



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

CTA Red and Purple Modernization Phase One  
September 2018







**JAMES CAPPLEMAN**  
**ALDERMAN, 46TH WARD**

**COMMITTEE MEMBERSHIPS**

BUDGET AND GOVERNMENT OPERATIONS

COMMITTEE, RULES AND ETHICS

HEALTH AND ENVIRONMENTAL PROTECTION

HOUSING AND REAL ESTATE

LICENSE AND CONSUMER PROTECTION

PEDESTRIAN AND TRAFFIC SAFETY

ZONING, LANDMARKS AND BUILDING STANDARDS

September 2018

Dear Community Stakeholder,

I am excited to support this community-led vision for transit-oriented development in tandem with CTA's ongoing efforts to modernize the Red Line in our community. As evident with the tremendous investment we have seen around the new Wilson station, continued investment in transit translates to investment in the neighborhood.

We are embarking on a new chapter in the life of Uptown. The Uptown Entertainment District, and the quality of life for our community as a whole, is made stronger by a robust transit network and the accessible transit stations that the CTA's Red and Purple Modernization (RPM) Phase One project will bring to the 46th Ward.

RPM Phase One improvements to transit service, including a renovated Lawrence Red Line station, will be a catalyst to spur new development of underutilized sites near the station and along Lawrence Avenue and Broadway. Thanks to the commitment and input from our community starting in the fall of 2016, including three community meetings and focused discussions with stakeholders, I am confident that the goals, strategies and development concepts prepared with the community and articulated through this plan will guide development around one of the community's great assets, transit.

For these reasons, I am pleased to support the CTA's Transit-Oriented Development Plan and look forward to improved transit service and ongoing investment in the Uptown neighborhood.

If you have further questions, please do not hesitate to contact me via Email at [Info@james46.org](mailto:Info@james46.org), text at 773-906-4609, or phone at 773-878-4646

Sincerely,

Alderman James Cappelman





ALDERMAN HARRY OSTERMAN  
48TH WARD

August 20, 2018

Dear Community Stakeholder,

I am pleased to support the CTA's community-led vision for transit-oriented development in the 48<sup>th</sup> Ward conducted in tandem with the CTA's ongoing efforts to modernize public transportation through the Red and Purple Modernization (RPM) Phase One project. Thanks to the commitment and input from our community, CTA's Transit-Oriented Development Plan identifies guiding principles and goals for the redevelopment of several CTA-owned sites in proximity to RPM Phase One.

The RPM Phase One improvements will bring enhanced access to transit with increased service, new stations that are fully accessible to people with disabilities, a new Bryn Mawr station entrance with a wider sidewalk on Hollywood Avenue, and streetscape improvements on Broadway.

A consistent theme heard throughout the community conversations associated with this Transit-Oriented Development Plan is the strong desire to create housing for all of our residents, including seniors, low-income individuals and families, and people with disabilities. It is my goal that future redevelopment of the CTA-owned sites located within the 48<sup>th</sup> Ward not only meet but exceed the current City of Chicago requirements for affordable housing.

I will continue to work with the CTA and the future developers of the CTA-owned sites described in this Transit-Oriented Development Plan to ensure that the 48<sup>th</sup> Ward will benefit from the RPM Phase One transit improvements and the associated redevelopment of these sites.

If you have further questions, please do not hesitate to contact me at 773-784-5277 or [harry@48thward.org](mailto:harry@48thward.org).

Sincerely,



Harry Osterman  
Alderman, 48<sup>th</sup> Ward

HO:dl



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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## EXECUTIVE SUMMARY

The Red and Purple Modernization (RPM) Program is a transformative project designed to ensure a strong future for the Chicago Transit Authority's (CTA) busiest rail line. The project will modernize stations and infrastructure that were built in the early 1920s, expanding capacity on the CTA's Red and Purple lines to improve service for customers, while enhancing access to housing, jobs, retail, and community services.

The comprehensive work of the RPM Program will be completed in phases. The first phase, RPM Phase One, is comprised of two main components: the Red-Purple Bypass project in the Lakeview neighborhood, and the Lawrence to Bryn Mawr Modernization project in the Uptown and Edgewater neighborhoods.

RPM Phase One requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. Portions of the CTA-owned land impacted by RPM Phase One may no longer be needed for CTA operations after construction is completed. The CTA's objective is to return this surplus land to active use through redevelopment as soon as possible once RPM Phase One construction is complete. The CTA will solicit developers through a formal, public Request for Proposals (RFP) process. The Transit-Oriented Development (TOD) Plan, as described below, forms the foundation for potential future redevelopment.

This TOD Plan Summary Report is for the Lawrence to Bryn Mawr Modernization Study Area. The Red-Purple Bypass Study Area is presented in a companion report.

## THE TOD PLAN

Supported by a planning grant awarded to the CTA by the Federal Transit Administration (FTA) in the spring of 2016, the CTA developed a comprehensive Transit-Oriented Development (TOD) Plan for the Red and Purple Modernization Phase One program.

The purpose of the Plan is to identify community-led goals and objectives for redevelopment in the neighborhood (referred in this report as the Study Area) surrounding the transit improvements, and to test specific, community-supported redevelopment strategies for surplus CTA-owned parcels.

Having clear principles and goals for development in advance of RPM Phase One completion will allow the CTA to expedite the developer selection process and redevelopment of the parcels to a productive use following construction. This study was also coordinated with RPM Phase One preliminary engineering documents to allow for coordination between the transit project construction and the future redevelopment sites.

## COMMUNITY ENGAGEMENT

The TOD Plan has been guided by members of the community. The community engagement process was comprised of a series of stakeholder meetings and three public open houses held on the following dates:

- May 11, 2017—idea gathering
- November 8, 2017—vision & goals; initial ideas
- May 23, 2018—review of recommendations; next steps

Outcomes of these meetings include a clearly defined vision for the Study Area, guiding principles for transit-oriented development within the Study Area and goals for development on the CTA-owned parcels.

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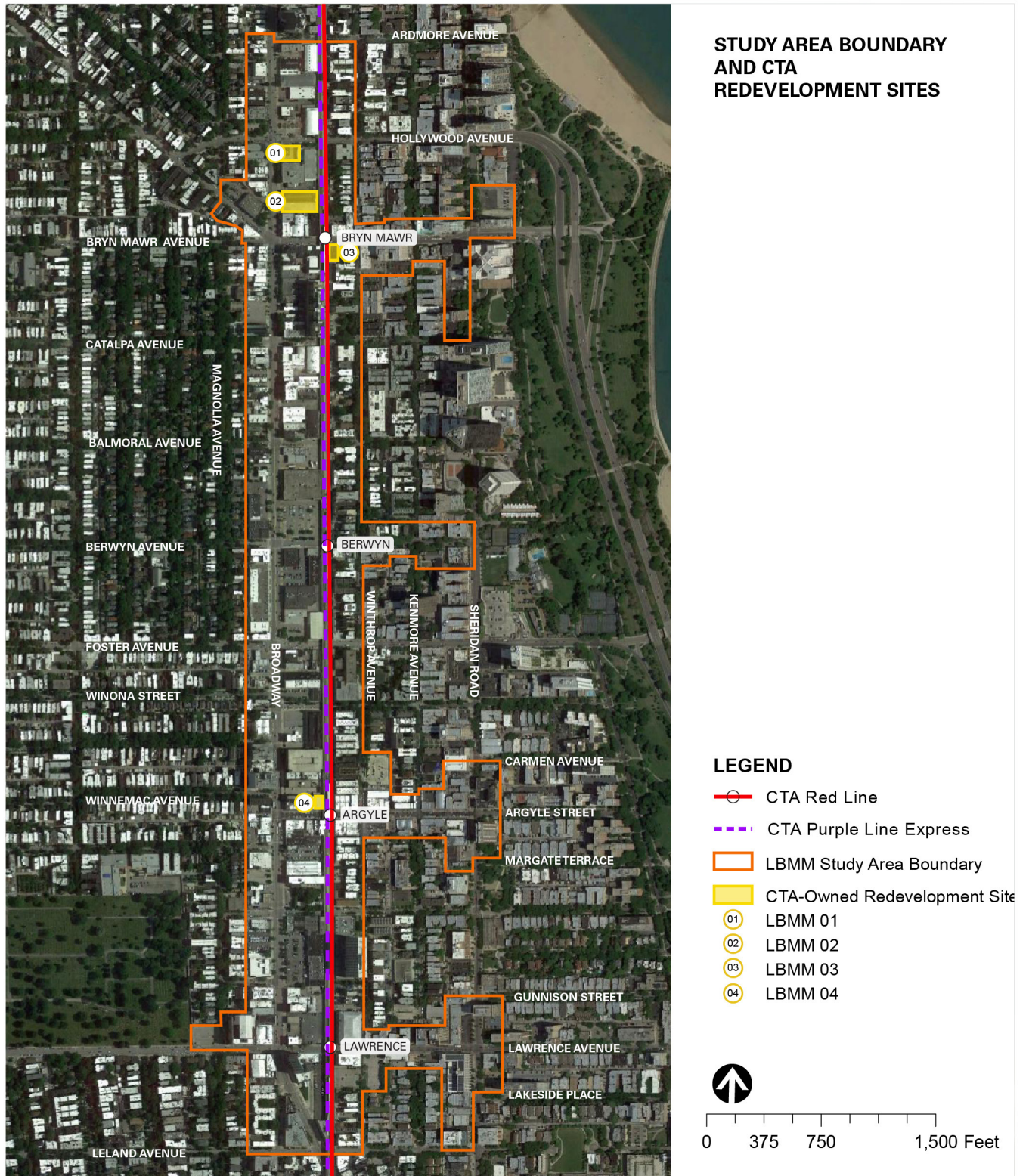


Figure 1.1: Study Area Aerial and Boundary



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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### COMMUNITY VISION, GUIDING PRINCIPLES, AND STUDY AREA GOALS

The TOD Plan provides context for the CTA-owned redevelopment sites by including study of, and recommendations for, the surrounding neighborhood. Implementation of recommendations beyond the land owned by the CTA could be incorporated into a future redevelopment strategy and would require initiation by a developer or adjacent land owners in the future.

The following statement represents the community's vision of the Study Area: *The Lawrence to Bryn Mawr Study Area has a rich cultural legacy and is home to a multicultural community that seeks to celebrate and ensure its social and economic diversity into the future. New development must build upon the cultural richness of the community in a sustainable manner. New development should enhance the overall quality-of-life for the community, support economic development, increase housing opportunities, and celebrate the diversity of the Study Area.*

#### Guiding Principles

Guiding principles are built upon the community vision for the Study Area and are based on findings from the Existing Conditions Analysis, Market Analysis, public meetings, surveys, and community outreach. Guiding Principles include:

- Reinforce distinctive characteristics of each neighborhood.
- Respect character of historic districts.
- Enhance cultural assets with complementary development.
- Improve access to transit; promote all modes of transportation, including walking and biking.
- Include housing for seniors, low-income residents, and those with disabilities.

#### Land Use Goals

Distinct development patterns exist within the Study Area, often clustered into nodes around common themes. The characteristics of these nodes inform the recommendations for future development within the TOD Plan. Each development should reinforce and support these themes.

#### Transportation Goals

The Study Area is defined by its access to high-quality transit and multi-modal connections. Development within the Study Area should promote transit as a first choice for access to jobs, entertainment, cultural, and other destinations. Plans should improve multi-modal connections and encourage walking and biking on commercial and residential streets.

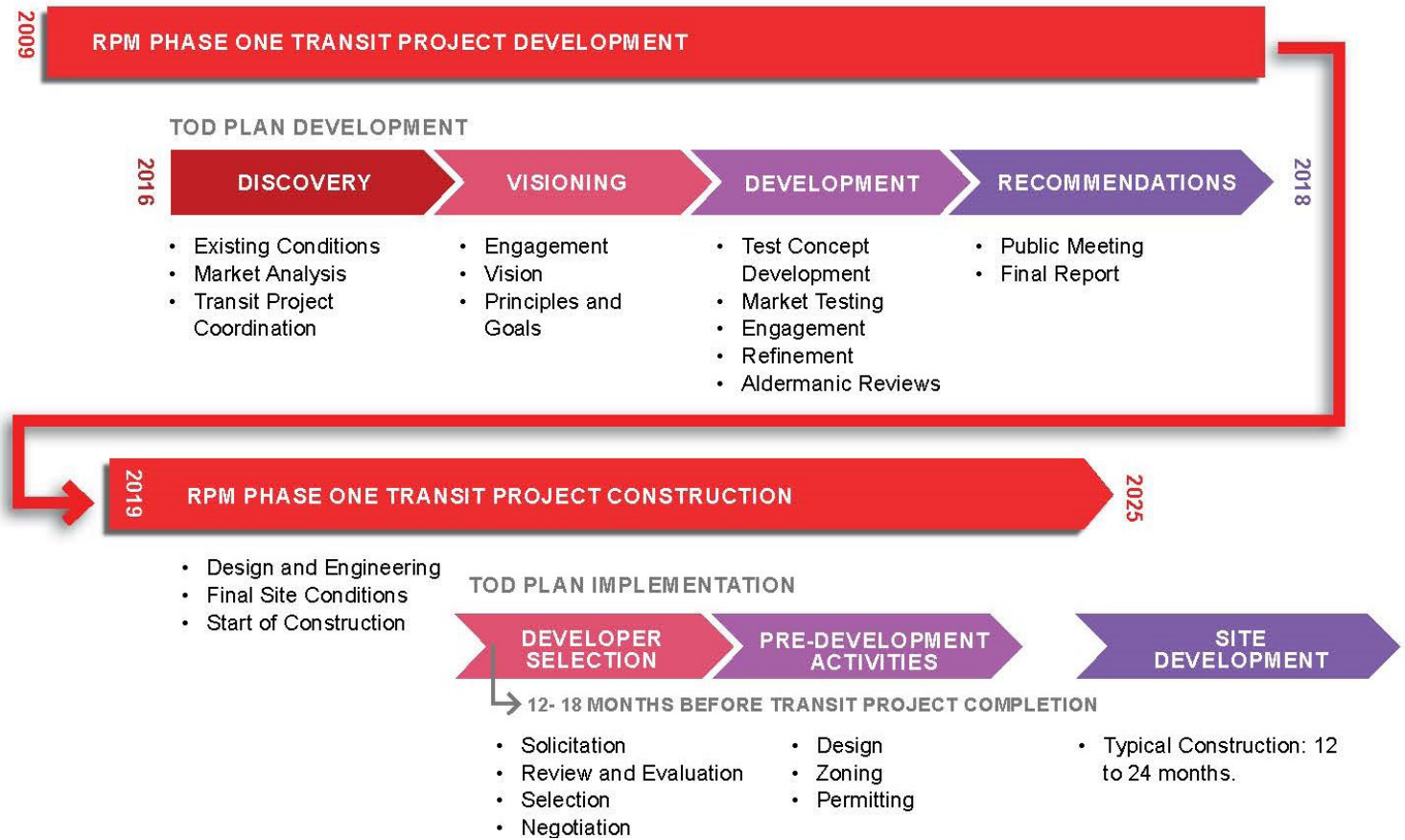
#### Urban Design Goals

High quality urban environments improve connections to transit by encouraging pedestrian activity through enhanced streetscapes and shared public spaces. The strategic redevelopment of the CTA-owned parcels should complement the scale of adjacent buildings, improve the overall street design, and offer active ground floor uses where appropriate.

#### Corridor Goals Within the Study Area

The Study Area includes a variety of distinct corridors: Broadway is a predominantly auto-oriented commercial street; Lawrence Avenue is a major east-west corridor and home to the Uptown entertainment district; Argyle Street and Bryn Mawr Avenue are neighborhood commercial streets. Corridor goals for each street seek to strengthen the existing character and capture the Study Area goals. The Study Area goals were articulated by the community and extend beyond the CTA-owned development parcels, supporting the larger vision for the Study Area, and providing context for future developments on CTA-owned parcels within the Study Area.

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.2:** Project Timeline

## Historic Preservation Goals

The Study Area includes three National Register of Historic Places districts (West Argyle Street NRHP District, Bryn Mawr Avenue NRHP District, Uptown Square NRHP District) and the Uptown Square Chicago Landmark District. As part of the community engagement and goal-setting process, historic preservation goals were incorporated into the Study Area vision.

## SITE-SPECIFIC TEST CONCEPTS

The primary objective of this study is to analyze and provide realistic redevelopment strategies through test concepts for the CTA-owned parcels. The redevelopment concepts presented in this report are test fits for determining the

feasibility of redevelopment based on community goals and market demand for proposed land uses.

The test concepts for each site illustrate the goals and objectives that will be referenced in future RFPs issued by the CTA to redevelop each property. Many of the test concepts will require modifications to the zoning, which will entail additional coordination and review by the City of Chicago Department of Planning and Development at the time of redevelopment.

The test concepts help the CTA evaluate financial feasibility based on current real estate market and development trends, to ensure that a buildable, financially-feasible approach exists for each site, which is also compatible with



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underlying goals. Final development proposals may differ from the test concepts presented in this report as they respond to changes in market conditions and neighborhood context.

There are five sites that were studied in detail as part of this TOD Plan.

### Hollywood Avenue Site (LBMM 01)

The site is located at the corner of Hollywood Avenue and Broadway, with excellent visibility from both streets, and convenient access to Lake Shore Drive. A new entrance for the Bryn Mawr station is planned on Hollywood Avenue.

The test concept is an eight-story, mixed-use building that creates a gateway to the Study Area and brings residential development adjacent to the new station entrance.

### Broadway Site (LBMM 02)

This site is located mid-block between Hollywood Avenue and Bryn Mawr Avenue. This is a large site that could accommodate a mid-sized commercial development; however, market analysis indicates this site would be most appropriate for a mixed-use residential development.

The test concept is a seven-story, residential mixed-use building that completes the urban street wall and maximizes opportunities for the large site.

### Bryn Mawr Site (LBMM 03)

This site, adjacent to the Bryn Mawr station, is located in the Bryn Mawr Avenue National Register of Historic Places District and is surrounded by many scales and styles of buildings.

The test concept reinforces the existing street character through a five-story, mixed-use building with residential above ground floor retail.



**Figure 1.3:** Conceptual rendering looking south on Broadway near Hollywood Avenue



**Figure 1.4:** Conceptual rendering looking south on Broadway near Hollywood Avenue



**Figure 1.5:** Conceptual rendering looking west on Bryn Mawr Avenue at Winthrop Avenue

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**Figure 1.6:** Conceptual rendering looking east on Argyle Street

### Argyle Street Site (LBMM 04)

This site is directly connected to the existing track embankment and the Argyle station and is located in the West Argyle Street National Register of Historic Places District.

The test concept is a five-story building with residential above ground floor retail that responds to the existing street character.

### Lawrence Station Area (LBMM 05)

The parcel on Lawrence Avenue directly west of the Lawrence station is currently a City of Chicago-owned parking lot that will be used temporarily to support RPM Phase One. As part of the TOD Plan process, the CTA engaged the community and stakeholders in creating a vision for this site. Since that time, new development that is occurring in the vicinity has been identified as having the potential to impact the market assessment and future development opportunities for this site. For that reason, a site-specific test concept is not included in this report.

### IMPLEMENTATION

The timing of this study allows for coordination between RPM Phase One and the future redevelopment sites. Having clear principles and goals for development in advance of the RPM Phase One completion will allow the CTA to expedite the RFP process and developer selection resulting in redevelopment of the sites in a timely manner after RPM Phase One construction is complete.

The guiding principles and goals that informed the development of these concepts will be incorporated into the future developer selection criteria and RFP documents that the CTA will use to return these remainder parcels to productive use following the construction project.

Using the TOD Plan as a reference, the CTA will evaluate the responses to developer RFPs based on:

- Developer experience with similar projects and capacity to get the project completed in a timely manner
- Alignment with CTA TOD goals and procurement requirements
- Adherence to community goals for development land uses, building scale, parking, ground level design, and streetscape



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## RED AND PURPLE MODERNIZATION TRANSIT-ORIENTED DEVELOPMENT PLAN INTRODUCTION

### RED AND PURPLE MODERNIZATION

The Red and Purple Modernization (RPM) Program is a transformative, multi-phase project designed to ensure a strong future for the Chicago Transit Authority's (CTA) busiest rail line—the Red Line—which carries more than 30 percent of all CTA rail riders. This project will modernize stations and infrastructure along a 9.6-mile stretch of track that was built in the early 1920s, expanding capacity on the CTA's Red and Purple lines to improve service for customers, while enhancing access to housing, jobs, retail, and community services.

The comprehensive work outlined as part of the RPM Program is scheduled to be completed in phases, which allows the CTA to make the greatest number of improvements, while minimizing impacts on riders and the surrounding communities.

RPM Phase One is a \$2.1 billion project that will completely rebuild four rail stations and more than a mile of tracks and support structures adjacent to these stations. A new bypass structure will be constructed north of the Belmont station to modernize the 100-year-old

Clark Junction where Red, Purple, and Brown line trains currently intersect, allowing the CTA to significantly increase the number of Red Line trains it can operate to reduce overcrowding and meet growing demand for transit service. RPM Phase One will also increase rail speed with the installation of a new, higher-capacity signal system from approximately Belmont Avenue to Howard Street, allowing for increased throughput of trains and improved service reliability.

RPM Phase One requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. Portions of the CTA-owned land impacted by RPM Phase One may no longer be needed for CTA operations after the project. The CTA's objective is to return this land to active uses through redevelopment as soon as possible once RPM Phase One construction is complete. The CTA will solicit developers through a formal, public Request for Proposals (RFP) process. The Transit-Oriented Development (TOD) Plan forms the foundation for potential future redevelopment of the CTA-owned parcels.



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### THE RED-PURPLE BYPASS PROJECT AND THE LAWRENCE TO BRYN MAWR MODERNIZATION PROJECT

RPM Phase One is comprised of two main components: the Red-Purple Bypass project in the Lakeview neighborhood and the Lawrence to Bryn Mawr Modernization project in the Uptown and Edgewater neighborhoods.

Lawrence to Bryn Mawr Modernization project includes:

- Reconstruction and expansion of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations with ADA accessibility
- Modernization of 1.3 miles of 90-year-old track/embankment

Recommendations for the Red-Purple Bypass Study Area are presented in a companion report.

### THE TRANSIT-ORIENTED DEVELOPMENT PLAN

As part of the Federal Transit Administration's (FTA) Pilot Program for transit-oriented development, the CTA engaged a multi-disciplinary consultant team to develop the TOD Plan for select areas of the Lakeview and Uptown/Edgewater neighborhoods. The TOD Plan is a proactive study that creates a community-driven guide for future development. It is being conducted separately from, but concurrently with, RPM Phase One.

The TOD Plan process is a component of a broader effort by the CTA to improve infrastructure along this northern transit corridor. This process is a new initiative for the CTA and is an outcome of community input received during the RPM Phase One Environmental Assessments. The CTA partnered with the City of Chicago Department of Planning and Development, Chicago Department of Transportation, elected officials, and the consultant team to engage with stakeholders

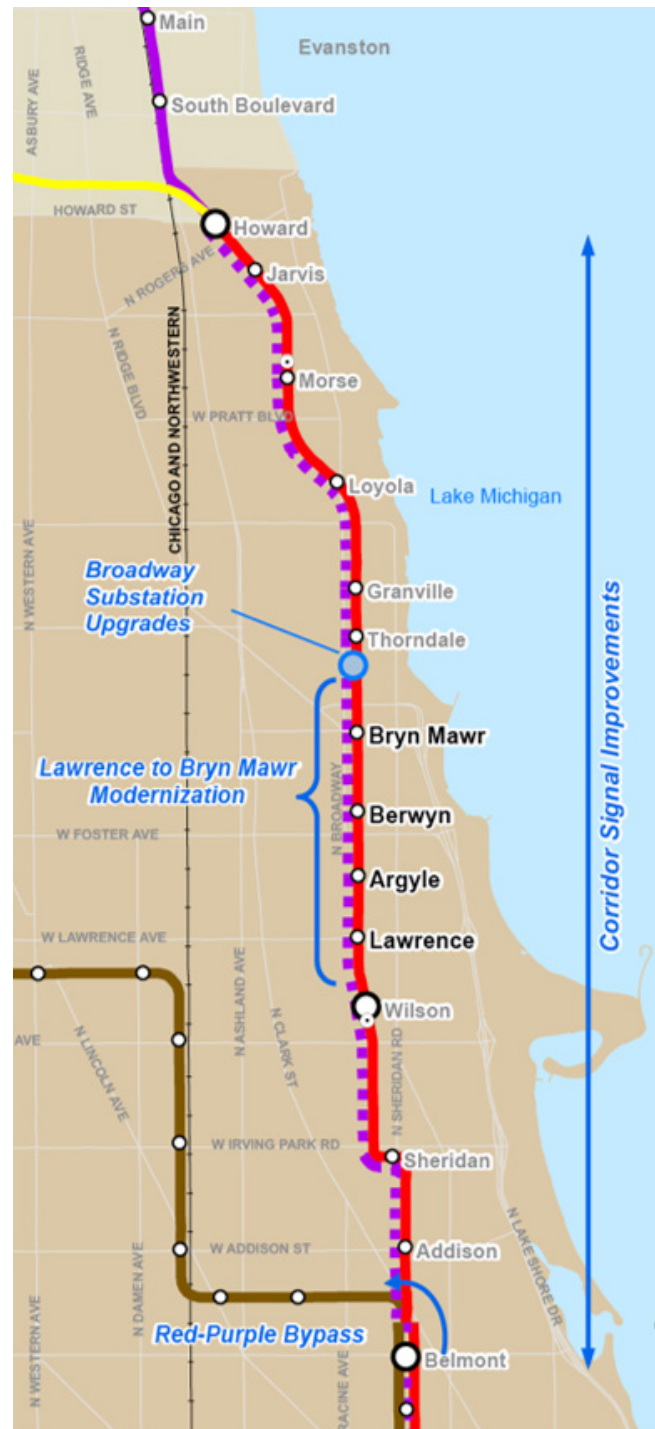


Figure 1.7 RPM Phase One

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

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in planning for the neighborhoods along the forthcoming rail corridor improvements.

In addition to the community's input, the plan is guided by a real estate Market Analysis, a development financial feasibility analysis, and historic preservation considerations. The resulting framework capitalizes on the adjacent transit service that is reflective of the community's vision, and is responsive to market demands.

The Plan defines a broad vision for the Study Area, supported by guiding principles and goals for land use, transportation, and urban design, and for specific corridors within the Study Area. These components combine to provide context for site-specific test concepts. This framework promotes thoughtful redevelopment of CTA-owned parcels that will no longer be needed for CTA operations following construction, and will guide the CTA in future selection of developers for the CTA-owned parcels.

### PURPOSE OF THE TOD PLAN

- Create a community-driven vision for the CTA-owned redevelopment parcels within the larger neighborhood context.
- Build support within the community for future development.
- Help developers understand community goals and visions in advance, allowing for a more efficient public process in the future.
- Establish guidelines for the CTA construction project (RPM Phase One) to optimize redevelopment parcel size and shape.
- Prepare site-specific test concepts to gather community feedback on appropriate scale, massing, and land use.
- Incorporate market-based recommendations to ensure realistic test concepts.

The TOD Plan process is comprised of the following steps:

1. Project Initiation and Outreach
2. Existing Conditions Analysis and Market Analysis
3. Study Area Vision, Goals and Objectives
4. Site-Specific Test Concepts
5. Implementation Strategies

- Provide guidance to the CTA for future selection of developers for CTA-owned parcels and develop tools that will allow the CTA to expedite development of these sites.

### TOD PLAN PROCESS AND REPORT OVERVIEW

The TOD Plan began in late 2016 with data gathering, site visits, demographic research, site analysis, real estate market research, and early outreach in the form of key stakeholder discussions. This initial data gathering formed the foundation of the TOD Plan's Existing Conditions Analysis and Market Analysis. The outcomes of these analyses were presented to the public at the Plan's first public meeting in May 2017.

Throughout the spring of 2017, coordination between the consultant team and the CTA's engineering team refined the site constraints. The focus of this task was to review the RPM Phase One preliminary engineering plans within the context of the TOD Plan.

Based on the existing conditions, market analyses, and input from the community at the first public meeting, the Study Area vision, goals,



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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and site-specific objectives were established. Subsequently, preliminary site-specific test concepts were prepared to address these goals and strategies. These test concepts were then reviewed with stakeholders and the public at the Plan's 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 Plan's third and final public meeting in May 2018.

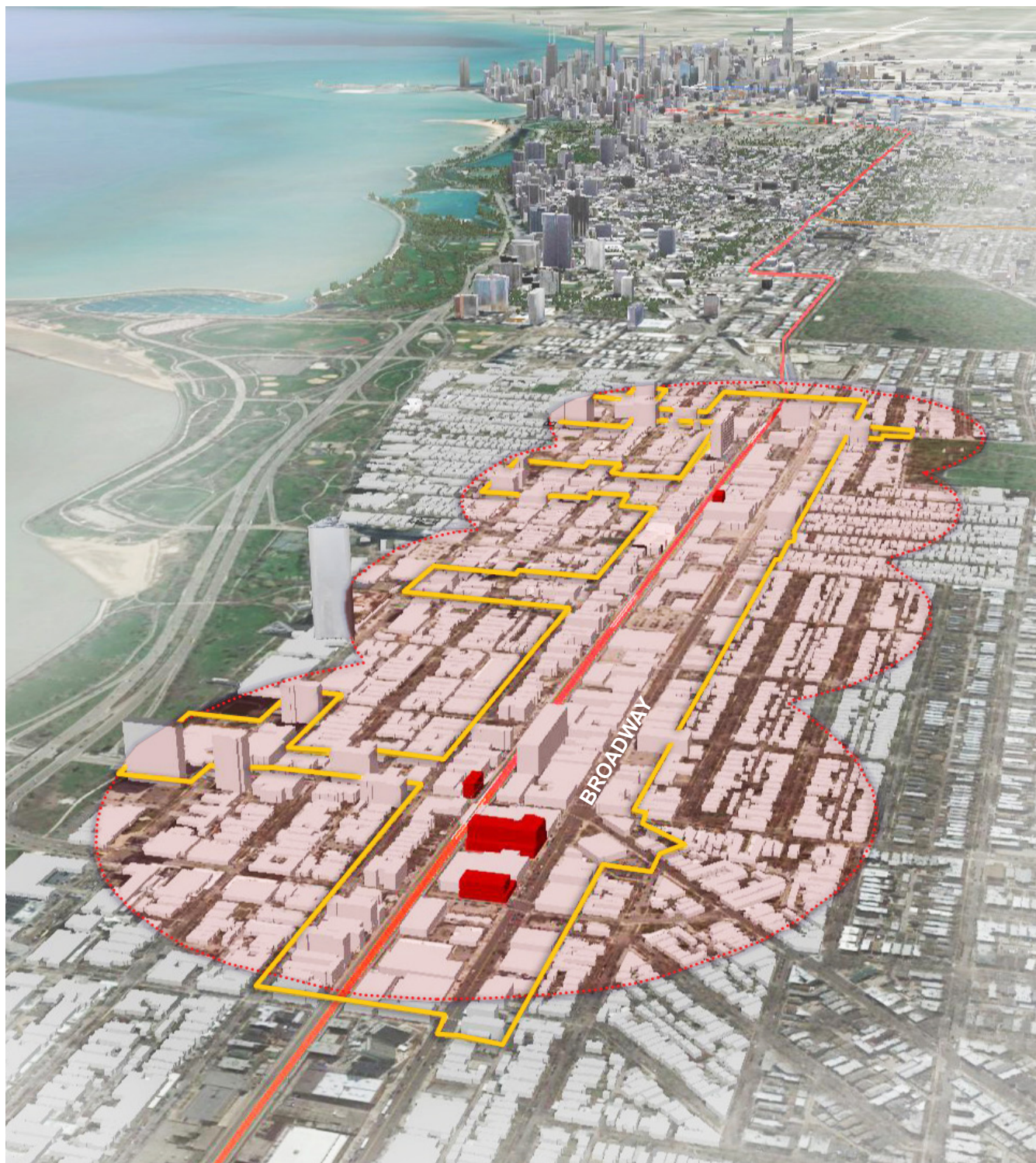
### THE TOD PLAN SUMMARY REPORT

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.

Additional information about the TOD Plan studies and supplemental reports, as well as the community outreach process, can be found in the subsequent chapters. Full reports can be found on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

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**Figure 1.8:** Perspective looking south, including CTA-owned redevelopment sites and quarter-mile radii from CTA Red Line stations in the Study Area



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## TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development (TOD) is mixed-use development that includes residential, commercial, and institutional land uses located in close proximity to significant public transit facilities. TOD is typically characterized by higher density near transit stations where connections to transit offer lower dependency on automobiles.

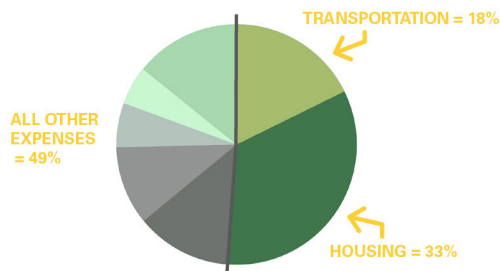
TODs can play a major role in improving community affordability, reducing greenhouse gas emissions, increasing accessibility to jobs, and enhancing quality of life. Living near public transit allows households to spend less on vehicular transportation and more at local businesses. For low-income households, it also

means being better connected to economic opportunity. (Source: Center for Neighborhood Technology)

### ADVANTAGES OF TOD

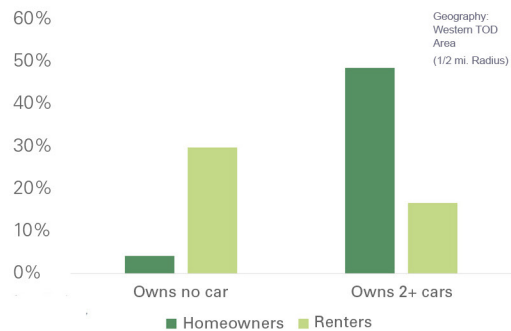
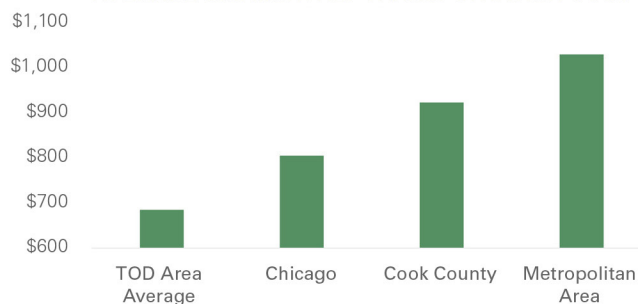
- Increases residential density in commercial districts
- Supports neighborhood serving retail
- Fosters more walkable neighborhoods
- Increases access to jobs
- Encourages a car-free lifestyle, fostering a cleaner environment and reduction in transportation costs

### AVERAGE U.S. HOUSEHOLD EXPENSES



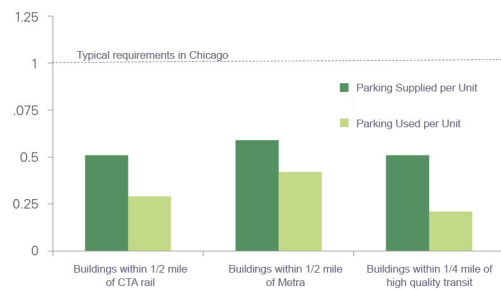
Source: BLS Consumer Expenditure Surveys, 2001-2010

### AVERAGE U.S. MONTHLY TRANSPORTATION COST



### RENTERS NEAR TRANSIT OWN FEWER CARS

Source: American Community Survey 2011-2015 Averages



### DEMAND FOR PARKING LOWER NEAR TRANSIT

**Figure 1.9:** Transit-Oriented Development Statistics (Source: Center for Neighborhood Technology)



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## EXAMPLES OF RECENT TOD DEVELOPMENTS IN CHICAGO



Figure 1.10: 3400 N. Lincoln Avenue



Figure 1.11: 2407 W. Eastwood Avenue



Figure 1.12: 1225 N. Wells Street



Figure 1.13: 945 W. Belmont Avenue, under construction August 2018

### WHY A TRANSIT-ORIENTED DEVELOPMENT PLAN?

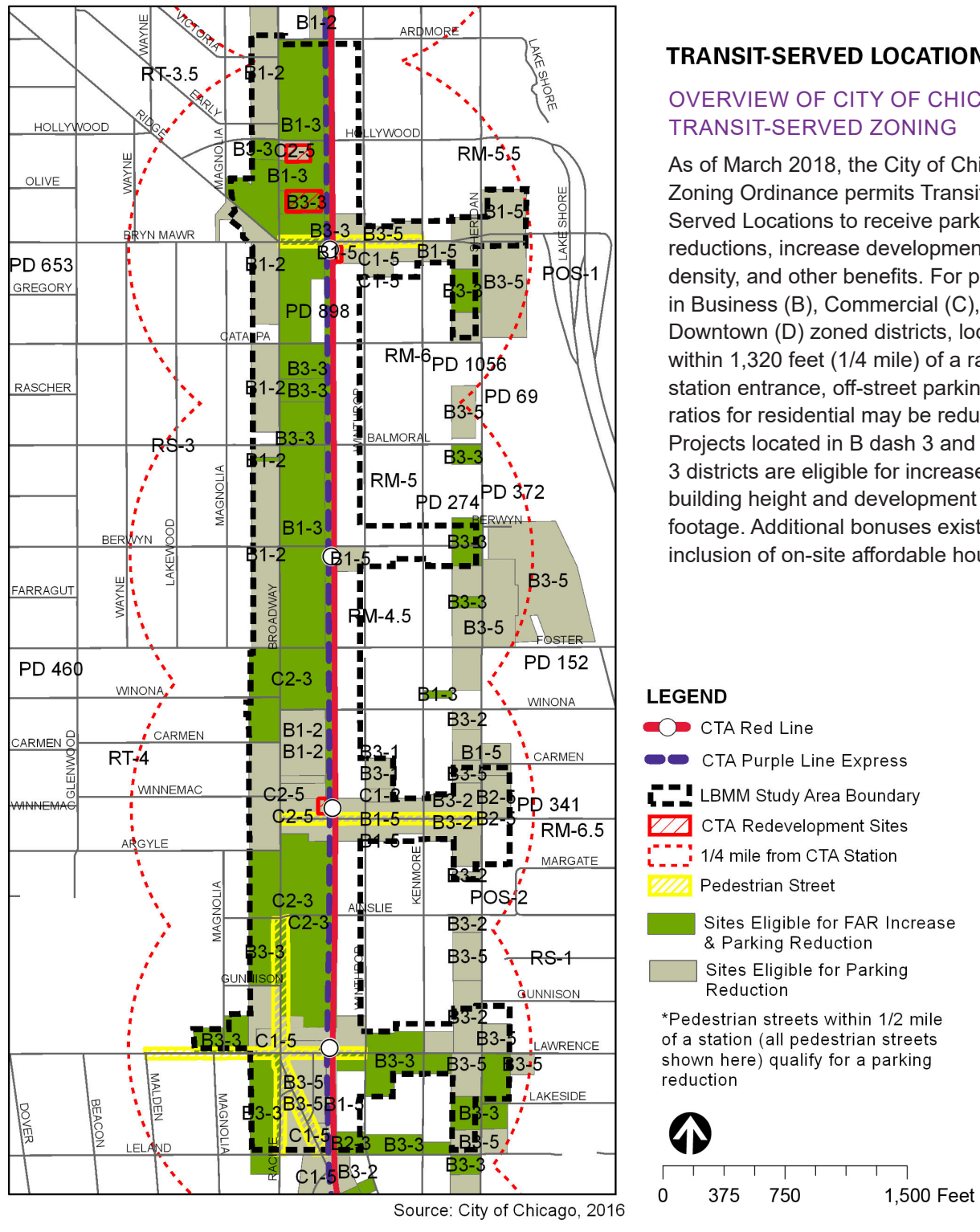
The overall goal of the TOD Plan, and in particular the site-specific concepts, is to fully leverage the opportunities provided by locating new mixed-use development adjacent to the CTA, a high-frequency transit system. The development concepts presented in this report make full use of the existing City of Chicago Transit-Served Zoning incentives dated March 2018, by encouraging compact, moderate density development, in a walkable layout with active ground floor uses.

The images on this page highlight recent successful TOD developments near CTA transit stations.

### PEDESTRIAN STREETS

While distinct from the City of Chicago's Transit-Served Zoning, City of Chicago designated Pedestrian Streets also play a complementary role in TOD-style development. The Pedestrian Street zoning classification is an overlay 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. The regulations are intended to promote transit use, economic vitality, and pedestrian safety and comfort.

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**Figure 1.14:** Existing Transit-Served Locations (2018) Source: City of Chicago GIS



## TOD PLAN SUPPLEMENTAL 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 this Summary Report. Below is a brief overview of the supplemental 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, structures, businesses, streets, pedestrian facilities, bicycle facilities, transit facilities, transit services, community facilities, public open space, and public parking. The Existing Conditions Analysis was prepared 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.

The Existing Conditions Analysis Report is available on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).



Figure 1.15: Supplemental Reports

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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. Key recommendations from this study include:

- Requirements for site preparation following the track construction
- Loading dock and service access strategies for the properties adjacent to the track structure
- Alley configuration coordination to maintain access to redevelopment sites
- Opportunities to minimize impact to the public realm

## ZONING AND FINANCIAL ANALYSES

In tandem with the preparation of the site-specific test concepts, Zoning and Financial Analyses were conducted. The 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 to 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 analyses:

- Reviewed current zoning allowances and identified potential for revisions
- Confirmed highest and best use allocation for land assets and supporting real estate
- Conducted development feasibility analysis and a total development budget

**Note:** 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.



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## MARKET ANALYSIS OVERVIEW

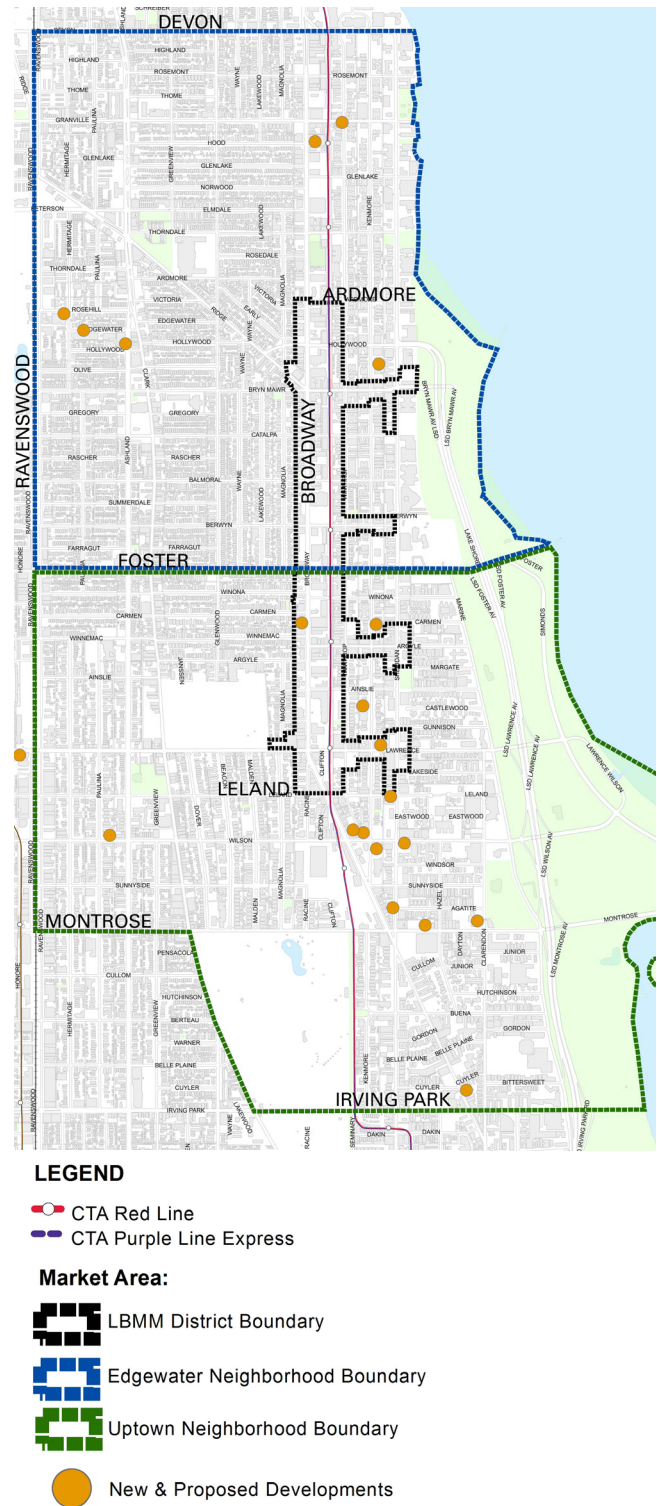
The Market Analysis, conducted in the spring of 2017, includes a review of demographic and economic conditions, interviews with developers and other stakeholders, review of existing and possible updated zoning of development parcels, and an analysis of each station's residential and commercial development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

### Market Analysis Background

The Market Analysis, provides estimates of near term (1-5 years) and longer term (6-10 years) demand for residential and commercial development.

The LBMM Market Area used for this analysis includes the Uptown and Edgewater community areas, two of the 77 community areas officially recognized by the City of Chicago for planning purposes. The Market Area specific to the LBMM Study Area was defined based on the geographic area from which the Study Area is expected to get the majority of its market support, including the majority of patronage for the businesses located in the Study Area. The designation of a market area also considers geographic boundaries such as major street arteries, demographic factors, and mobility patterns.

The communities of Uptown and Edgewater both enjoy a lakefront location on Chicago's north side, with an ease of access to Lake Shore Drive and a broad range of commercial amenities. The area is well served by lakefront recreational amenities, including Foster, Montrose, and Osterman beaches. Broadway Avenue forms a commercial spine traveling through the two community areas, both of which are well served by the adjacent CTA Red Line. While similar, each community area has unique features.



**Figure 1.16:** LBMM Study Area and the broader LBMM Market Area

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

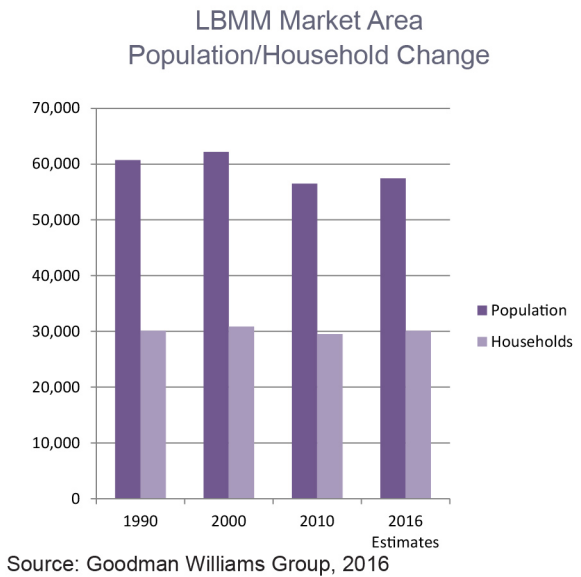
## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

### Residential Market Findings

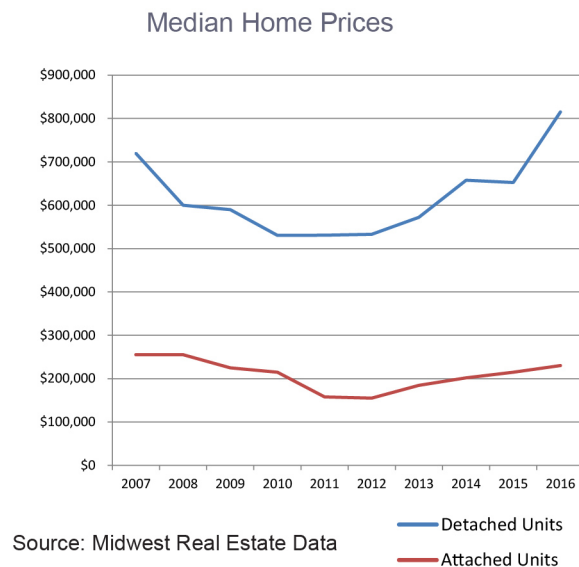
The LBMM Market Area has proven to be a viable and resilient residential market that, after a period of decline and dormancy, is once again active. The area offers a unique mix of entertainment, cultural diversity, history, lakefront proximity, and easy access to transit that are important draws. As evidence, the Market Area has successfully absorbed some 850 new rental units between 2014 and 2016 – the most in and around the LBMM Study Area. The resulting absorption rate of roughly 275 new units per year is higher than the base case rental demand, which forecasts 222 new units annually over the next five years in the Market Area. Of note is the fact that as of April 2018, eighteen development projects were proposed or under construction that would collectively bring nearly 2,600 new units to the LBMM Market Area, potentially creating a period of oversupply.

As of spring 2018, the LBMM Study Area has a relatively limited number of residential units (when compared to the Market Area as a whole), with estimates totaling slightly more than 3,000 units. The residential units that are located along Broadway are predominately rental, located in mixed-use buildings at the northern and southern ends of the corridor. This situation may soon change, however, with local developer Cedar Street's redevelopment of 5050 N. Broadway. This redevelopment of the former Aon Insurance building, and associated new construction on the east side of Broadway, are expected to add more than 700 residential units and 50,000 square feet of commercial space. This development could act as a powerful catalyst, spurring future development of both residential units and commercial uses.

Future residential development in the LBMM Study Area is likely to come in several forms, including the renovation of older existing residential buildings and the construction of new mixed-use buildings. Cedar Street's Lawrence



**Figure 1.17:** Population/Household Change of LBMM Market Area



**Figure 1.18:** Median Home Prices of LBMM Market Area



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

House, located at 1020 W. Lawrence Avenue, is a good example of how an existing building can provide attractive new units with rents that are more affordable than those in newly constructed buildings. Though this development features small units, numerous amenities make them particularly attractive to younger tenants. The City's provisions for Transit-Served Locations in the Zoning Ordinance will likely spur interest in new development around the Study Area's CTA stations. New construction is also likely to occur in many locations along the Broadway corridor in the Study Area, where the possibility exists to create land assemblages for large-scale developments. In the near term, these projects are most likely to be rental buildings with ground floor commercial space. Unit sizes are likely to be small to keep rents affordable to the likely target markets of millennial workers and perhaps area college students from Loyola University.

Data from the Market Assessment suggests that, over time, the condominium market on the North Side will re-emerge. When it does, select locations in and around the LBMM Study Area could be suitable for this type of development. The most likely product type would be mid-rise buildings of 20-40 units in locations near train stations. Nearer term, any new for-sale residential development will likely be limited to detached single-family homes and small scale walk-up buildings in the desirable residential enclaves west of Broadway.

### Commercial Market Findings

The larger LBMM Market Area has more than 6 million square feet of commercial space, approximately 1.4 million of which are contained in the Study Area. This indicates that while the LBMM Study Area itself includes a number of shopping centers and ground floor retail uses, it represents less than a quarter of the commercial offerings in the larger Market Area. Competitive commercial corridors in the Market Area include areas along Wilson, Broadway, Montrose, Clark Street, Thorndale, Granville, and Devon Avenue.

### COMMERCIAL DEVELOPMENT BREAKDOWN

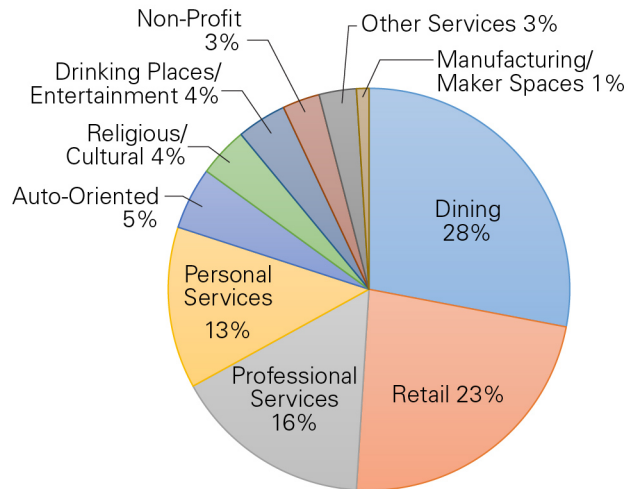


Figure 1.19: LBMM Market Area Commercial Uses

The commercial space in the Study Area is a mix of primarily ground floor space in older mixed-use buildings and a number of neighborhood and convenience shopping centers, most of which are located on Broadway near its intersection with Foster. CoStar Realty Services reported approximately 108,000 square feet of vacant retail space in the Study Area as of January 2017. Our inventory of ground floor uses in the Study Area revealed 76 vacant storefronts out of a total of 414, representing an 18% vacancy rate. Absorption of new space in both the larger Market Area and in the Study Area has been modest in recent years.

Twenty-six percent of all businesses in the Study Area are either limited-service or full-service restaurants. The Asian restaurants on and near Argyle Street (branded as "Asia on Argyle") are a particular draw in Uptown. Independent retail stores and personal service businesses are also well-represented in the Study Area. These locally owned businesses give the area a unique vibe, but also contribute to a low average rental rate.

## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

Recent commercial deliveries in the Study Area have been limited. The new 20,000-square-foot shopping center located at 5210-5224 N. Broadway was completed in 2015 and is anchored by national tenants Chipotle and PetSmart. The ground floor of Lawrence House, which was renovated in 2016, includes an estimated 10,000 square feet of commercial space.

As is the case for the residential market, the proposed mixed-use development at 5050 N. Broadway may be a game-changer for the commercial market along Broadway, adding 45,000 square feet of ground floor commercial space. This new ground floor retail, along with the space in redevelopments such as Lawrence House, will likely represent the bulk of new commercial space in the Study Area in the near term.

Longer term, as more people reside in and are drawn to the area by its unique features like the entertainment venues and Asia on Argyle, smaller, independently owned stores are likely to benefit and existing older storefronts are more likely to stay occupied. To the extent that new commercial space is built in the LBMM Study Area, it will likely be ground floor space in new, mixed-use projects. Larger scale redevelopment in the Study Area is most likely to occur between Hollywood and Bryn Mawr Avenue. Deeper lots along the east side of Broadway may also redevelop over time with mixed-use projects featuring ground floor commercial space.

Additional opportunity sites are located at the southern end of the Study Area along Lawrence Avenue. The opportunity for larger-scale commercial development over the next 5-10 years will largely depend on how many appropriately sized and located sites can be assembled and entitled in the Study Area. In addition, smaller infill projects will also represent limited opportunities for commercial development in mixed-use projects.



Figure 1.20: Wilson Yards Target (2010)



Figure 1.21: 5050 North Broadway, currently under construction



Figure 1.22: Wilson Red Line station reconstruction (2018)



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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## STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

The strengths, weaknesses, opportunities, and threats of the LBMM Study Area are considered here from a real estate market perspective.

### STRENGTHS

- The Study Area is well-served by transit.
- The North Side lakefront location is desirable.
- Recent public investment on Argyle Street has focused attention on the area.
- Historic buildings add character to the Study Area.
- Ongoing redevelopment of formerly vacant and under-utilized spaces such as the planned renovation of the Uptown Theatre.
- The Uptown entertainment district serves as an anchor to the Study Area.
- Developer Cedar Street is building a strong brand that is attractive in the market.

### WEAKNESSES

- Broadway is auto-oriented, not pedestrian friendly.
- Uptown's legacy as a nexus for supportive social services could limit market-rate demand.
- Attracting certain national tenants could be impacted by truncated market area, given proximity to Lake Michigan.
- High first floor commercial vacancy rate in the LBMM Study Area could hinder redevelopment efforts.
- Perceptions of crime have potential of making market less desirable overall for investment.

### OPPORTUNITIES

- The Uptown entertainment district has been strengthened with the creation of the Uptown Square Chicago Landmark District.
- The potential exists for redevelopment along the deeper lots on the east side of Broadway.
- The potential exists for denser development, given recent changes in TOD zoning.
- Improvements at the Wilson station and expected RPM improvements will improve area's transit offerings.
- Institutional investors have recently shown interest in the Market Area.
- Large new redevelopments have market-making potential (Broadway 5050 and Eight Eleven Uptown at 811. W Agatite).
- The planned new station entrance at Hollywood Avenue presents an opportunity for transit-oriented development.
- The influence of Loyola's Lake Shore Campus is stabilizing the market area to the north.

### THREATS

- RPM construction in commercial areas could weaken existing tenants and hinder attraction efforts during construction time horizon.
- As of April 2018, recently delivered and proposed developments include more than 2,900 residential units, which has potential of oversupplying the market area.

## HISTORIC PRESERVATION PLANS

The LBMM Study Area includes three existing National Register of Historic Places (NRHP) districts including:

- The West Argyle Street NRHP District
- The Bryn Mawr Avenue NRHP District
- The Uptown Square NRHP District

Additionally, the LBMM Study Area includes the Uptown Square Chicago Landmark District.

Historic Preservation Plans for the three districts were developed as part of the TOD Plan. The development of these plans included coordination with interested local historic preservation groups and experts, the community, and the CTA.

The Historic Preservation Plans identify, describe, and evaluate historic and architectural significance and integrity, local setting and context, and character-defining features of each district. The study informs how development within these districts can respond to and complement the historic character of each district.

### OVERVIEW OF HISTORIC PRESERVATION PRINCIPLES

The Historic Preservation Plans contain principles that encourage the continued preservation of existing buildings and outline strategies for appropriate building additions and new construction that enhance the architectural character, pedestrian scale, and identity of the district.

The primary strategies outlined by the Historic Preservation Plans are to:

- Preserve historically important materials that convey the district's significance.
- Repair, rather than replace, architectural features and details.
- If significant architectural features cannot be repaired or are missing, replace with compatible features or materials.
- When replacement or reconstruction of architectural features is necessary and historical evidence is not available, similar contributing buildings from the same architectural style and time period in the district may be used as a reference.
- Differentiate new construction from historic resources, but also respect the existing character of the district.
- Support and enhance the historically transit-oriented nature of the district.

### OVERVIEW OF HISTORIC PRESERVATION GUIDELINES

In addition to the overall principles for development and renovation in the district, the plans inform how development within these districts can respond to and complement their historic character. Development of the TOD Plan sites should comply with these guidelines.

A full description of the strategies as well as detailed design guidelines for each historic district on the CTA website at

[www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

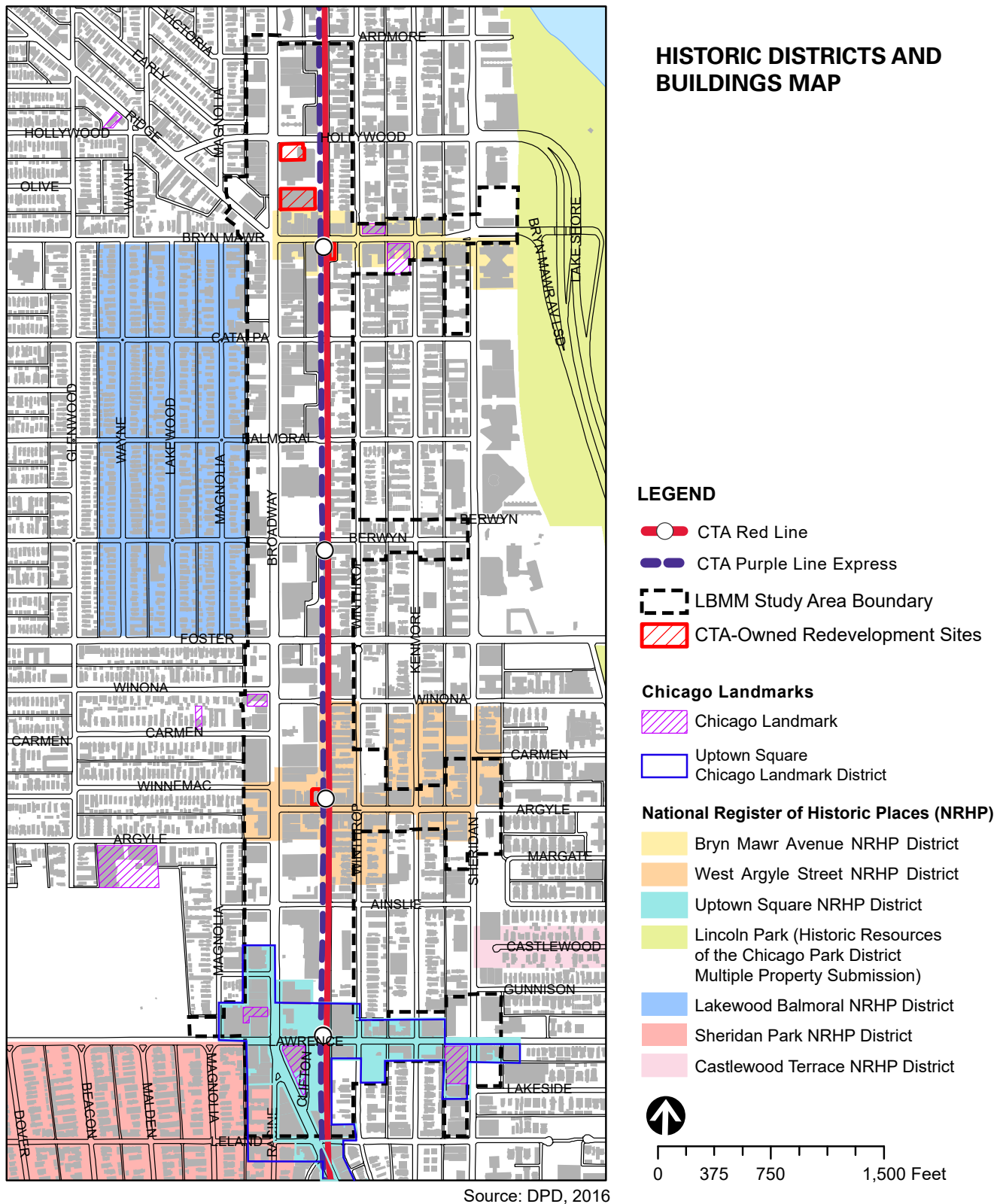


Figure 1.23: Historic Districts and Buildings Map

## PREVIOUS PLANS, STUDIES, AND REPORTS

The following previous plans, studies, and reports provide contextual information for the TOD Plan.

### 2017 REDEFINING THE DRIVE NORTHERN TERMINUS TRAFFIC STUDY (NTTS)

Illinois Department of Transportation (IDOT),  
City of Chicago Department of Transportation  
(CDOT), Chicago Park District (CPD)

The northern terminus of Lake Shore Drive is a unique junction between a high-speed, high-capacity boulevard and the neighborhood street network. The Northern Terminus Traffic Study (NTTS) specifically addresses the transportation issues affecting the Edgewater community and the 48th Ward.

The primary goal of the NTTS is to achieve balance between daily travel demand generated at the northern terminus of Lake Shore Drive with local access and needs. The plan outcomes will include strategies to better control traffic flows throughout the neighborhood by using complete street strategies, implementing more efficient traffic control mechanisms, and to create a better balance between traffic on Broadway, Hollywood Avenue, and Sheridan Road. This study is ongoing.



Figure 1.24: Relevant Plans, Studies and Reports



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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### 2016 RED AND PURPLE MODERNIZATION PHASE ONE PROJECT REDEVELOPMENT PROJECT AREA: TAX INCREMENT FINANCING REDEVELOPMENT PLAN AND PROJECT

(City of Chicago)

The City of Chicago designated a transit planning area, known as a Transit Facility Improvement Area (TFIA), for various public transit infrastructure improvement purposes, including the modernization of the CTA Red Line and Purple Line (known as the Red and Purple Modernization Program, or RPM). The TFIA covers over 17,000 parcels, and over 3,000 acres of property between Devon Avenue and Division Street.

None of the CTA-owned redevelopment sites in the LBMM study area lie within the Transit TFIA. These sites lie with City of Chicago TIF districts as described below.

### OTHER TAX INCREMENT FINANCING (TIF) IN THE LBMM STUDY AREA

TIF districts are designated to promote the restoration and reuse of historic properties, facilitate the assembly and development preparations for vacant parcels, and to help fund public improvements in the area. TIFs have associated redevelopment plans. TIF districts in the LBMM Study Area include:

- 2007 Hollywood/Sheridan TIF (expires 2031)
- 1996 Bryn Mawr/Broadway TIF (expires 2019)
- 2001 Wilson Yard TIF (expires 2025)
- 2001 Lawrence/Broadway TIF (expires 2025)

### 2009 TRANSIT FRIENDLY DEVELOPMENT GUIDE

(CTA, DPD, CDOT)

This adopted guide was developed jointly by the City of Chicago and the CTA to promote higher density, mixed-use development surrounding existing transit facilities. The guide aims to increase the use of existing transportation infrastructure by improving the walkability and public realm surrounding the stations. Several stations within the LBMM Study Area were identified as major centers that have market demand for new mixed-use, transit-oriented development.

### OTHER PLANS AND STUDIES OF RELEVANCE TO THE TOD PLAN

Numerous other planning studies and initiatives were completed for the LBMM area by both the public and private sectors. The following studies were reviewed for general relevance to the goals of the TOD Plan:

- Uptown Square District: Landmark Designation (City of Chicago, 2016)
- Broadway/Lawrence Streetscape Plan (CDOT, 2016)
- LBMM Finding of No Significant Impact (FTA, 2015)
- Uptown Entertainment District Community Guidelines (Uptown United, 2012)
- Discover Asia on Argyle (Metropolitan Planning Council and Urban Land Institute, 2008)
- Edgewater Neighborhood Bike Network Plan (CDOT, 2017)
- Uptown Chicago, Illinois: A Strategy for Redevelopment of the Uptown District (ULI, 2000)

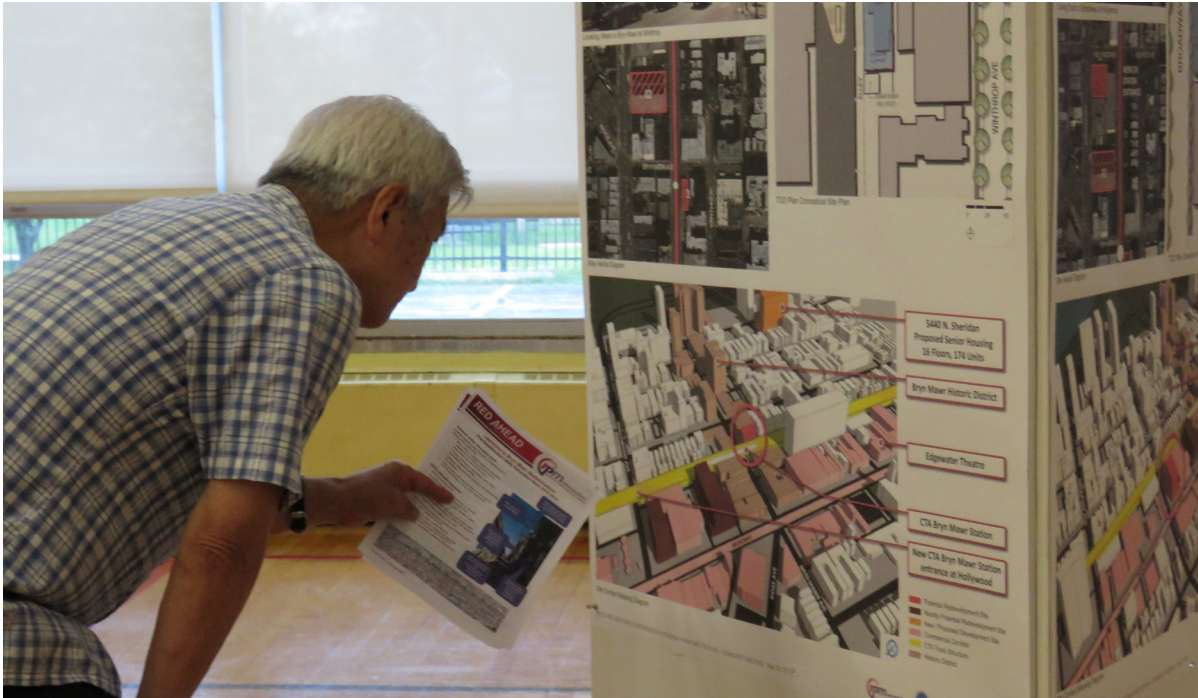


September 2018

CTA Red and Purple Modernization Phase One



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.25:** Third Public Meeting, May 2018, at St. Andrew Greek Orthodox Church

## COMMUNITY OUTREACH

The CTA and the consultant team welcomed the contributions of interested and engaged community members throughout the development of the plan. Outreach began in the spring of 2017 and was a result of, and a continuation of, the robust public involvement process for RPM Phase One. The community outreach process continued for the duration of the plan development and was integral to the successful preparation of the final TOD Plan. The community vision, guiding principles and goals articulated throughout the TOD Plan are outgrowths of this process.

Community outreach activities included two major components: focused stakeholder conversations with neighborhood representatives, elected officials, and city agencies; and broader conversations with the general public through three public open houses. These conversations formed the foundation for plan recommendations and helped to advance



**Figure 1.26:** Second Public Meeting, November 2017, at the EDGE Theater

the test concepts through each stage of development. The community outreach efforts included:

- Stakeholder meetings
- Public open house meetings
- E-mail communication

Documentation can be found on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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## STAKEHOLDER MEETINGS

The CTA and the consultant team met with businesses owners, local employers, neighborhood leaders, and elected officials in small group discussions in advance of each public meeting to gain an in-depth understanding of issues facing the community and provide a robust knowledge base to foster informed discussions with the community. Key stakeholders included:

- 48th Ward Alderman Harry Osterman
- 46th Ward Alderman James Cappleman
- Uptown United
- Uptown Chicago Commission
- Business Partners—The Chamber for Uptown
- Edgewater Chamber of Commerce
- Edgewater Development Corporation

Additional stakeholders were engaged as part of the Market Analysis and the Historic Preservation components of the project.

## PUBLIC MEETINGS

The CTA and the consultant team met with community members and the public-at-large at key points during the development of the plan recommendations. Each meeting was held in the evening at a publicly-accessible venue near transit within the LBMM Study Area. Meetings were announced in newspapers and through social media, posted at local civic institutions, promoted through local aldermanic and state representative offices and community groups, and sent via e-mail to nearly 2,000 people who had registered for project updates directly from the CTA.

Input was generally focused around the following topics:

- Transit-oriented development: building uses, density, massing, height, and design
- Housing affordability
- Diversity of size and types of housing (family housing)
- Transportation impacts: traffic, parking, biking, and pedestrian issues
- Construction impacts: street closures, blocking business visibility and access, parking limits
- Neighborhood and community impacts
- Historic resources
- Safety and security

### Public Meeting #1

The Plan's first community meeting occurred on Thursday, May 11, 2017, from 6:00 p.m. to 8:00 p.m. at the Broadway Armory, located at 5917 N. Broadway. Over fifty members of the community and the public-at-large attended the event. The meeting was an open house providing participants the opportunity to review exhibits, provide written comments, and engage in direct dialogue with the CTA and the consultant team.

The meeting focused on existing conditions and the results of the market analysis. The purpose was to glean information from residents and other stakeholders about their vision for the area, including street character, urban design, parking, biking, pedestrian access, land use, and building scale. As a result of this input, in conjunction with detailed field research, the consultant team developed initial concepts for the Study Area and the specific redevelopment sites.

There was consistent advocacy for housing affordability, supportive housing, and senior housing, with a focus on housing options that



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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will allow residents to age in-place. There were also comments concerning family housing and the need/desire for family-sized units (2-4 bedrooms). Accessibility and open space were priorities, along with a desire to use environmentally-friendly practices. There was a desire to maintain the unique character of the area, including the architectural character and style of the historic districts, while increasing the profile of the arts and entertainment district.

On the Lawrence Avenue corridor, support centered on the vision of a mixed-use entertainment district that is economically and socially diverse. The Bryn Mawr Corridor was seen as a neighborhood commercial street that integrates historic and contemporary elements and includes restaurants and retail along with housing options. The vision for Argyle Street centered on small independent shops and restaurants, continuing the “Asia on Argyle” theme. Attendees envisioned Broadway as a mixed-use corridor with residential and commercial development. Most often, community members identified restaurants and retail as appropriate uses. There was a desire to keep taller buildings along Broadway between the east side of Broadway and west of the tracks, but little interest in “high-rises” and a desire to avoid “monolithic” massing or large, flat facades. There was a mixed reaction to the existing strip malls: some participants liked the ease of parking; others noted the safety issues and the inevitable interruption of a walkable corridor. There was support for expanding bike routes and bike parking, reducing curb cuts, and enhancing pedestrian amenities and landscaping, particularly on Broadway. Artistic lighting, murals and temporary uses such as pop-up shops also received many positive comments.

### Public Meeting #2

The Plan's second community meeting occurred November 8, 2017, from 6:00 p.m. to

8:00 p.m. at the EDGE Theater, located at 5451 N. Broadway. Over seventy members of the community and the public-at-large attended the event.

The meeting provided an opportunity for participants to share thoughts and observations in an interactive environment. A brief presentation provided an introduction of the project goals, process, and orientation to the study area and site-specific concepts. A detailed series of 15 interactive exhibits were located in the lobby where representatives from the CTA and the consulting team were available to facilitate dialogue and answer questions. This dialogue informed the team, and assisted in framing issues and ideas for future refinement.

The team confirmed feedback from the first meeting and sought input on Study Area principles, public realm improvements, corridor enhancements, and preliminary test concepts for each redevelopment site within the Study Area. Site-specific test concepts represented development scenarios under consideration including building height, massing, size of commercial/retail space, number of residential dwelling units, distribution of unit types (number of bedrooms), along with off-site and on-site parking strategies.

There was a general consensus on some topics while opinions on other topics were quite divergent. Participants continued to be strong advocates for housing affordability, supportive housing, senior housing, and family housing. Participants shared a collective vision around the historic districts, in that development should support these districts; however, there was a wide range of opinions regarding building height, density, and parking with participants advocating both for and against each.

Additionally, the team was encouraged to consider design excellence, to increase

## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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access to open space, to support the Uptown entertainment district, create a vision beyond retail, and to have a vision for the Uptown and Edgewater neighborhoods.

The second meeting set the stage for the final public meeting in the spring of 2018 which addressed final recommendations and implementation strategies.

### Public Meeting #3

The Plan's third and final community meeting was held Wednesday, May 23, 2018, at St. Andrew Greek Orthodox Church, located at 5649 N. Sheridan Road from 6:30 p.m. to 8:00 p.m. Over 30 members of the community and the public-at-large attended the event.

The meeting confirmed the outcomes of prior meetings and provided residents and business owners with an opportunity to:

- Review the recommendations based on the year-long public engagement process.
- Provide comments to the CTA and the consulting team prior to publication of the final report.
- Learn about the developer selection and implementation process.

Participants were largely accepting of the concepts presented. Comments focused around three major topics including parking (both for and against), housing affordability, and influences of the transit project. CTA representatives shared with the community that the current concepts are based on the current market and the CTA encourages developers to provide parking at a ratio that is right-sized to the neighborhood and the market at the time of proposals. Proposals will also be evaluated by their proposed community benefits, including commitment to affordable housing.

Throughout the outreach process, the community expressed interest in a wide range of topics beyond the purview of the TOD Plan, including CTA operations and policies. The community asked questions regarding RPM Phase One as a whole, including impacts to the community before, during, and after the construction project. The CTA will continue a robust engagement process with the community as it develops plans for the new track, stations, and infrastructure, and will work with the community during construction to keep the community informed, including:

- Providing a dedicated outreach team
- Holding regular public meetings
- Having a space available within the RPM Phase One project area that would allow the community to have face-to-face time with RPM employees and ask direct questions about the project itself and impacts to their community
- Having an "Open for Business" campaign that will support and promote small businesses within the RPM Phase One project area and encourage people to patronize businesses within the project area
- Incorporating project signage & wayfinding
- Creating a project hotline
- Providing updates through a project website, e-blasts, and social media
- Distributing Construction Activity Notices (CANs)

### ONLINE DOCUMENTATION

Project summary, reports, meeting announcements, materials, and outcomes from the public meetings have been posted on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).



TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT  
LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



September 2018

CTA Red and Purple Modernization Phase One



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



Figure 1.27: Argyle Street Night Market (source: site design group, ltd)

## INTRODUCTION TO THE STUDY AREA

The Lawrence to Bryn Mawr (LBMM) Study Area is concentrated along the North Broadway corridor stretching from Leland Avenue to Ardmore Avenue. The Study Area encompasses culturally, ethnically, and economically diverse communities with a broad range of land uses, development densities, and architectural character. The Study Area covers roughly 157 acres, the 46th and 48th Aldermanic Wards, and a wide range of neighborhoods and districts.

The Edgewater neighborhood includes:

- Bryn Mawr Avenue National Register of Historic Places District

The Uptown neighborhood includes:

- West Argyle Street National Register of Historic Places District
- Asia on Argyle
- Uptown Square National Register of Historic Places District
- Uptown Square Chicago Landmark District
- Uptown entertainment district



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## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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The Study Area is well-served by transit and roadway infrastructure, including the CTA Red Line, with four CTA Red Line stations, and several bus lines. Broadway and north Lake Shore Drive are major north-south arterial roadways, and the Study Area is traversed by several east-west streets that connect the western neighborhoods to Lake Shore Drive and recreational lakefront park spaces and facilities. Several of these east-west streets are also traditional neighborhood commercial corridors, including:

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

### UPTOWN ENTERTAINMENT DISTRICT

Uptown has a rich, century-long history as an entertainment destination. Its many clubs and theaters hosted the stars of the silent film industry, and served as movie palaces of the 1920s. They also functioned as legendary rock venues in recent decades. Today, key destination venues such as the Aragon Ballroom and Riviera Theatre draw popular music fans from across the region, while the Green Mill remains one of the nation's premier jazz clubs. A handful of bars and restaurants serve concert and theater-goers, and the greater Argyle Street Asian enclave offers authentic dining options a few blocks away. However, the community lacks the quantity of small and mid-sized venues that bring nightly activity to a truly vibrant entertainment district, as well as investment in the historic properties to house them, and identifiers to bolster a sense of place. [Source: Uptown Entertainment District Community Guidelines (Uptown United, 2012)]

### ASIA ON ARGYLE

The blocks around the Argyle station are home to "Asia on Argyle", a distinct district within Uptown that is brimming with character and history. Argyle Street is home to the annual Argyle Lunar New Year Parade, a decades-old local tradition celebrating the start of the new Lunar Year.

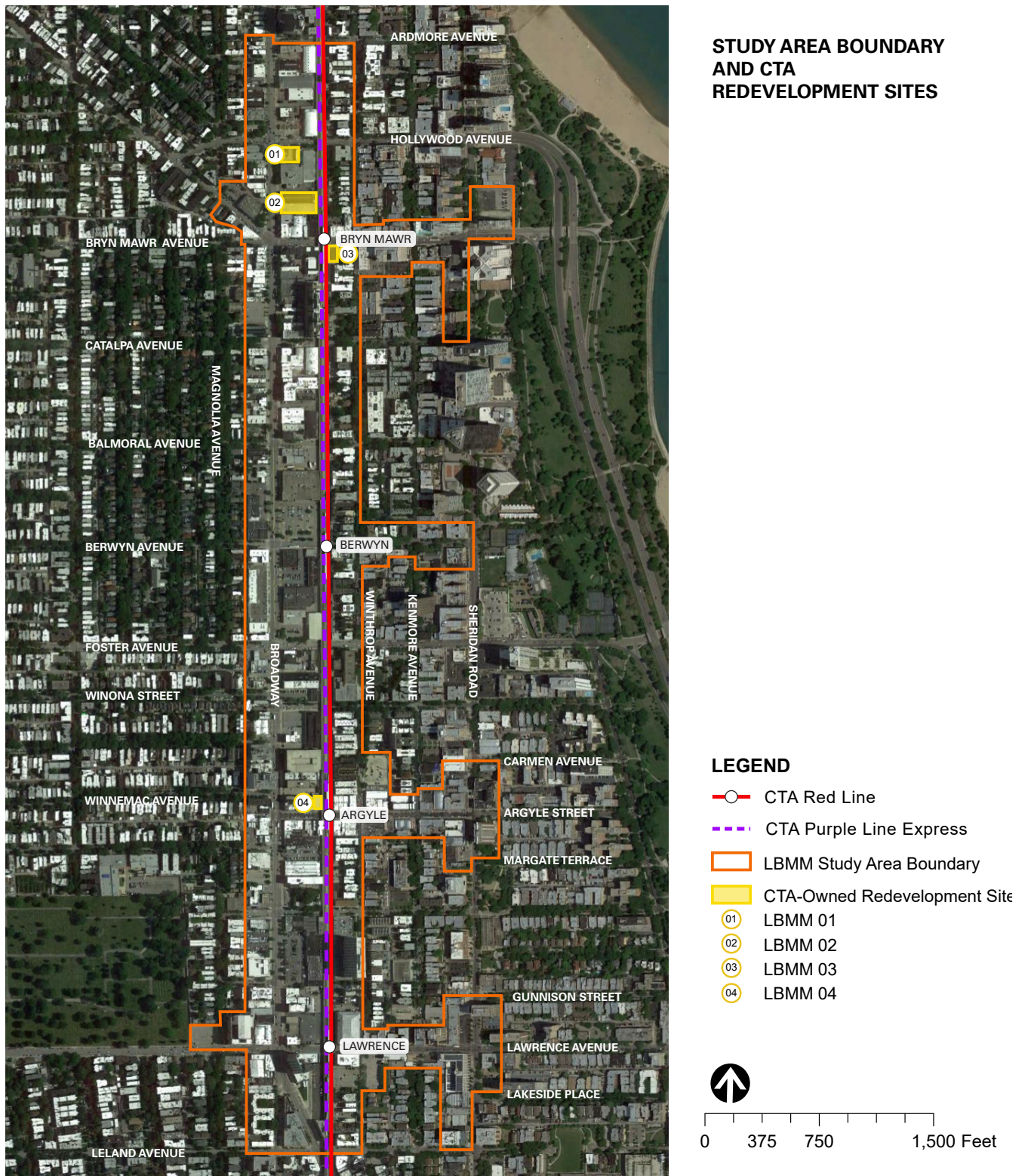
Today, entrepreneurs continue to be drawn to Argyle, with a spate of recent new eateries and cafes having opened near the station. Long-standing businesses are still thriving, with several now passed onto second-generation owners, many of whom have recently renovated their facades. The new street design, referred to as a Shared Street, removes curbs, road markings, traffic signs, and traffic lights to minimize the distinctions between space dedicated to pedestrians and space dedicated to bicyclists and vehicles. The space of the road is now shared by all users, allowing businesses to open sidewalk cafes, and providing more space for hosting street festivals, such as the Argyle Night Market that draws 20,000 attendees throughout the summer. Other happenings like Uptown Bikes' pop-up bike store and a pop-up holiday market have helped renew the area as a destination for both locals and visitors.

(Source: Uptown United:  
<http://exploreuptown.org/asia-on-argyle>)

Additional details about each corridor can be found in the Existing Conditions Analysis on the CTA website at

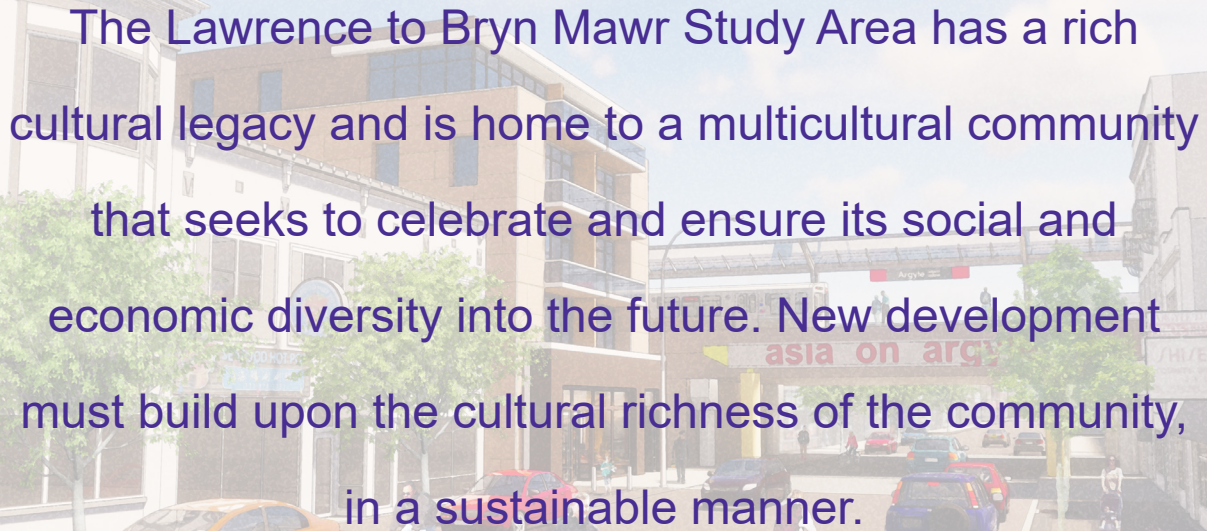
[www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.28:** Study Area Aerial and Boundary with CTA Redevelopment Sites





The Lawrence to Bryn Mawr Study Area has a rich cultural legacy and is home to a multicultural community that seeks to celebrate and ensure its social and economic diversity into the future. New development must build upon the cultural richness of the community, in a sustainable manner.

## STUDY AREA VISION, GUIDING PRINCIPLES, AND GOALS

The TOD Plan defines a broad community-led vision for the Study Area. The Plan includes guiding principles and goals for land use, transportation, and urban design within the broader context of the Study Area and for specific corridors within the Study Area. The vision statement captures the community's understanding of itself as communicated throughout the planning process. The vision statement forms the basis of the guiding principles and goals, which in turn provides context for the site-specific development concepts presented in the next chapter. This framework will help promote thoughtful redevelopment of CTA-owned parcels and will aid CTA in future selection of developers.

Implementation of the ideas in the TOD Plan beyond the land owned by CTA would be part of a strategy to be adopted and implemented by a wide range of community stakeholders, developers, and land owners in the future.

**Inclusion in this report does not create or define specific projects, nor does it imply projects are funded.** However, the Study Area goals can create a platform for the community to continue the dialogue not only with the CTA, but also with the Chicago Department of Planning and Development, the Chicago Department of Transportation, the Illinois Department of Transportation, elected officials, community organizations, and other stakeholders.

### VISION

The Lawrence to Bryn Mawr Study Area has a rich cultural legacy and is home to a multicultural community that seeks to celebrate and ensure its social and economic diversity into the future. New development must build upon the cultural richness of the community, in a sustainable manner.



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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### GUIDING PRINCIPLES

The following principles build upon the community vision and are supported by the findings from the Existing Conditions Analysis, Market Analysis, and public meetings, surveys, and outreach.

- Reinforce distinctive architectural characteristics of each neighborhood.
- Respect character of historic districts.
- Enhance cultural assets with complementary development.
- Improve access to transit; promote all modes of transportation, including walking and biking.
- Include housing for seniors, low-income residents, and those with disabilities.

### LAND USE AND ZONING GOALS

Creating a land use strategy that supports transit-oriented development for the Study Area can help leverage existing assets and support comprehensive improvements and continued growth. Distinct development patterns exist within the Study Area, often clustered into nodes around common themes. The characteristics of these nodes inform the recommendations for future development within the TOD Plan. Each development should reinforce and support these themes to build stronger destinations and Study Area character.

There are many vibrant residential and retail corridors with the Study Area; however, there are also several under-utilized or vacant properties. These under-utilized sites provide a distinct opportunity for the neighborhood to develop strategic locations near existing amenities, services, and transit options. Future development in the Study Area should focus on infill sites, in a scale that relates to the existing mixed-use buildings along the east-west neighborhood commercial corridors.

While smaller infill sites within the historic districts should be tailored to complement the surrounding

context, larger scale developments may offer greater financial efficiencies with lower-priced units and are appropriate on the east side of Broadway and on Lawrence Avenue, where larger parcels are available.

Land use and zoning goals for the Study Area include:

- Better organize land uses along Broadway.
- Focus high impact developments on Broadway, closer to activity nodes.
- Facilitate mixed-use commercial corridors with a balanced mix of local, regional, and national retail tenants.
- Reinforce the Uptown entertainment district by actively seeking complementary land uses.
- Develop housing that is inclusive and available to a wide variety of income levels, household configurations, abilities, and age groups.
- Incorporate environmentally friendly practices in new developments, utilizing LEED and Living Building Challenge criteria where possible.
- Locate higher density developments close to CTA Red Line stations on the east side of Broadway.
- Increase the number of residents with access to transit by promoting residential density near stations.
- Align zoning of future development parcels with the goals of the City of Chicago Transit-Oriented Development initiatives.
- Establish height and density strategies that are appropriate to the parcel sizes, roadway network, transit access, and historic context.
- Balance parking demand with transit opportunities for well-served sites.

A number of land use goals are diagrammed on the following page.

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

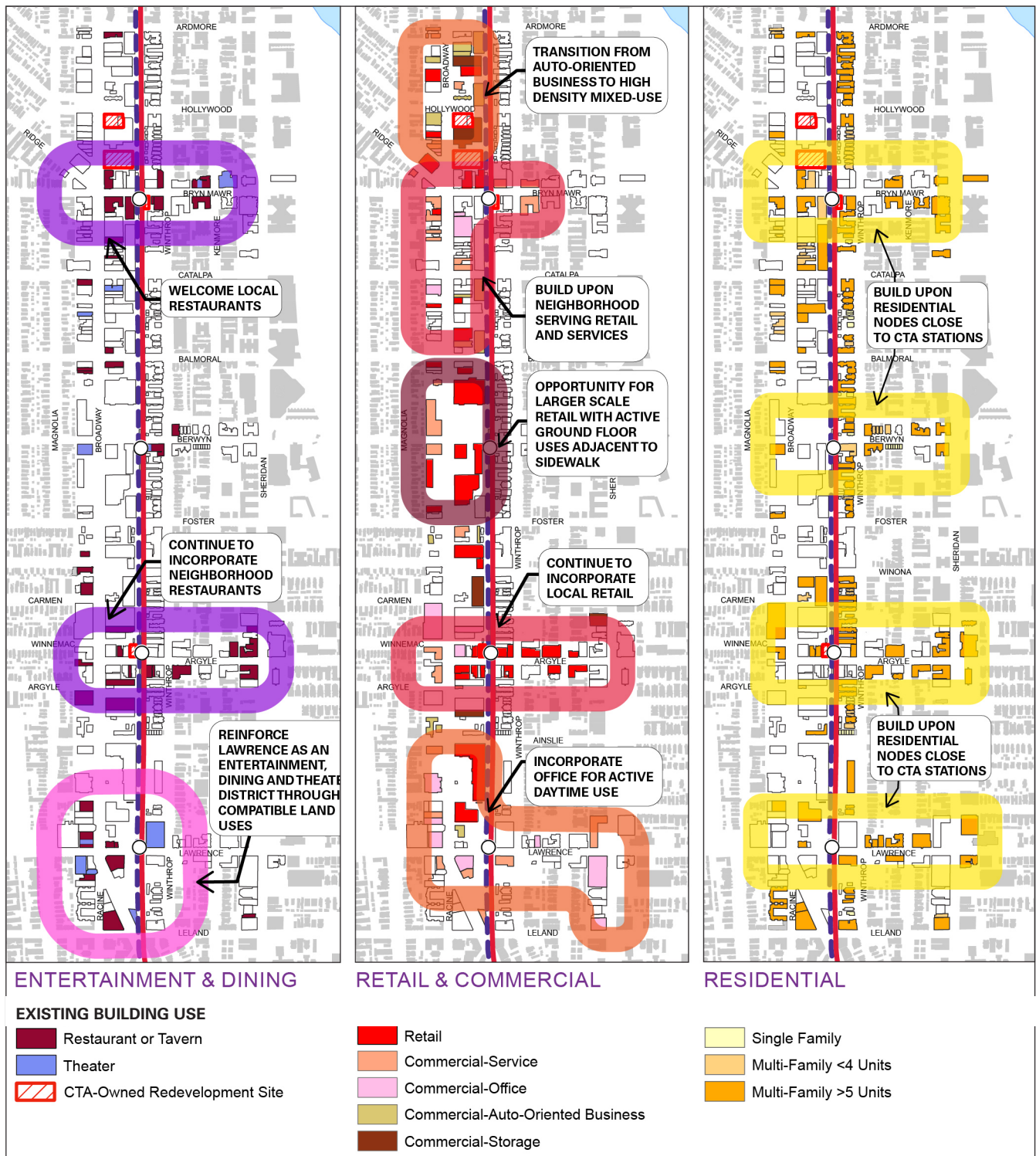


Figure 1.29: Study Area Overall Land Use Goals



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

## TRANSPORTATION GOALS

The Study Area is largely defined by its access to high-quality transit and multi-modal connections, including four rail stations that serve the CTA Red Line and four major bus lines. Transportation is an important component to quality-of-life, and new development needs to enhance and support transportation improvements.

As an outgrowth of this study and RPM Phase One, the Study Area could see significantly increased multi-modal transit access. As a result, development should promote transit as a first choice of access to entertainment, cultural, and other destinations. Plans should improve access to transit and encourage walking and biking on commercial and residential streets. Transportation goals would require future funding and coordination with CDOT and the community.

Transportation goals include:

- Implement complete streets policies, including the prioritization of pedestrians, buses, and bikes above automobiles.
- Improve pedestrian safety at intersections by incorporating traffic calming strategies, improving visibility of crossing, minimizing crossing distances, and adding safety islands where feasible.
- Enhance bus, bike, and pedestrian connections to the lakefront and other important community destinations.
- Prioritize east-west bus connectivity to rail.
- Develop a well-connected bike network designed for all people living and visiting the Study Area.
- Balance parking needs between land uses; develop a parking management plan that considers shared parking strategies to promote efficiency of use, especially near the entertainment district.
- Encourage developers to incorporate bike amenities in new developments.



**Figure 1.30:** Broadway is a major transportation corridor



**Figure 1.31:** Bicyclists are prevalent throughout the Study Area

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

## URBAN DESIGN GOALS

High quality urban environments improve connections to transit by encouraging pedestrian activity through enhanced streetscapes and shared public spaces. As funding becomes available, the following improvements are recommended:

- Prioritize pedestrian comfort and overall experience to increase the Study Area's sense of vitality.
- Improve lighting and signage along streets and on the ground floors and entrances of buildings. The ambient lighting of storefronts in combination with streetscape lighting creates a safe environment.
- Increase street trees and landscaping on Broadway to improve the street aesthetic and sense of thermal comfort in the summer.
- Buildings and primary entrances should be built along the street to strengthen the street wall.
- Include storefronts and active uses on ground floors of buildings on commercial streets.
- Parking should be placed behind the buildings.
- Reduce the number and size of curb cuts and driveways across sidewalks.
- Identify opportunities to increase open space through the strategic development of plazas and small green spaces.
- Identify a maintenance plan for keeping open space safe, well-lit, and clean.
- Create a sense of place through a consistent pallet of streetscape elements.
- Improve signage and wayfinding at activity nodes and around transit stations.
- Identify opportunities to widen sidewalks on side streets, especially those that lead to transit stations.



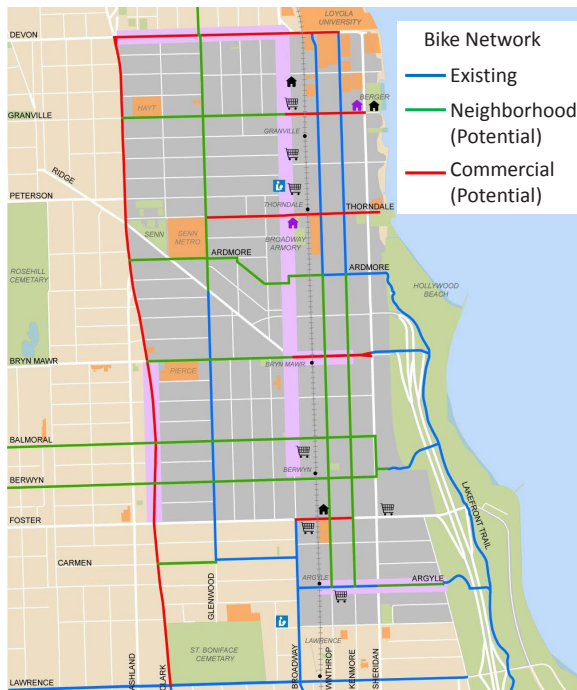
Figure 1.32: Recently completed Broadway streetscape



Figure 1.33: Argyle Shared Street (Source: site design group, ltd.)



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.34:** Proposed bike network in Edgewater.  
(Source: CDOT)



**Figure 1.35:** Existing columns at Bryn Mawr station



**Figure 1.36:** Visualization of Bryn Mawr station with columns removed

## CURRENT URBAN DESIGN INITIATIVES IN THE STUDY AREA

Several initiatives are currently underway within the Study Area that will improve transit, bike, and pedestrian connections.

The CTA's Red and Purple Modernization Program, in addition to increasing service, will provide four new, fully ADA-accessible stations, and add a new entrance for Bryn Mawr station on Hollywood Avenue. Viaduct improvements throughout the Study Area include removal of columns from sidewalks and streets, and widening sidewalks in front of entrances.

Recently completed streetscapes including the Argyle Shared Street and the Broadway/Lawrence streetscape. Both of these projects are outstanding examples of how to prioritize pedestrians.

The ongoing work by CDOT, IDOT and the Chicago Park District to update North Lake Shore Drive and the area surrounding its northern terminus in Edgewater will address concerns within the community about pedestrian and bicycle access and safety, traffic congestion, and vehicle speeds where the high speed nature of North Lake Shore Drive meets the neighborhood street network.

The Edgewater community is also working to improve bike access throughout the neighborhood with the 48th Ward and CDOT.

## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.37:** Historical view of Lawrence Avenue, looking east, ca. 1940

### HISTORIC PRESERVATION GOALS

The LBMM Study Area includes three National Register of Historic Places districts and the Uptown Square Chicago Landmark District. A description of the Historic Preservation Plans can be found earlier in this document. Full reports can be found on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

As part of the community engagement and goal-setting process, the following community goals were incorporated into the Study Area vision:

- Integrate historic and contemporary elements to best serve property owners, business owners, and the community.
- Preserve buildings that represent the historic legacy of the community, with a special emphasis on reinforcing the character of established historic districts.
- Preserve high quality building stock, reinvest in buildings with historic character with potential for adaptive reuse, and replace low quality stock with new development.
- Accommodate additions or alterations to historic buildings when necessary to bring them up to contemporary standards.
- Encourage adaptive reuses of historic properties.



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.38:** Broadway Corridor looking north from Ainslie Street showing highlighting auto dominated uses in the foreground with construction of 5050 N. Broadway residential development in the background.

### CORRIDOR GOALS

The Study Area includes a variety of distinct corridors: Broadway is a predominantly auto-oriented commercial street; Lawrence Avenue is a major east-west corridor and home to the Uptown entertainment district; Argyle Street and Bryn Mawr Avenue are neighborhood commercial streets.

Corridor goals for each street seek to strengthen the existing character and capture the Study Area goals articulated by the community that extend beyond the CTA-owned development parcels. These goals support the larger vision for the Study Area and provide context for future developments on CTA-owned parcels within the Study Area.

In considering the context of the CTA-owned redevelopment sites within the broader goals for each corridor, a number of sites were identified as being advantageous for future redevelopment, should the current uses vacate the sites, and should the market at that time warrant redevelopment. These sites have been classified as "opportunity sites." Their suitability for redevelopment was determined based upon their current status as low density (single-story) and vacant or underutilized parcels that in some instances contain surface parking, and/or have

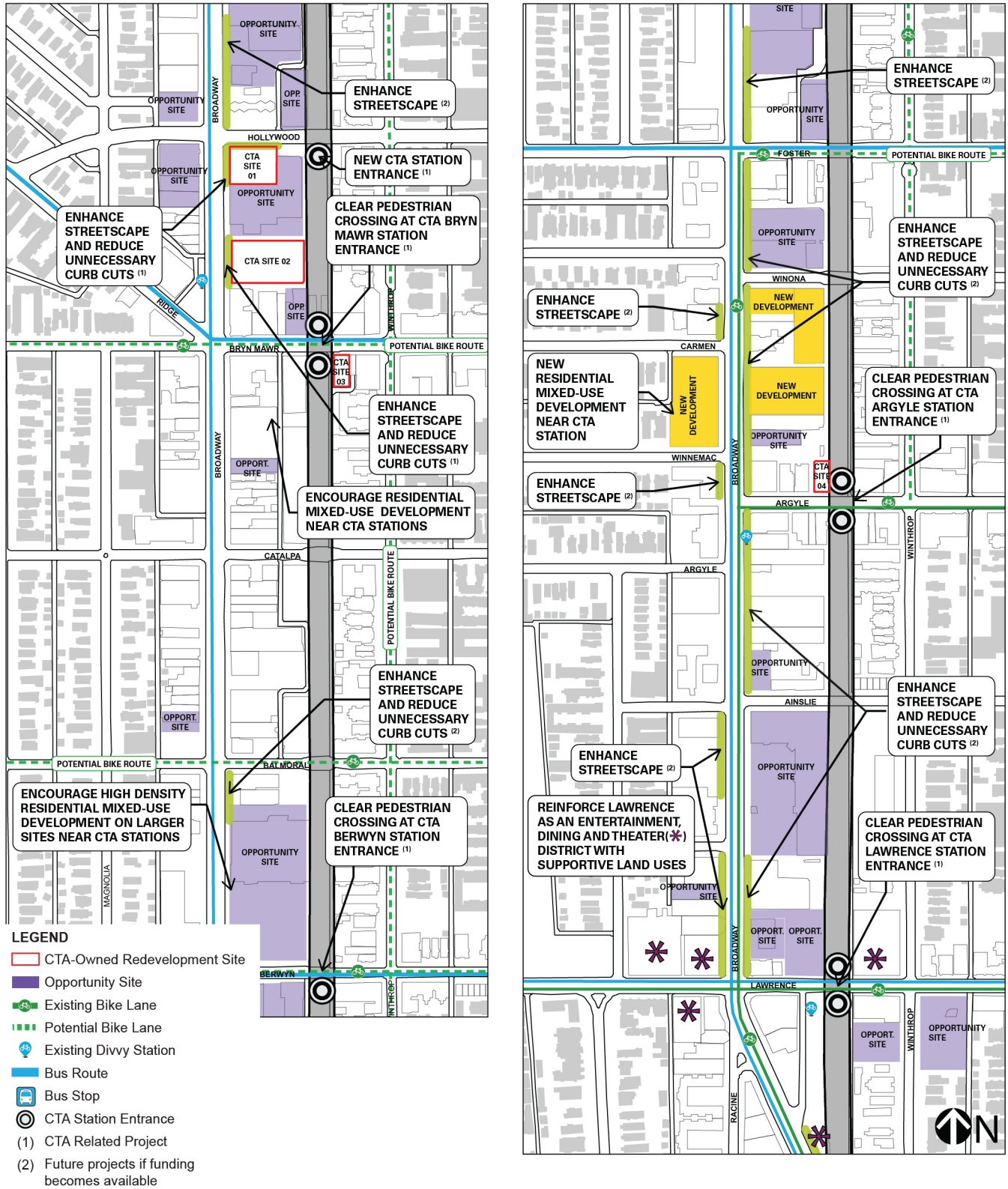
occupants that are known to be considering relocation. These opportunity sites are under private ownership and are not directly influenced by the TOD Plan.

#### Broadway

The Broadway corridor is envisioned to be a vital mixed-use district with residential and commercial development that supports a balance of small independent shops and select national chains to serve the community.

- Development should fill in gaps in the urban fabric and tie the corridor together in a cohesive manner.
- Increase density, and include residential, along the eastern side on Broadway where parcel depth is sufficient and access to transit is in close proximity.
- Commercial development should incorporate restaurants and retail establishments, balancing independent shops with select national chains.
- Improve walkability and reduce negative impact of auto-oriented developments on the public realm.
- Extend the bike network.

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**Figure 1.39: Broadway Corridor Strategies**



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

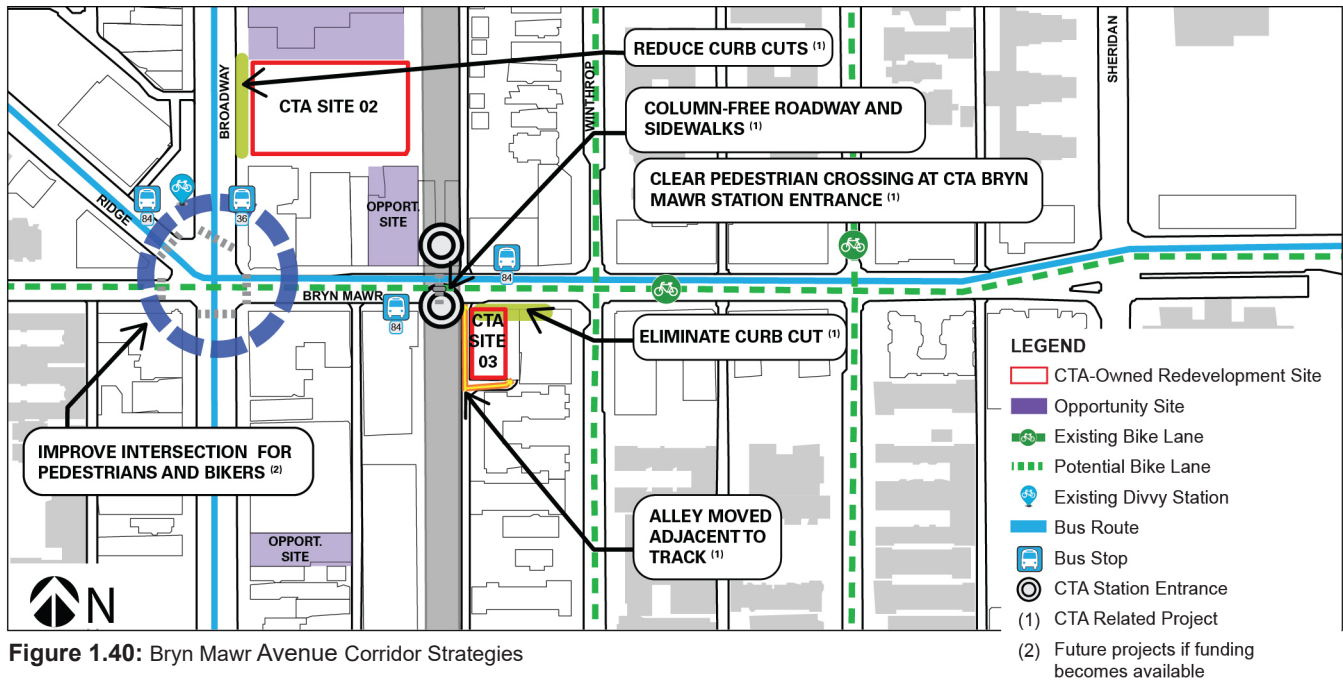


Figure 1.40: Bryn Mawr Avenue Corridor Strategies

## Bryn Mawr Avenue

Bryn Mawr Avenue is a neighborhood commercial street that integrates historic elements of the past with contemporary elements of today. Corridor goals include:

- Integrate contemporary elements to be compatible with the historic district's context and character.
- Strengthen the commercial street with local businesses, small shops and restaurants.
- Support multi-family residential development and housing for seniors, and low-income residents.
- Improve access to open space along the lakefront and in the Study Area.

Additional information about development within the historic context can be found in the Bryn Mawr Avenue Historic District: Historic Preservation Plan on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).



Figure 1.41: Existing Bryn Mawr Avenue Streetscape

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

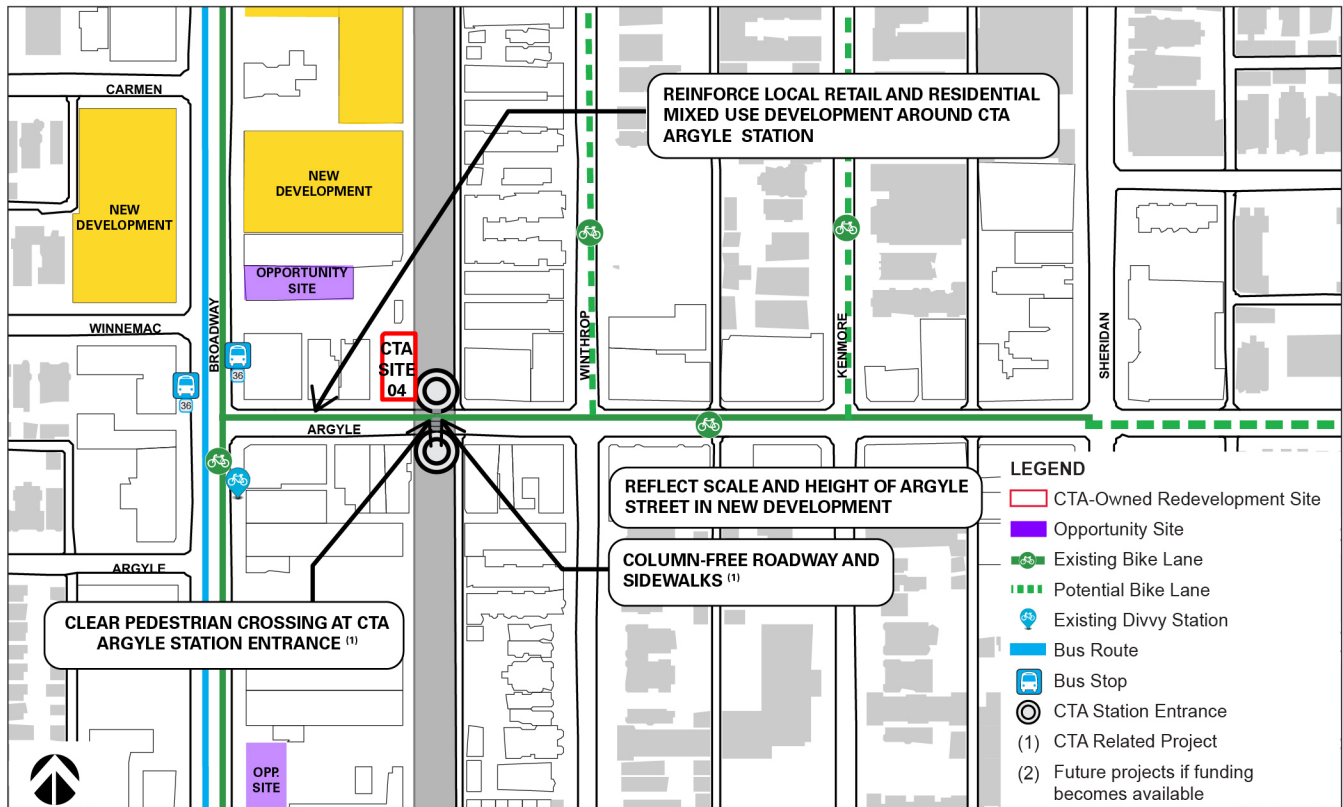


Figure 1.42: Argyle Street Corridor Strategies

## Argyle Street

Argyle Street is a neighborhood mixed-use street with small, independent shops and restaurants on the ground floor, and residential above. Corridor goals include:

- Support multi-family residential development and housing for seniors and low-income residents.
- Integrate contemporary elements within the historic context.
- Promote local businesses, small shops, and restaurants through marketing and celebrating the "Asia on Argyle" brand.

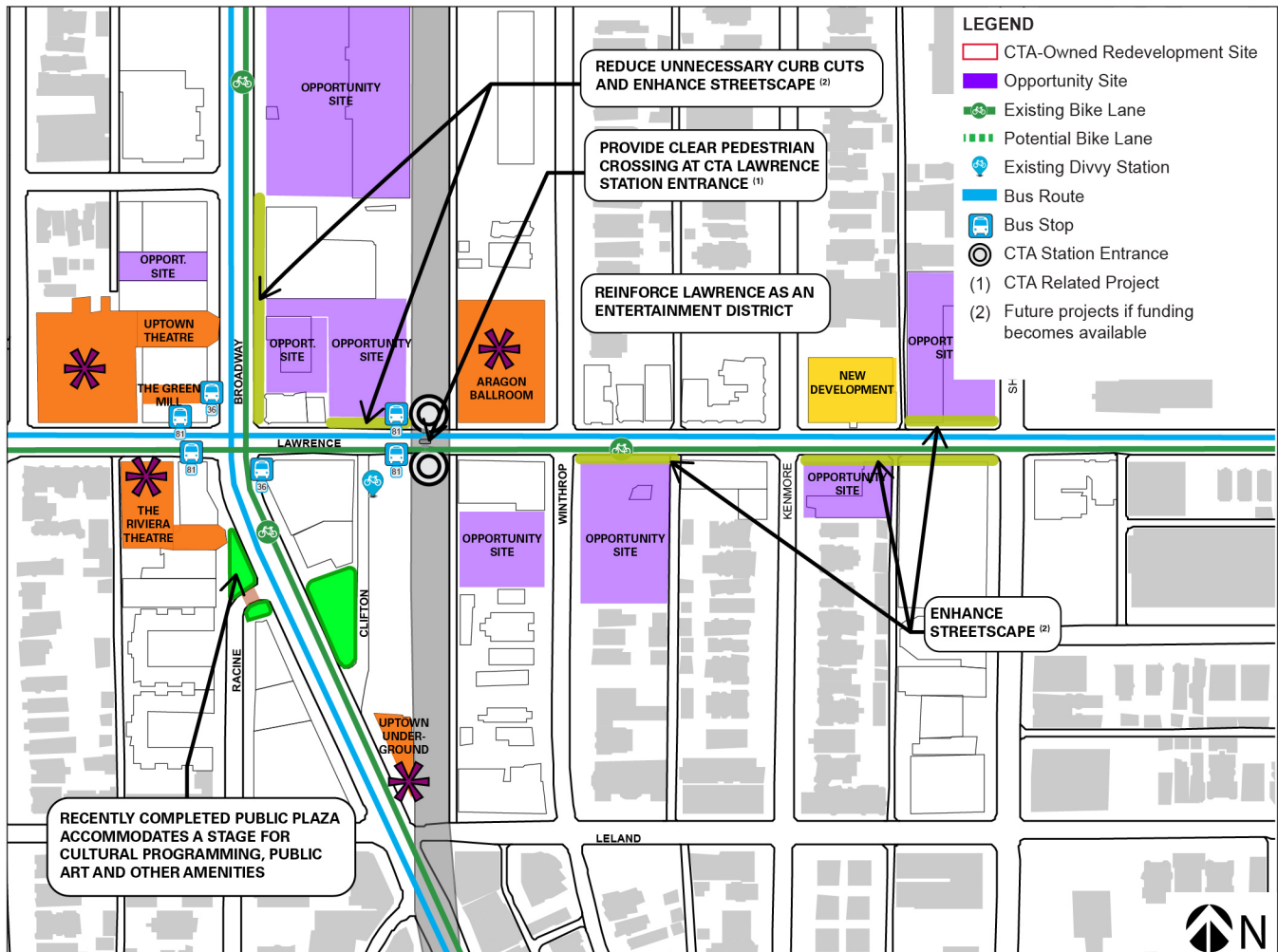
Additional information about development within the historic context can be found in the West Argyle Street Historic District: Historic Preservation Plan on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).



Figure 1.43: Argyle streetscape and retail



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.44:** Lawrence Avenue Corridor Strategies

## Lawrence Avenue

Lawrence Avenue is a vibrant mixed-use entertainment district set among a dense residential community that is economically and socially diverse. Corridor goals include:

- Support the Uptown entertainment district through strategic land use and urban design strategies.
- Increase active uses along the street to improve feeling of safety.
- Promote a walkable, green pedestrian environment.

- Provide access to public parking and promote bus and rail access to support the Uptown entertainment district.
- Include housing for seniors, low-income residents, and those with disabilities.

Additional information about development within the historic context can be found in the Uptown Square Historic District: Historic Preservation Plan on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).







## SITE-SPECIFIC TEST CONCEPTS

Economic development is an important part of any major transit capital project. RPM Phase One requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. After construction, portions of these CTA-owned properties may no longer be needed for CTA operations. The CTA intends to encourage redevelopment of this surplus land upon the project's completion. The TOD Plan focuses on site-specific redevelopment strategies for these parcels.

The test concepts presented in this chapter convey solutions that respond to the guiding principles and goals that were developed through the community process. The test concepts are also based on the current real estate market trends and an in-depth financial analysis.

The test concept for each site represents one possible development solution that aligns with the community feedback received during this study. Final development proposals may differ from the concepts presented in this report due to changes in market conditions, demand for development, and neighborhood context at the time of development.

The guiding principles and goals that informed the test concept development will be incorporated into the future developer selection criteria and RFPs that the CTA will use to return these remainder parcels to productive use, following the construction project. **However, a future developer is not required to replicate these test concepts.**

## ZONING

The TOD Plan identifies the most appropriate zoning designation to achieve the proposed test concept. Each test concept was analyzed based on the March 2018 Chicago Zoning Ordinance, neighborhood context, and current development trends. The zoning recommendations were included in the public review process. Rezoning would be the developer's responsibility and would be subject to the review and approval of the City Council and Chicago Plan Commission and the related public process. More information on the zoning process can be found in the implementation chapter of this report and a detailed zoning analysis, prepared to support the recommendations in this chapter, is available on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

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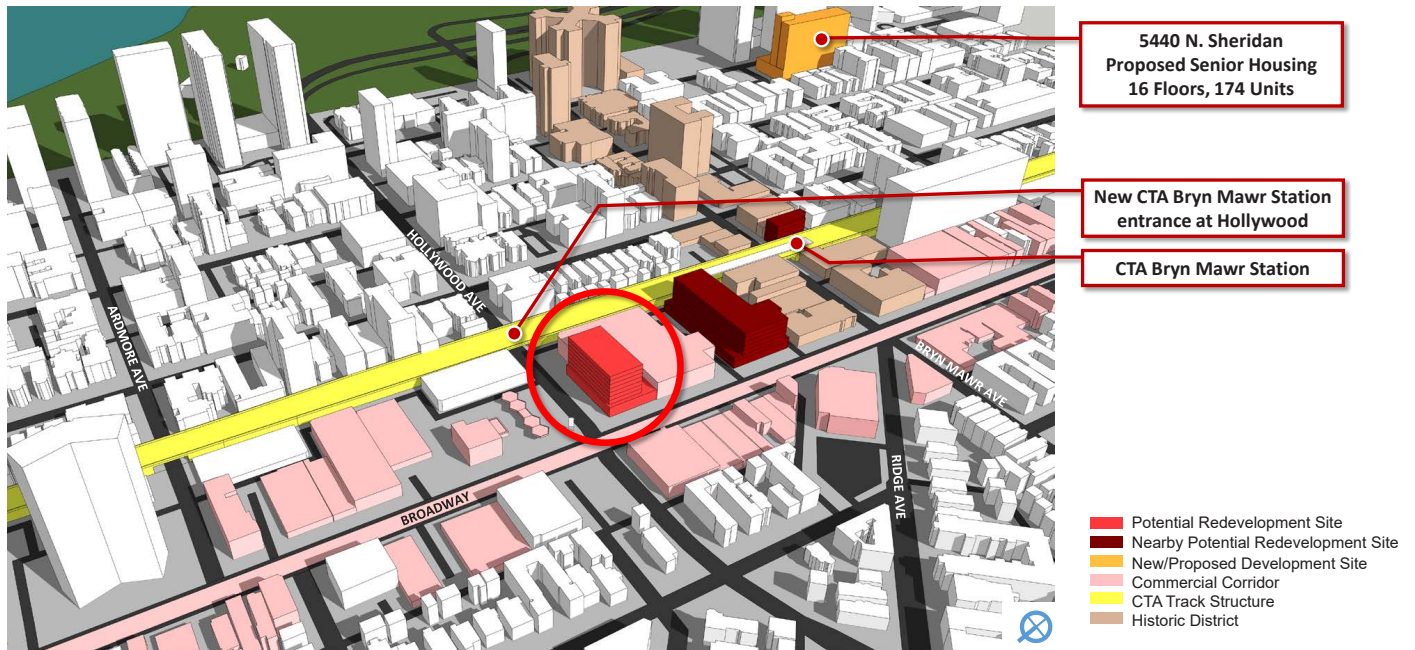


Figure 1.45: Hollywood Avenue and Broadway site context with conceptual massing

### HOLLYWOOD AVENUE SITE (LBMM 01)

The site is located at the corner of Hollywood Avenue and Broadway with excellent visibility from both streets and convenient access to Lake Shore Drive. A new entrance for the Bryn Mawr Avenue station is planned on Hollywood Avenue.

#### SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 81.6% Rental households
- 0.6 Cars per household
- 49.9% Households with zero cars
- 56% Residents commute via transit
- 9.2% Households with children under 18 years old

(source: alltransit.cnt.org)

#### DEVELOPMENT GOALS

- Provide residential development on Broadway, especially along this corridor that is well-served by transit.
- Welcome taller buildings on the east side of the street.
- Replace auto-dominated uses with commercial and retail uses that create an active ground floor.
- Improve quality of the pedestrian environment by removing curb cuts and driveways and by adding streetscape elements.
- Promote pedestrian scale of the street edge with building massing that steps back.
- Balance parking needs with residential strategies and market demand.



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

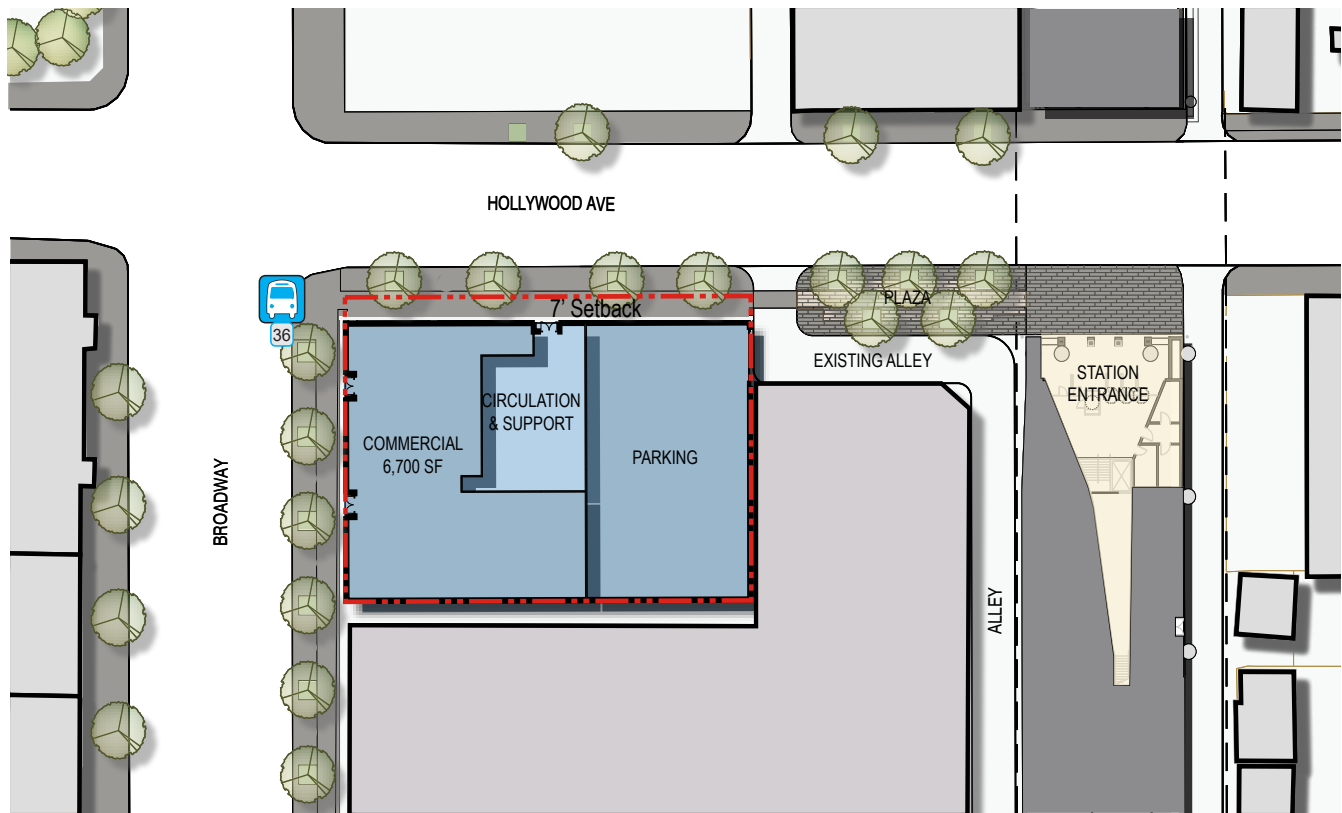


**Figure 1.46:** Conceptual rendering looking south on Broadway at Hollywood Avenue



**Figure 1.47:** Existing condition looking south on Broadway at Hollywood Avenue

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.48:** Hollywood Avenue and Broadway test concept site plan

## TEST DEVELOPMENT CONCEPT

An eight-story, mixed-use building creates a gateway to the Study Area and brings new residential development adjacent to the new station entrance. This test concept:

- Defines a gateway to the Study Area
- Reduces curb cuts and provides modest off-street parking on-site
- Incorporates active ground floor uses on Broadway
- Provides a ground floor setback of seven feet along Hollywood Avenue to widen the pedestrian realm to 20' for increased streetscape opportunities
- Connects pedestrians to new station entrance
- Is set back 7'-0" on Hollywood Avenue to create a wider sidewalk

## TEST CONCEPT DETAILS

Site Address	5657 N. Broadway
Site Area	16,000 SF
Stories	8
Retail (SF)	6,700 SF
Residential Units	81
Residential Parking (0.3/residential units)	15
Zoning	C2-5 (current) C2-5 (proposed)

*Zoning changes are subject to City of Chicago standard review and approval procedures.*



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

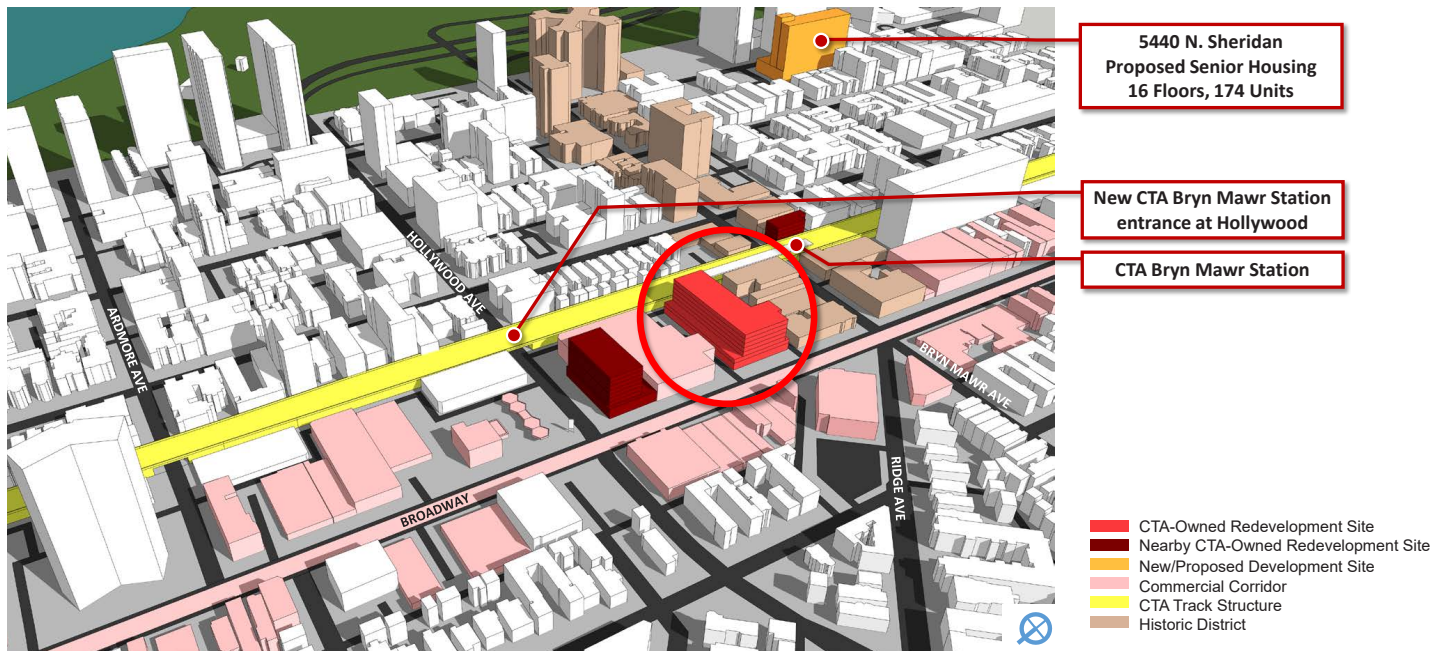


Figure 1.49: Broadway site context with conceptual massing

### BROADWAY SITE (LBMM 02)

This site is located mid-block between Hollywood Avenue and Bryn Mawr Avenue. Development goals for this site mirror those for the redevelopment site at the corner of Hollywood Avenue and Broadway. This is a large site that could accommodate a mid-sized commercial development; however, market analysis indicates this site would be most appropriate for a mixed-use residential development.

#### SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 80.7% Rental households
- 0.6 Cars per household
- 49.3% Households with zero cars
- 55.7% Residents commute via transit
- 9.1% Households with children under 18 years old

(source: alltransit.cnt.org)

#### DEVELOPMENT GOALS

- Bring residential development to Broadway and welcome taller buildings on the east side of the street.
- Replace auto-dominated uses with commercial and retail uses that create an active ground floor.
- Improve quality of the pedestrian environment by removing curb cuts and driveways and by adding streetscape elements.
- Promote pedestrian scale of street with building massing that steps back.
- Balance parking needs with residential strategies and market demand.
- Explore opportunities for family-sized housing units.
- Consider shared parking strategies with nearby developments.



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

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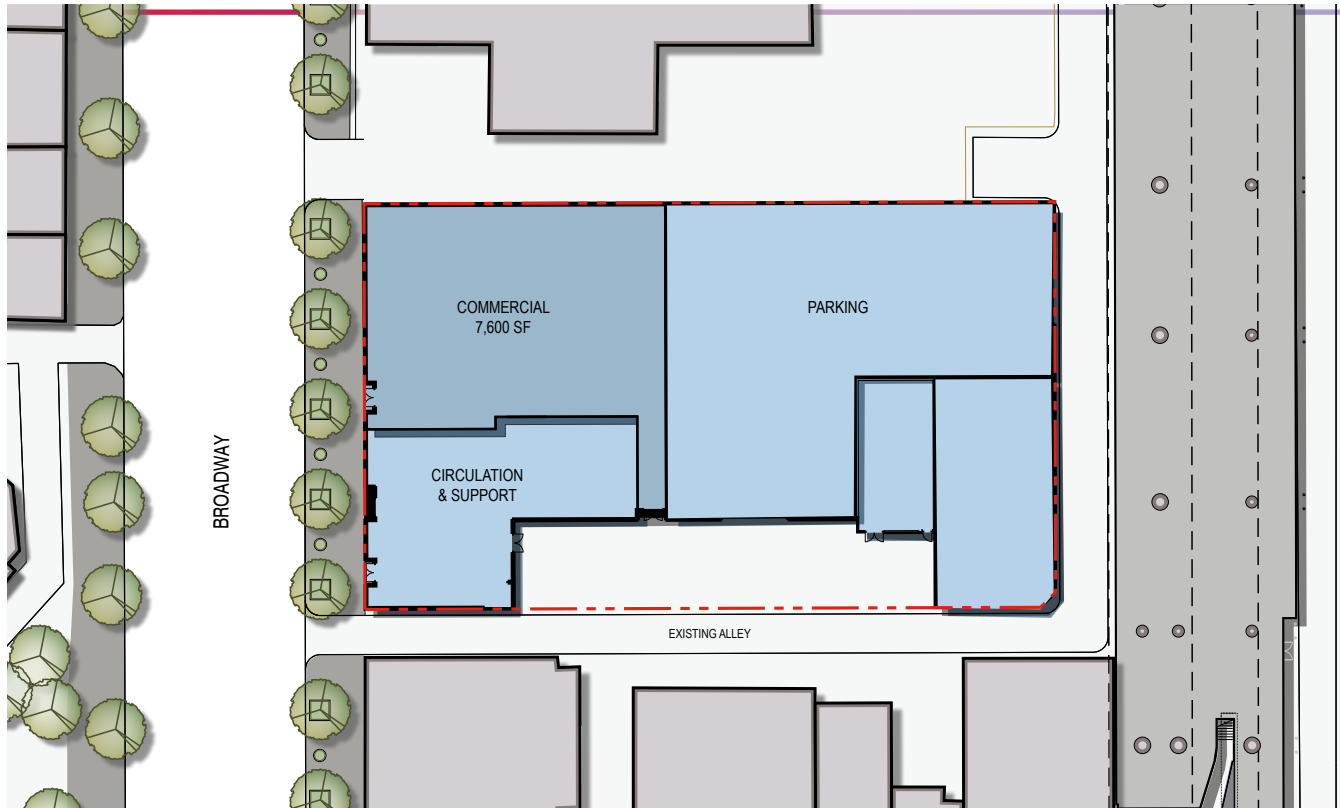
**Figure 1.50:** Conceptual rendering looking south on Broadway near Hollywood Avenue



**Figure 1.51:** Existing condition looking south on Broadway near Hollywood Avenue



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.52:** Broadway test concept site plan

## TEST DEVELOPMENT CONCEPT

A seven-story, mixed-use building completes the urban street wall and maximizes opportunities for this large site. This test concept:

- Increases residential development along the Broadway corridor which is well-served by transit
- Replaces curb cuts and driveways with new streetscape
- Incorporates active ground floor uses
- Provides parking at rear of the site and single floor of structured parking above with access via adjacent alley
- Has opportunity to provide shared parking with Broadway site to the north, potentially increasing its development capacity

## TEST CONCEPT DETAILS

Address	5619-5625 N. Broadway
Site Area	31,000 SF
Stories	7
Retail (SF)	7,600 SF
Residential Units	99
Retail Parking	14
Residential Parking (0.8/residential units)	80
Zoning	B3-3 (current) B3-5 (proposed)

*Zoning changes are subject to City of Chicago standard review and approval procedures.*

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

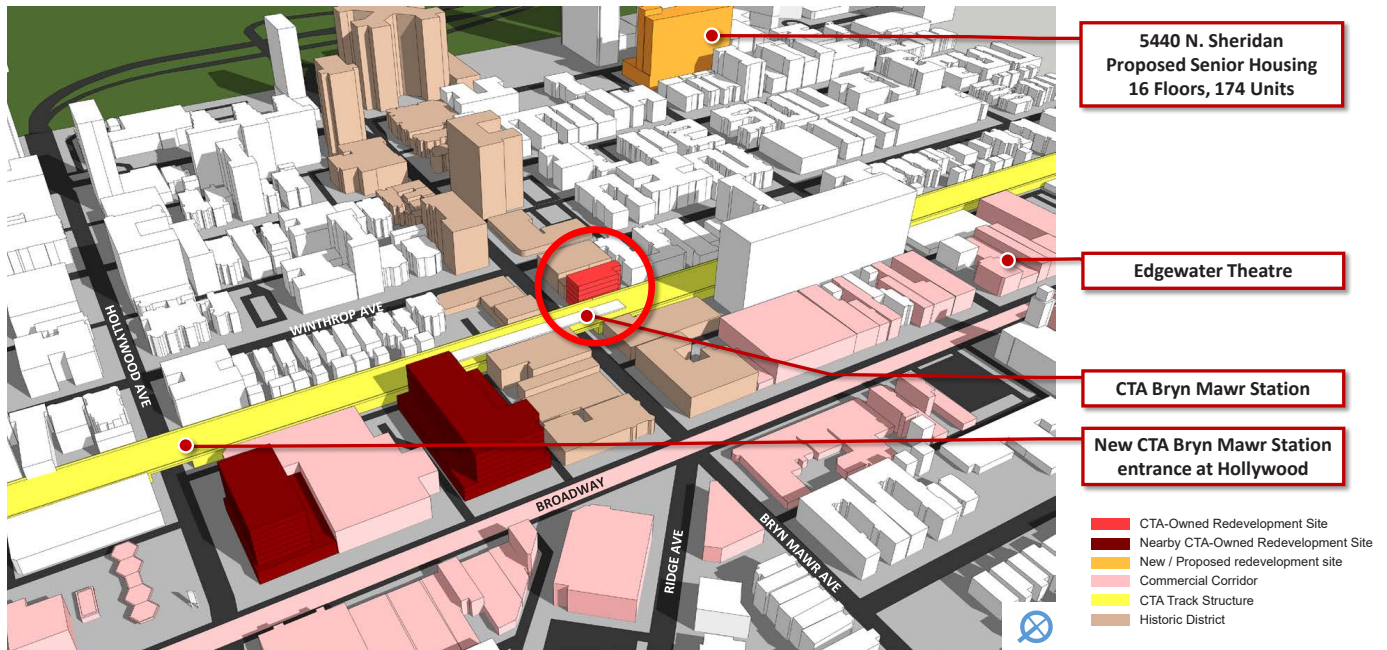


Figure 1.53: Bryn Mawr Avenue site context with conceptual massing

## BRYN MAWR AVENUE SITE (LBMM 03)

This site, directly to the east of the existing CTA track embankment and across the street from the Bryn Mawr station entrance, is located in the Bryn Mawr Avenue National Register of Historic Places District, and is surrounded by many scales and styles of buildings. The unique styles of these buildings contribute to the identification of this area as a historic district. With local retail establishments on the ground floor and apartments on the floors above, this portion of Bryn Mawr Avenue is a City of Chicago designated Pedestrian Street.

### DEVELOPMENT GOALS

- Augment existing land uses, including, but not limited to, residential uses above the ground floor.
- Integrate contemporary elements within the historic context.
- Welcome neighborhood-serving, local retail establishments.

### SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 75.6% Rental households
- 0.6 Cars per household
- 48.6% Households with zero cars
- 55.7% Residents commute via transit
- 8.8% Households with children under 18 years old

(source: alltransit.cnt.org)



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

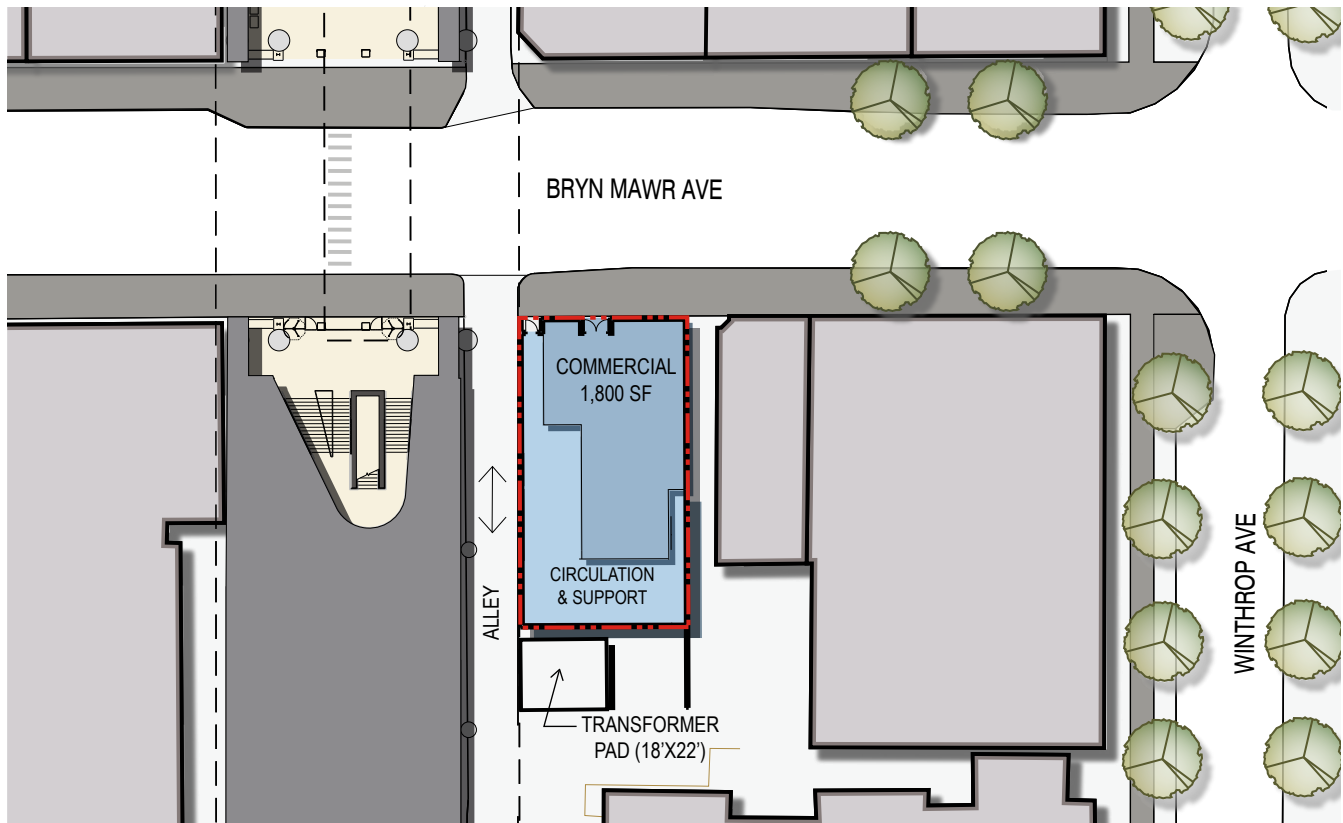


**Figure 1.54:** Conceptual rendering looking west on Bryn Mawr Avenue at Winthrop Avenue



**Figure 1.55:** Existing condition looking west on Bryn Mawr Avenue at Winthrop Avenue

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.56:** Bryn Mawr Avenue test concept site plan

## TEST DEVELOPMENT CONCEPT

The existing street character is reinforced through a five-story, mixed-use building with residential above ground floor retail. This test concept:

- Incorporates active ground floor commercial in scale with adjacent businesses
- Provides for limited off-street parking (On-site parking spaces could be removed to allow for larger retail space, building service, or loading access for the commercial space.)
- Addresses new alley at the western edge of the site that provides better service access

## TEST CONCEPT DETAILS

Address	1113\1123 W. Bryn Mawr Avenue
Site Area	3,500 SF
Stories	5
Retail (SF)	1,800 SF
Residential Units	16
Retail or Residential Parking	2 spaces
Zoning	B1-5 (current) B1-5 (proposed)

*Zoning changes are subject to City of Chicago standard review and approval procedures.*



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA

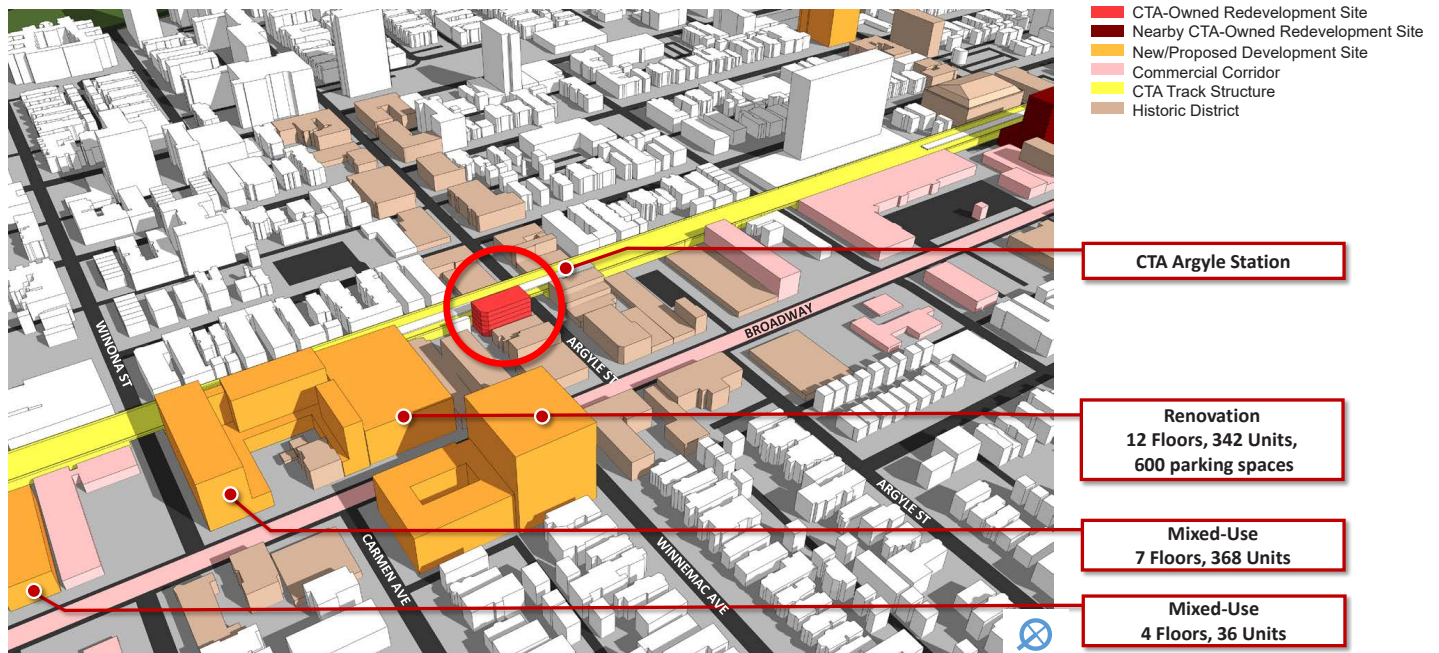


Figure 1.57: Argyle Street site context with conceptual massing

### ARGYLE STREET SITE (LBMM04)

The Argyle Street Site is directly connected to the existing track embankment and the Argyle station.

Argyle Street, with its strong Asian influence, is a unique district on Chicago's North Side. It is a cultural destination, especially on weekends, for people from the broader Chicago region. Argyle Street has recently been transformed into the City's first formal Shared Street, which includes new streetscaping, benches, bike parking, and "Asia on Argyle" branded signage.

#### SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 76.3% Rental households
- 0.6 Cars per household
- 51.1% Households with zero cars
- 43.1% Residents commute via transit
- 6.3% Households with children under 18 years old

(source: alltransit.cnt.org)

It is part of the West Argyle Street National Register of Historic Places District and is a City of Chicago designated Pedestrian Street. Both designations further define the urban character and form of the street.

The introduction of 700 new residential units at 5050 N. Broadway could have a profound effect on the neighborhood commercial street by bringing new patrons to the area.

#### DEVELOPMENT GOALS

- Augment existing land uses, including, but not limited to, residential uses above the ground floor.
- Integrate contemporary elements within the historic context.
- Celebrate the "Asia on Argyle" brand by promoting local businesses, small shops, and restaurants.



## TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



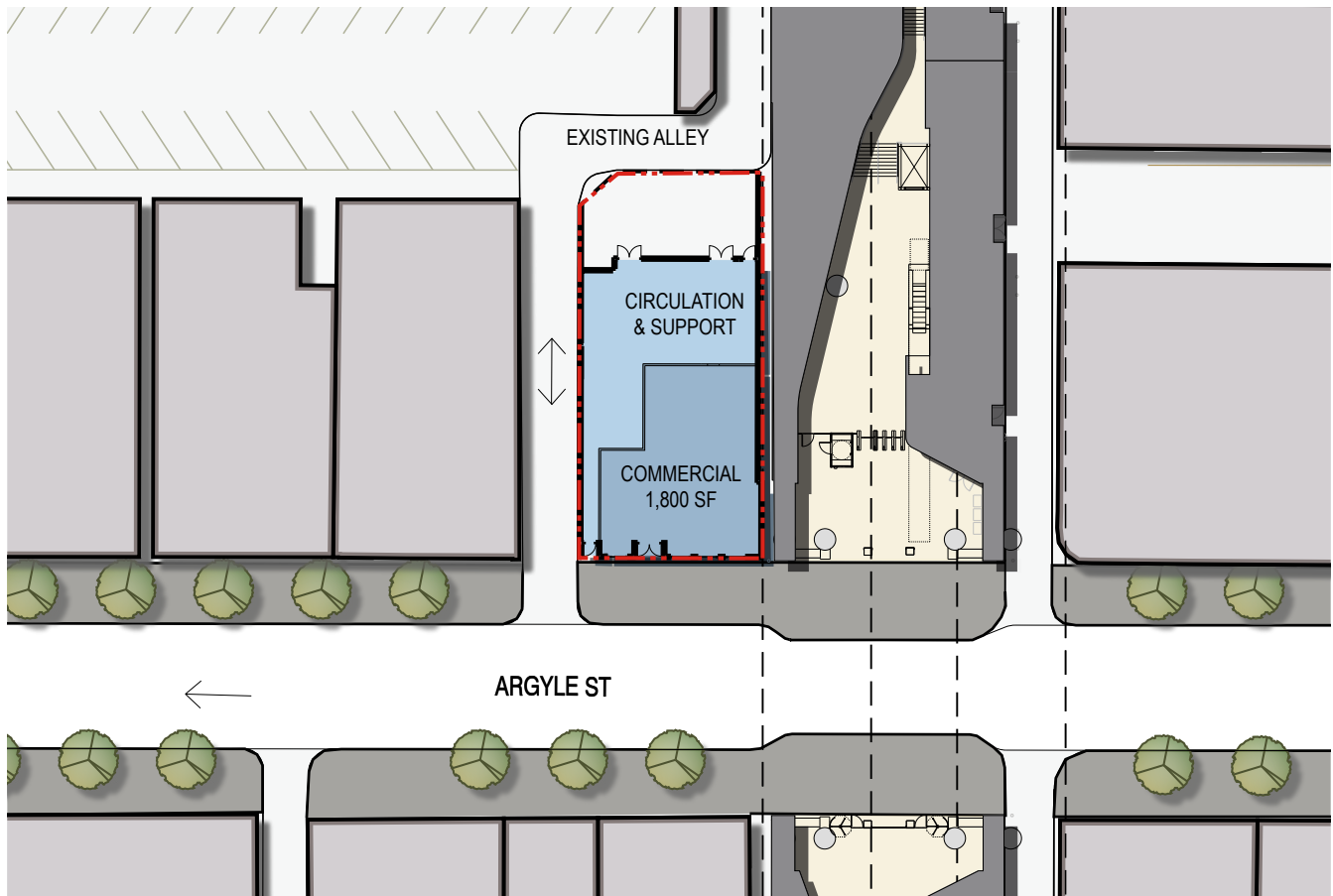
Figure 1.58: Conceptual rendering looking east on Argyle Street



Figure 1.59: Existing condition looking east on Argyle Street



# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



**Figure 1.60:** Argyle Street test concept site plan

## TEST DEVELOPMENT CONCEPT

A five-story building with residential above ground floor retail responds to the existing street character. This test concept:

- Incorporates active ground floor commercial in-scale with adjacent businesses
- Provides for limited off-street parking (On-site parking spaces could be removed to allow for larger retail space, building service, or loading access for the commercial space.)

## TEST CONCEPT DETAILS

Address	1108-1124 W. Argyle Street
Site Area	4,500 SF
Stories	5
Retail (SF)	1,800 SF
Residential Units	16
Retail / Residential / Loading	4 parking spaces
Zoning	C2-5 (current) C2-5 (proposed)

*Zoning changes are subject to City of Chicago standard review and approval procedures.*

# TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

## LAWRENCE TO BRYN MAWR MODERNIZATION STUDY AREA



Figure 1.61: Lawrence station area context

## LAWRENCE STATION AREA

The Lawrence station provides transit service to the heart of the Uptown entertainment district, Uptown Square National Register of Historic Places District, and the Uptown Square Chicago Landmark District. This station will be completely rebuilt as part of RPM Phase One. It is anticipated that this station, along with the renovation of the historic Uptown Theater, will serve as the catalyst for redevelopment in the neighborhood, much like the recently rebuilt Wilson station. As part of the community planning process for the TOD Plan development goals were established for the area around the Lawrence station.

### DEVELOPMENT GOALS

Development could incorporate a wide variety of uses including commercial and/or residential space and should support the Uptown entertainment district. Future development

has the capacity to reflect the scale of the traditional high rise residential buildings to the east on Lawrence Avenue and the commercial Bridgeview Bank Building on Broadway.

Goals include:

- Support the Uptown entertainment district by maintaining public parking, encouraging complementary commercial and civic uses.
- Promote walkability and improve the pedestrian environment.
- Support residential development close to transit in context of the existing dense residential community.
- Incorporate development that supports an economically and socially diverse community.
- Fill in gaps along the street with active ground floor uses.



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**Figure 1.62:** The Uptown Theater shown here looking northwest at the intersection of Lawrence Avenue and Broadway

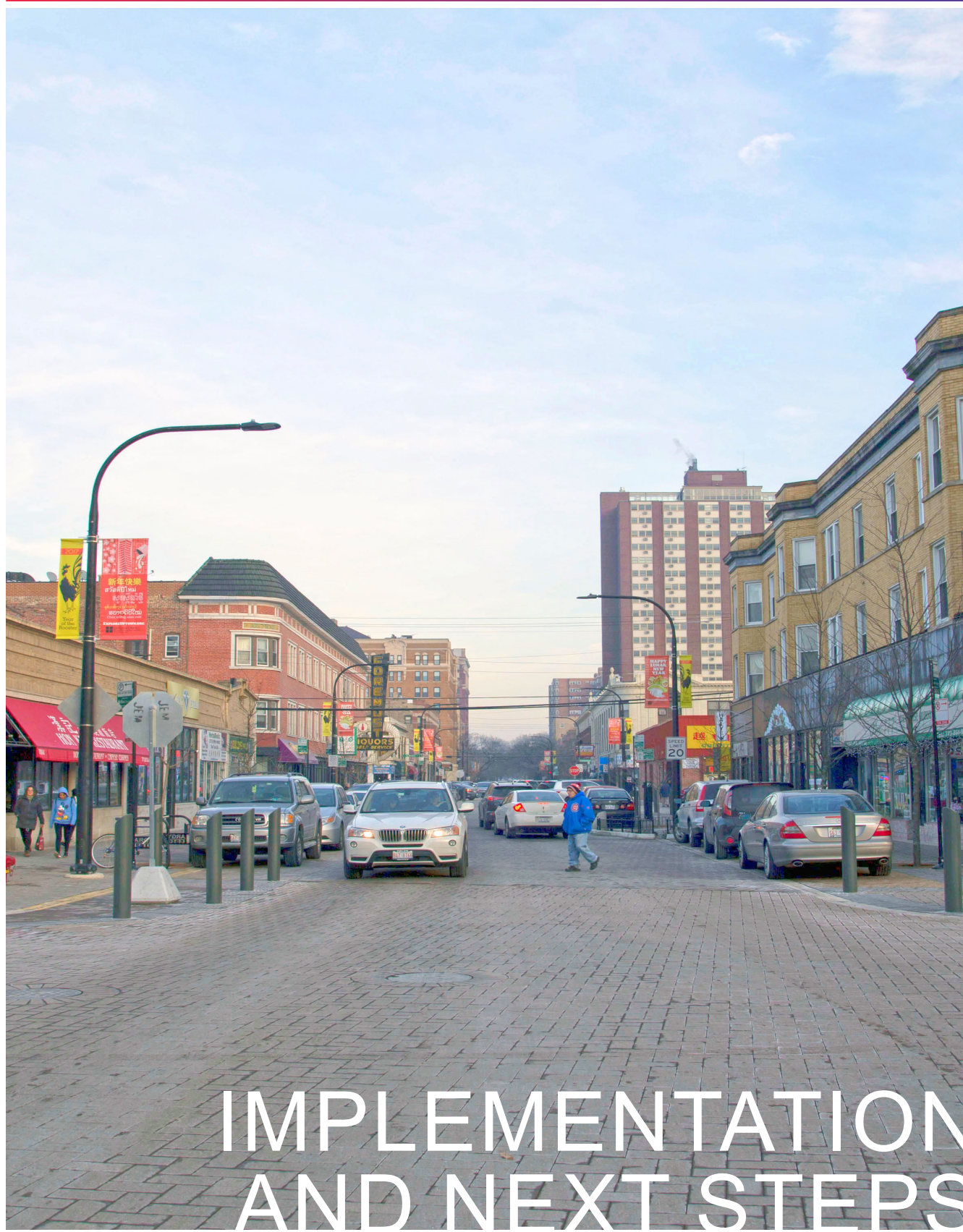


**Figure 1.63:** The parking lot, just west of the soon to be renovated Lawrence station has tremendous potential to support the Uptown entertainment district through future redevelopment with complementary land uses

The parcel on Lawrence Avenue directly west of the Lawrence station is currently a City of Chicago-owned parking lot that will be used temporarily to support the construction efforts of RPM Phase One. In the long run, redevelopment of this parking lot will add value to the neighborhood, the Lawrence Avenue corridor, and the Uptown entertainment district.

As part of the TOD Plan process which began in the fall of 2016, the CTA engaged the community and stakeholders in creating a vision for this site. Since that time, new development that is occurring in the vicinity has been identified as having the potential to impact the market assessment and future development opportunities for this site. Ultimately, a new vision for the redevelopment for this City-owned lot on Lawrence Avenue may emerge to support the larger vision for the Uptown entertainment district. For that reason, a site-specific test concept is not included in this report.







## IMPLEMENTATION AND NEXT STEPS

### STUDY AREA STRATEGIES

The Study Area strategies presented in the TOD Plan capture a wide range of community goals for improvements within the Study Area. These goals were gathered during the public engagement process and developed through the TOD Plan process. Many of the strategies presented in the report are simply ideas. Funding is not currently appropriated for projects beyond CTA-owned land or RPM Phase One improvements at this time. However, there would be an opportunity with new private development and on-going public improvement projects to incrementally implement these Study Area strategies where appropriate, and as funding becomes available.

### REDEVELOPMENT OF CTA-OWNED LAND

The test concepts in the TOD Plan are based on the understanding of current market trends and realities in combination with the expressed community goals. Because of the unpredictability of market demand for specific land uses, the complex geometry of the sites, changing neighborhood context, and the upcoming transit improvements, final development proposals may differ from the test concepts presented in the TOD Plan. Developers are not obligated to submit a proposal matching the test concepts in the TOD Plan; however, it is expected that the community goals and objectives will not change. Therefore, development proposals will be evaluated relative to the goals and objectives established in the TOD Plan.

### REGULATORY REQUIREMENTS

Rezoning and variances are the responsibility of the developer.

Site constraints, such as small, irregularly-shaped parcels, and adjacencies to elevated track structures, present significant development challenges. As a result, it is anticipated that developers may seek zoning changes, additional administrative adjustments, and variances in order to make projects feasible.

In general, projects that require rezoning, a special-use permit, or a zoning variance require an application to the Department of Planning and Development and a review process. Depending on the changes, the review process normally includes local aldermanic coordination and community meetings, in addition to various committee approvals. This community coordination provides an opportunity for aldermen and community stakeholders to comment on proposals. The City of Chicago zoning designations and variance processes are described in greater detail in the RPB Zoning Analysis Report, available on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan).

In addition to zoning, developers will be responsible for obtaining all permits necessary for development, and for meeting city requirements for affordable housing and sustainable development.

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**Figure 1.64:** 5619-5625 N. Broadway Site, November 2016

## DEVELOPER SELECTION

It is anticipated that in the mid-2020s, the CTA will solicit proposals from developers through a competitive selection process to redevelop the remainder parcels which were acquired for RPM Phase One construction but will not be needed in the future for CTA operations. While the price is a factor in selecting a developer, developers are expected to submit proposals to the CTA that meet or exceed CTA selection criteria, including:

- History of delivering successful developments
- Value to community
- Alignment with community vision and goals
- Financial capabilities
- Schedule
- Development concept
- Property management capabilities and experience
- Exceeds minimum recommended requirements for affordable housing
- Exceeds minimum recommended requirements for sustainability
- Price

## DEVELOPER RESPONSIBILITIES

Redeveloping the CTA sites will require a developer experienced with small urban infill projects. Developers will be responsible for the following:

- Submit proposal to CTA
- Meet or exceed CTA selection criteria
- Meet City of Chicago construction regulations
- Zoning
- Permitting
- Meet City of Chicago standards for the Affordable Requirement Ordinance and Sustainable Development Policy
- Alignment with TOD Plan goals and requirements



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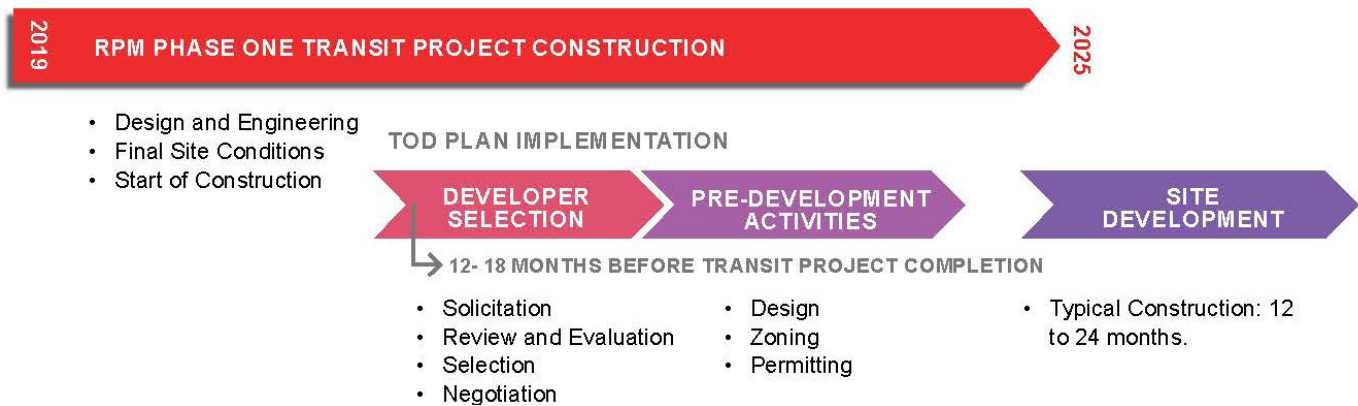


Figure 1.65: Project Timeline

## SITE REDEVELOPMENT TIMELINE

Redevelopment of the CTA-owned sites will follow completion of RPM Phase One. The desired outcome of the TOD Plan process is to expedite the developer selection process and redevelopment of the parcels to a productive use as soon as possible following construction. A generalized timeline is illustrated above. While development timelines can fluctuate greatly depending on the complexity of the project, an anticipated timeline for redevelopment is as follows:

- 18 months before the RPM Phase One contractor will no longer need access to the sites: CTA will solicit development proposal through the Request for Proposals process.
- 16 months prior: Developer will respond to the Request for Proposals.
- 13 months prior: CTA will review developer proposals and select a developer.
- 12 months prior: Design, zoning approvals and permitting will begin.
- The RPM Phase One redevelopment site will become available and the developer will begin construction on the site.
- 12-24 months after: Construction will be complete and the building will receive a certificate of occupancy.

## RPM PHASE ONE PROJECT TIMELINE

Redevelopment of the sites will follow completion of RPM Phase One. The current timeline for RPM Phase One is as follows:

- Current: Selection of the design-build contractor
- Current: Advance utility relocation work begins
- December 2018: Property demolition complete
- December 2018: CTA selects RPM Phase One contractor
- Summer 2019: Advance utility relocation complete
- Late 2019: Major construction begins
- 2025: Construction estimated to be completed

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September 2018

CTA Red and Purple Modernization Phase One



## APPENDIX

The following reports are available for download on the CTA website at [www.transitchicago.com/rpm/todplan](http://www.transitchicago.com/rpm/todplan) :

- Presentation materials from public meetings
- RPM TOD Plan Existing Conditions Analysis - LBMM Study Area
- RPM TOD Plan Market Analysis - LBMM Study Area
- RPM TOD Plan Site Specific Development Concepts Zoning Analysis - LBMM Study Area
- Argyle Street Historic District: Historic Preservation Plan
- Bryn Mawr Avenue Historic District: Historic Preservation Plan
- Uptown Square Historic District: Historic Preservation Plan

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## ACKNOWLEDGEMENTS



Chicago Transit Authority  
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CHICAGO DEPARTMENT OF  
PLANNING & DEVELOPMENT

Chicago Department of Planning and Development  
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Solomon Cordwell Buenz  
Prime Consultant, Urban Design, Land Use, and Zoning Planner

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Real Estate Consultant

David Mason & Associates  
Civil Engineering Consultant

Goodman Williams Group  
Market Analyst Consultant

Fish Transportation Group, Inc.  
Transportation Consultant

Grisko LLC  
Community Outreach Consultant

## QUESTIONS AND COMMENTS

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