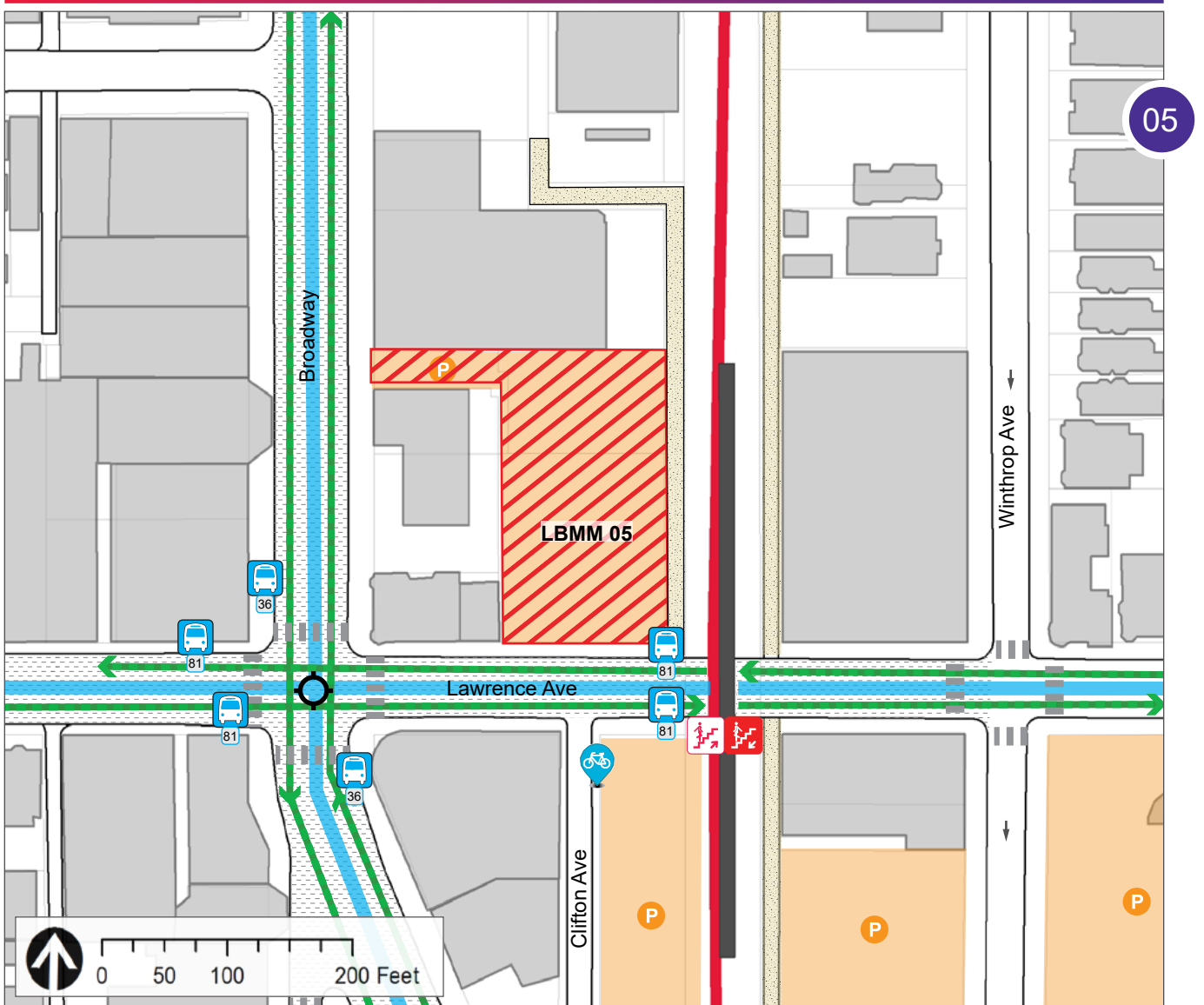


Figure 1.66: LBMM 05 Site Context Analysis Diagram

### LEGEND

LBMM Site	Pedestrian Street
Others LBMM Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

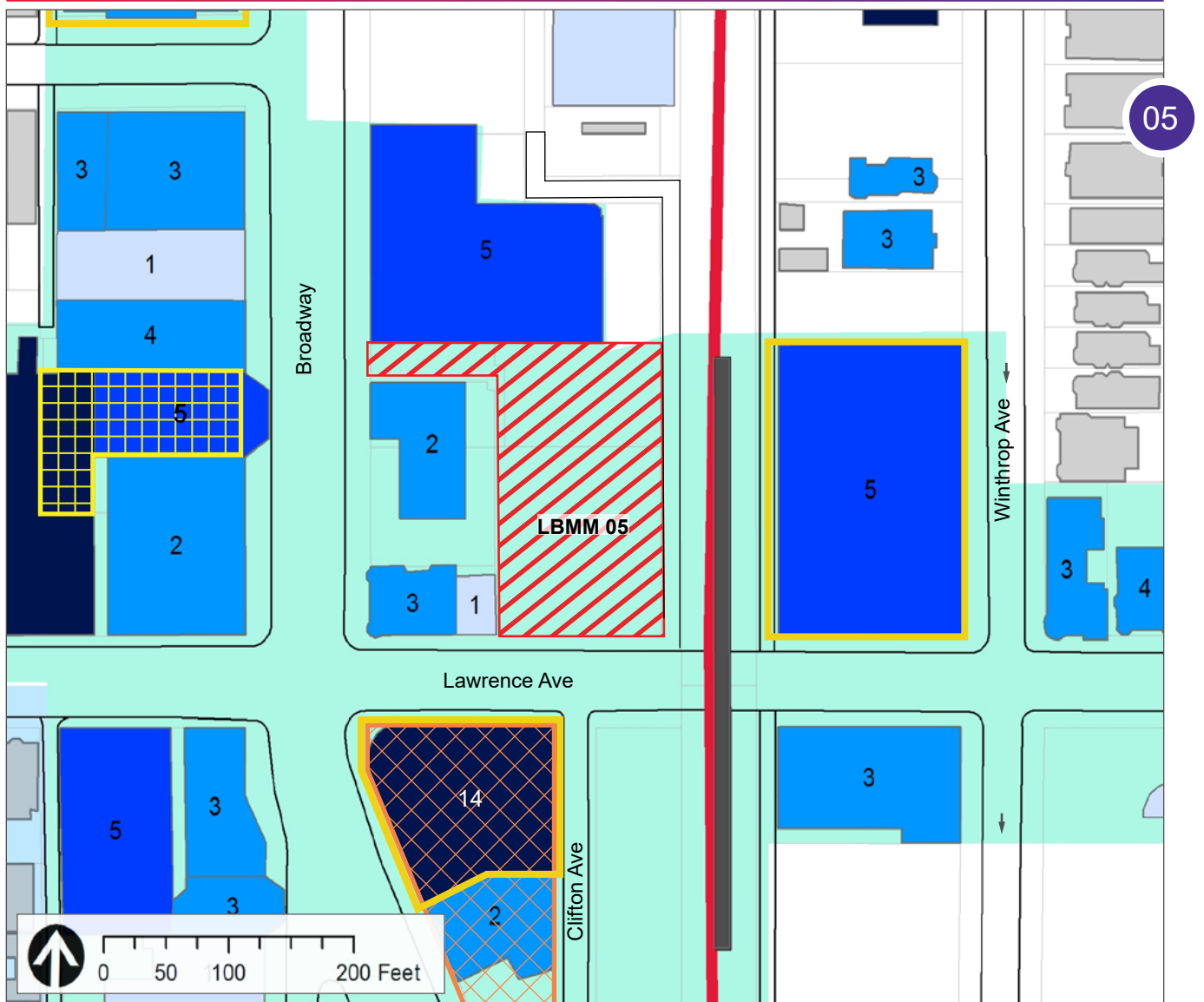
### SITE CONTEXT ANALYSIS SUMMARY

LBMM 05 has excellent and direct transit access to the Lawrence Red Line station and multiple bus lines along Lawrence Avenue and Broadway. A Divvy station is located directly to the south of the site. Existing buffered bike lanes are located along Broadway in this area.

Both Broadway and Lawrence Avenues are designated as City of Chicago Pedestrian Streets in this area, and therefore have special zoning requirements related to the treatment of ground floor uses.



# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION



**Figure 1.67: LBMM 05 Built Character and Urban Form Diagram**

## LEGEND

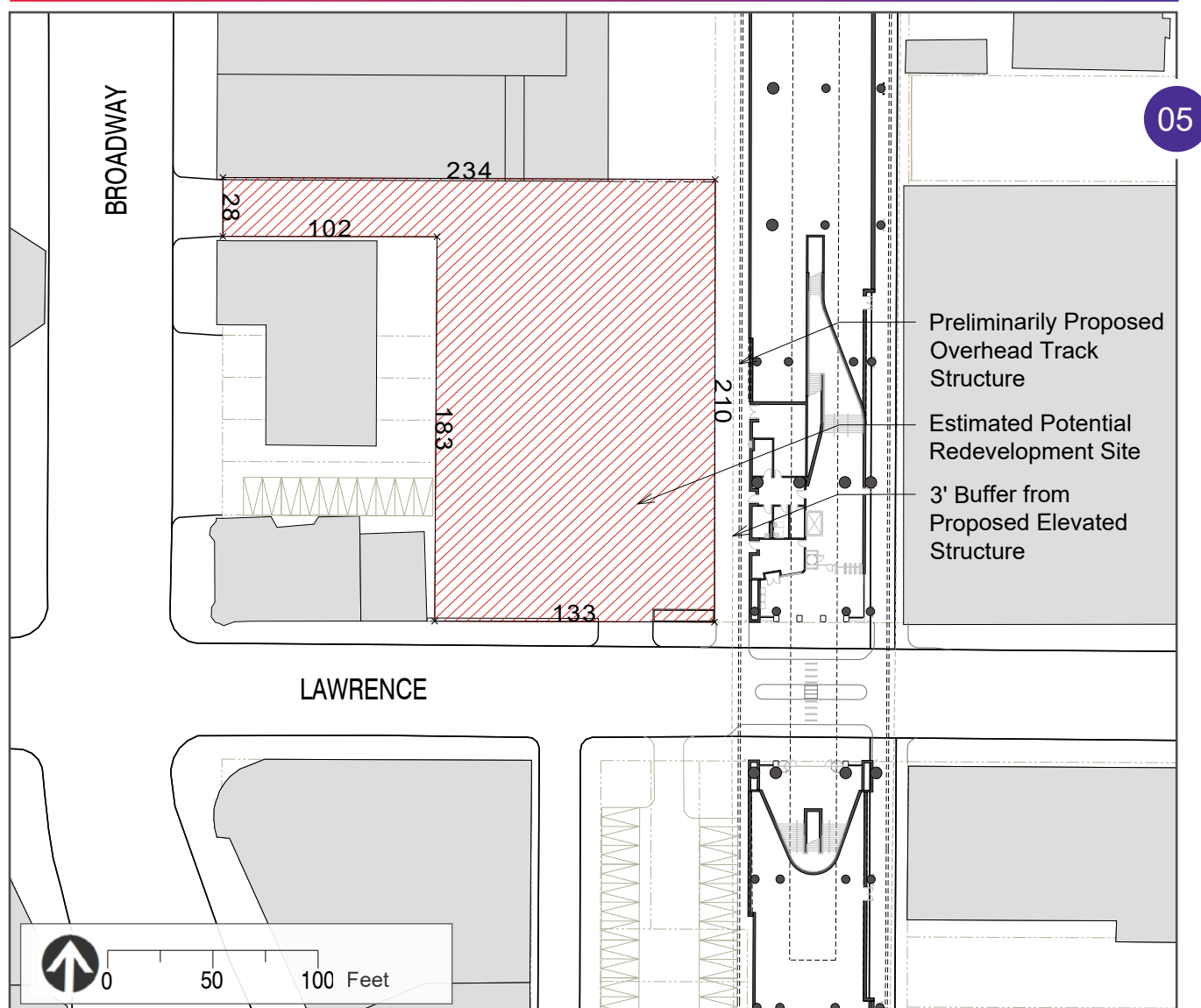
LBMM Site	National Register Property
CTA Red Line	National Register Eligible
Study Area	Chicago Landmark Property
<b>Building Heights</b>	<b>National Register Historic District</b>
1 Stories	Uptown Square
2-4 Stories	Sheridan Park
5-8 Stories	
9-22 Stories	

## BUILT CHARACTER AND URBAN FORM SUMMARY

There are several existing mid-rise buildings directly adjacent to LBMM 05, including 14 story historic Uptown National Bank Building to the south. Many of the other former office buildings along Lawrence Avenue have been adapted for residential uses and range from 5-15 stories.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION



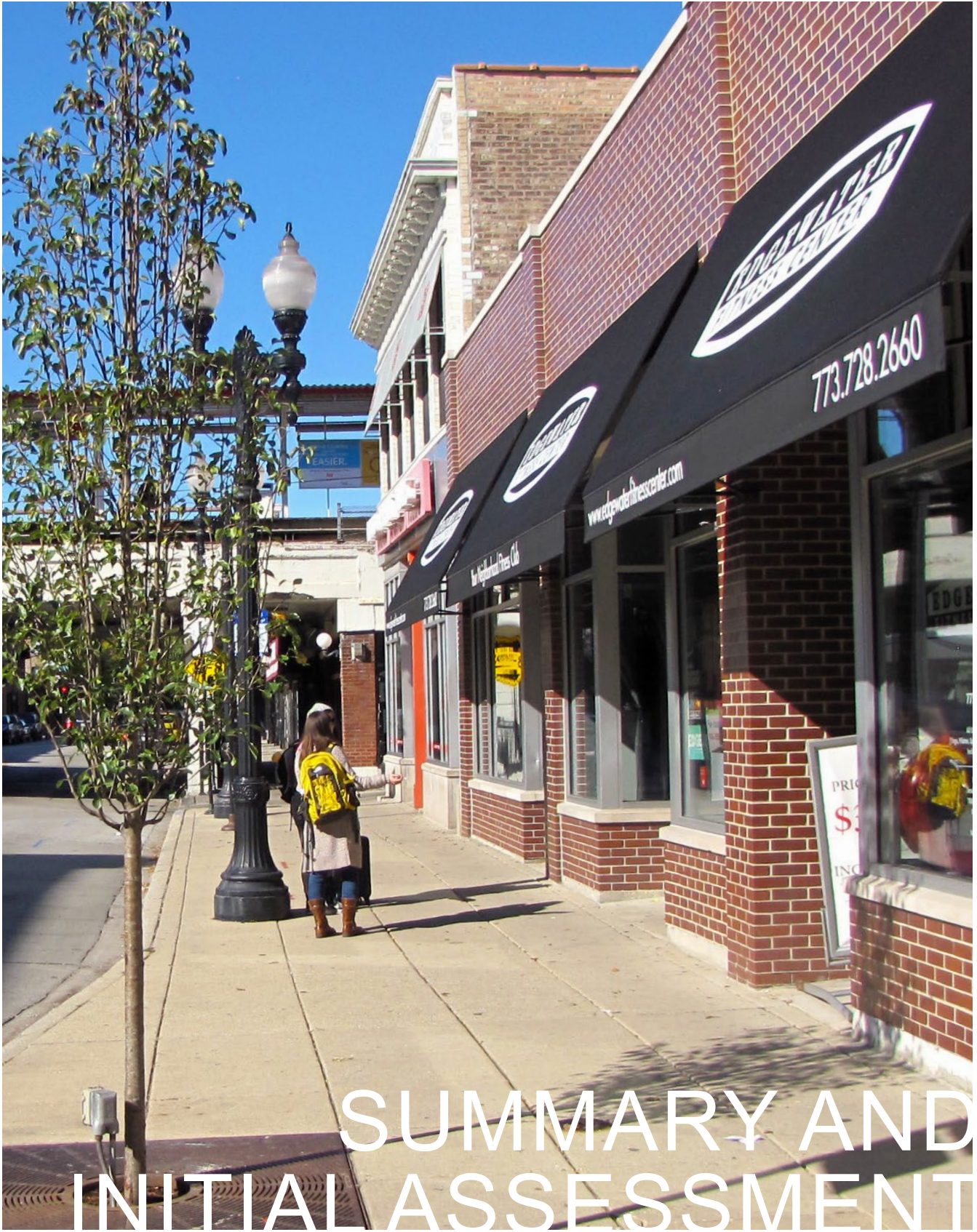
**Figure 1.68:** LBMM 05 Site Constraints and Opportunities Diagram

### SITE SUMMARY LBMM 05

Address	4819 N. Broadway (also 1130 W. Lawrence Avenue)	Historic District	Uptown Square Historic District
Approx. Developable Site Area (s.f.)	30,725 s.f.	TIF	Lawrence/Broadway
Aprox. Site Dimensions	130 ft x 210 ft	Ward	46
Existing Zoning	B3-5; C2-3	Track Structure Configuration	Embankment
Transit Served Eligibility	Parking Reduction	Current Use	Parking

**Table 1.6:** LBMM 05 Site Summary







## SUMMARY AND INITIAL ASSESSMENT

The redevelopment parcels within the LBMM District are located in established community areas, along major thoroughfares, and at key intersections. The potential future disposition of these parcels offers the unique opportunity to create high quality new development on well-located infill sites. The sites have many positive characteristics, and will also have to consider the impact of the reconstructed CTA track structure and stations in the future. The following outlines some of the initial issues identified in the data gathering process that will continue to be explored as part of the RPM TOD Planning process.

### OPPORTUNITIES

- The sites are near, if not immediately adjacent, to CTA station entrances making them ideal for transit oriented style development.
- With recent projects announced along Broadway and recent growth to the south surrounding the Wilson Station replacement project, this corridor is poised for new development.
- A new CTA station access point is planned for Hollywood Avenue which will create a new opportunity for TOD in this area.
- High traffic volumes along Broadway, Foster Avenue, Hollywood Avenue, and Lawrence Avenue are generally attractive to commercial developers.
- Recent retail turn-over along the historic neighborhood retail streets (Bryn Mawr Avenue, Argyle Street, etc) may be a sign that there is a growing market for new businesses and services in the area.

- Completion of the Argyle Shared Street is a unique street type in the City, and a major improvement for this corridor.
- The Uptown Square Landmark District was recently created by the City of Chicago.
- The reconstruction of the aging CTA stations in the LBMM District, as demonstrated in other recently updated station along the Red Line, will likely attract other positive improvements to the neighborhood.
- The demolition of single story structures adjacent to the existing stations could allow for re-design of the service alley circulation in those areas.

### CONSTRAINTS

- The new track structure will be expanded over the existing alleys on the east side of the track.
- Existing service alley rights of way contain below grade utilities that would need to be relocated as part of any alley redesign efforts.
- Several of the CTA development sites are located within National Register Historic Districts, development of which will require coordination with the historic preservation community.
- Some development parcels are relatively small and may not be suitable for mixed use buildings.
- The design of the new track structure is in progress and the final parcel configurations that will remain may change.

## DEVELOPMENT OPPORTUNITY SITES

Based on initial site analysis and field verification visits conducted by the consultant team, a map of potential future opportunity sites and current development sites was created (see Figure 1.69). These sites were reviewed and discussed with the real estate market analysis firms of Goodman Williams Group and Kirsch-Taylor Consulting, and were coordinated with their initial market investigations. Areas highlighted in blue represent developments currently under construction, properties that recently were sold, or have received developer interest. Areas highlighted in yellow are, in the opinion of the consultant team, sites that could support future redevelopment. These sites were identified using the following criteria:

- Low density (single story) sites with significant vacancies
- Vacant parcels or underutilized parcels with surface parking
- Uses that seem inappropriate for the location or that are known to be leaving the district

The identification of these sites will continue to be discussed along with other development opportunities in the LBMM District throughout the TOD Plan process. These sites are not currently being promoted for new development but represent locations where, if the current uses were to move, they could potentially be redeveloped into new active uses.

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT LAWRENCE TO BRYN MAWR MODERNIZATION

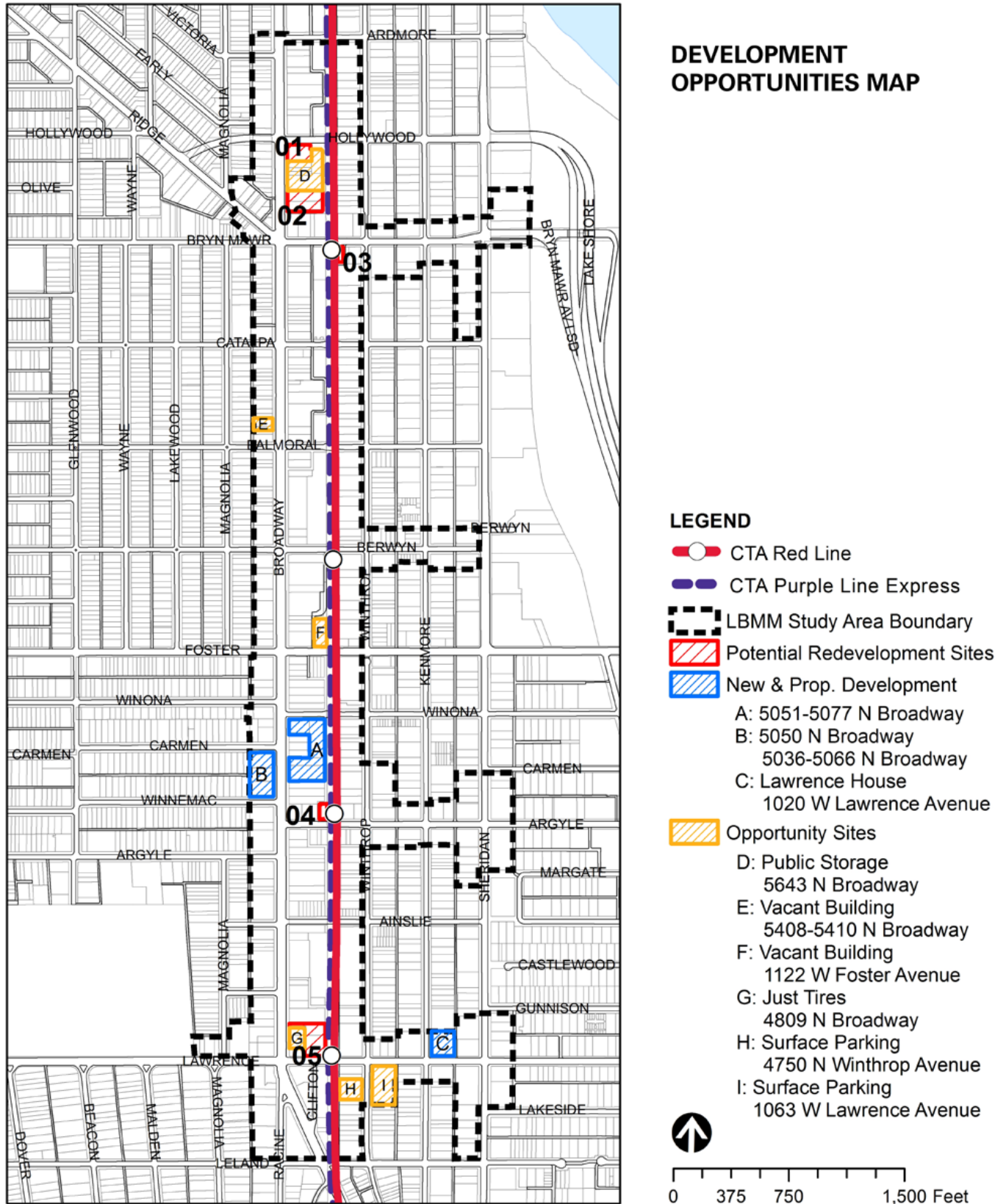


Figure 1.69: Development Opportunities

Source: CTA, 2016



TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT  
LAWRENCE TO BRYN MAWR MODERNIZATION



INDEX

April 2017

CTA Red and Purple Modernization Phase One

# TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION

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### IMAGE CREDITS

All images are from SCB unless noted otherwise.

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