What are your TOP priorities for the neighborhood?

PLACE A DOT - PICK UP TO 7 PRIORITIES

<table>
<thead>
<tr>
<th>Environmentally friendly practices</th>
<th>Increase public open space</th>
<th>Decrease parking demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian safety and comfort</td>
<td></td>
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</tr>
<tr>
<td>Streets with continuous building facades</td>
<td></td>
<td>Grow the residential population</td>
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<tr>
<td>Businesses that serve local residents</td>
<td></td>
<td>Increase variety of housing types</td>
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<tr>
<td>Development that fits in the existing neighborhood</td>
<td></td>
<td>Housing available to low incomes</td>
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<tr>
<td>Active daytime population</td>
<td></td>
<td>Housing for seniors, low-income residents, and those with disabilities</td>
</tr>
<tr>
<td>Entertainment district</td>
<td></td>
<td>Professional offices</td>
</tr>
<tr>
<td>Incorporate civic uses</td>
<td></td>
<td>Other...(share your thoughts with us)</td>
</tr>
</tbody>
</table>

- Example notes on the image:
  - "Increase public open space" marked with many green dots and one red dot.
  - "Decrease parking demand" marked with many green dots.
  - "Incorporate civic uses" marked with one green dot.

- Additional notes:
  - "Decrease demand by adding multi-family units rather than more single-family homes"
The Transit-Oriented Development Plan includes a customized real estate analysis. The information on this board is specific to the Market Area, defined as Uptown & Edgewater Community Areas.

The LBMM Market Area (defined as the Uptown & Edgewater communities) is bounded by:
- Devon Avenue on the North
- Irving Park Road on the South
- Ravenswood Avenue on the West
- Lake Michigan on the East

Information in yellow is specific to the LBMM District, outlined in the map below.

### COMMERCIAL TRENDS IN THE DISTRICT

- **81% of Storefronts in the District Occupied (Nov. 2016)**
- Dining is the highest category of use across the LBMM District (27.5%).
- Edgewater has more personal service businesses.
- A total of 76 vacant storefronts are evenly distributed across the district.

### EMPLOYMENT TRENDS

- Modest increase overall in Market Area employment, increasing from approximately 20,100 to 21,600 between 2005 and 2014.
- Nearly all residents commute outside Market Area for employment (94.1%); more than one third of residents commute to the Chicago Central Area and West Loop.
- The largest employment categories include Healthcare & Social Assistance, Accommodations & Food Service, Retail Trade and Education Services.

### RESIDENTIAL TRENDS

- **Median Home Prices**

After a period of decline, the market area is again active, led by adaptive reuse projects, which are attracting new renters.

Apartment market occupancy is relatively tight overall:
- Class A: 96.6% (excluding Lawrence House lease-up)
- Class B/C: 96.4%

For sale market has stabilized
- Market Area contains over 5,000 rent-restricted or rent-subsidized housing units

### DEMOGRAPHIC TRENDS

- Market Area has lost population since 2000, however modest growth is estimated between 2010 to 2016:
  - Edgewater 7.6% decline
  - Uptown 10.3% decline
- Uptown's demographics are becoming increasingly similar to Edgewater's:
  - Median income
  - Educational attainment
  - Ethnic profile

### MARKET AREA NEW / PROPOSED DEVELOPMENT

- 2,000 residential units
- 140,000 SF commercial space

### DEVELOPMENT CATALYSTS

- Cedar Street Development
- Uptown’s Entertainment District
- Wilson Yards and Wilson Street CTA Station Reconstruction to the south
- 2015 Transit Served "TOD" Zoning Ordinance

- Reconstruction of Argyle Street
- Loyola University
What are the best parts about the neighborhoods comprising and surrounding the LBMM District?

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

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

Of which types of uses or businesses are there enough, or too much?
What do you think about building density/height in the district? Where would higher densities be appropriate? Where are smaller buildings desired? Why?

[Image of map and photos with annotations]

[Handwritten notes:]
- Height is C1, too. Density should be okay.
- Low-rise is fine.
- Height is not appropriate.
What types of buildings are you interested in seeing built in this area?

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

What do you think these examples do well or poorly?

Mixed Use, Transit Oriented Development with Residential over Ground Floor Retail

Alternate Uses for Infill Sites

SOULCYCLE

MERCHANT RUN

Another

This might

better

So

A Family

Leisure

The shop

Open

spin

happy

outside

Day

family

park

green

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# STREET CHARACTER & LAND USE: BRYN MAWR AVENUE

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

## USE DOTS TO INDICATE INTEREST

### WHAT'S YOUR VISION FOR ARGOYLE STREET - PICK 2

- Mixed-use district including both residential and commercial development
- A commercial street with local neighborhood-oriented small independent shops and restaurants
- A historic district that celebrates the architecture of the past
- A district that integrates historic elements of the past with contemporary elements of today
- Other (write-in)

### APPROPRIATE USES FOR ARGOYLE STREET - PICK 5

- Low-scale Multi-family Residential (stacked flats, apartments buildings with less than 10 units)
- Medium-scale Multi-family Residential (apartments & condos)
- Housing for seniors, low-income residents, and those with disabilities
- Neighborhood Retail / Shopping
- Restaurants
- Coffee Shops / Bakeries
- Offices
- Professional Services
- Open Space
- Education/Civic

---

**Notes:**

- The Army Veterans Memorial, a significant local landmark, shall be in keeping with other historic elements.
- New designs for street furniture should be in keeping with historic visual guidelines.

---

**Legend:**

- CTA Red Line
- CTA Purple Line Express
- New Proposed for Construction
- CTA L Lake Route

---

**Images:**

- Looking east on Bryn Mawr Avenue, west of Argyle Street
- Looking north on Bryn Mawr Avenue, east of Argyle Street
- Looking south on Bryn Mawr Avenue, east of Argyle Street
- Looking south on Bryn Mawr Avenue, east of Argyle Street

---

**CTA RED AND PURPLE MODERNIZATION PROGRAM PHASE ONE TOO PLAN - LBMMI COMMUNITY MEETING, May 11, 2017**
USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR LAWRENCE AVENUE - PICK 3

- A neighborhood that welcomes a growing residential population
- A mixed-use Entertainment District
- An economically and socially diverse neighborhood
- A district that celebrates the architecture of the past
- A district that integrates historic and contemporary elements

Other (write-in)

APPROPRIATE USES FOR LAWRENCE AVENUE - Pick 4

- Multi-family Residential
- Housing for seniors, low-income residents, and those with disabilities
- Retail / Shopping
- Restaurants
- Bars
- Entertainment
- Coffee Shops / Bakeries
- Offices
- Professional Services
- Civic/Education
- Recreation
- Open Space
- Hotel

Tell us more!
STREET CHARACTER & LAND USE: ARGYLE STREET

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

USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR ARGYLE STREET - PICK 2

- A neighborhood street with small independent shops and restaurants
- A historic district that celebrates the architecture of the past
- A district that integrates historic and contemporary elements
- Asia on Argyle
- Other (write-in)

APPROPRIATE USES FOR ARGYLE STREET - PICK 5

- Low-scale Multi-family Residential
  (studied fleet, apartments buildings with less than 10 units)
- Medium-scale Multi-family Residential
  (apartments & condos)
- Housing for seniors, low-income residents, and those with disabilities
- Neighborhood Retail / Shopping
- Restaurants
- Coffee Shops / Bakeries
- Offices
- Professional Services
- Open Space
- Education/Civic

Tell us more!

RSK MONDAY, 10AM
800 S. LINDSEY - CHICAGO, IL 60607
773.753.3366
www.cpschools.org

Please do NOT mention this reply in Argyle Vision. Thank you.

SPEAKING IN COMMERCE

This area needs more motion, more life! Don't come in with your brand new, well-constructed...
What are the community's needs or desires for streetscape and/or public space improvements and amenities?

What are the challenges to creating unique streetscape elements or improving the streetscape in the neighborhood? How could these challenges be minimized?

What community resources exist to support public amenities? Help us identify community organizations, partner agencies, and community leaders that could program & promote new public amenities.
How would you like to see the areas near underpasses and embankments designed or used?

<table>
<thead>
<tr>
<th>Use a dot sticker to indicate your top 5 interests or leave a comment on a sticky note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater management or other opportunities for &quot;green&quot; infrastructure</td>
</tr>
<tr>
<td>Artistic Lighting Installations</td>
</tr>
<tr>
<td>Embankment Treatment: Stepped Concrete</td>
</tr>
<tr>
<td>Embankment Treatment: Stamped/Patterned Concrete</td>
</tr>
<tr>
<td>Murals</td>
</tr>
<tr>
<td>Bike Lanes</td>
</tr>
<tr>
<td>Neighborhood-specific branding/gateway elements</td>
</tr>
<tr>
<td>Opportunities for physical art installations</td>
</tr>
<tr>
<td>Active recreational uses</td>
</tr>
<tr>
<td>Bike parking</td>
</tr>
<tr>
<td>Temporary uses such as pop up shops, markets, etc.</td>
</tr>
<tr>
<td>Other...(share your thoughts with us)</td>
</tr>
</tbody>
</table>
INTRODUCTION: HISTORIC DISTRICTS & BUILDINGS

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

HISTORIC DISTRICTS MAP

BRYN MAWR HISTORIC DISTRICT

Buildings in the district range from the late 1890s to the early 2000s with key development periods in the 1890s, 1910s, and 1920s as the district was developed in the 1890s and then a building boom continued to develop during the 1910s and 1920s to allow the higher density of apartment blocks found in the eastern half of the district. The district exemplifies the efforts of early 20th century architects to integrate domestic and commercial spaces, reflect the aesthetic and cultural dynamics of the transition from an exclusive neighborhood of single-family homes to an area renowned for its apartments, apartment hotels, and shopping and expresses the transition of the area from an early, modest commercial street to a street that significantly contributed to a new identity on the area.

What are the strengths of the Bryn Mawr Historic District?

- A diverse & unique neighborhood
- Strong sense of community
- A mix of old & new buildings

What could be improved within the Bryn Mawr Historic District?

- More green space
- A cleaner & safer environment
- Improved transit options

What historic elements do you feel contribute the most to the Bryn Mawr Historic District?

- Architectural styles
- Cultural heritage
- Historical significance

WEST ARGYLE HISTORIC DISTRICT

The buildings in the district range from the late 1890s to the early 1900s with a key development period between the 1890s and 1900s when much of the district was developed as the neighborhood transformed from rural suburb to a dense, urban community and with the opening of the existing elevated station. The architectural and historical developments of the district represent the socioeconomic status of the residents who were attracted to the mixed commercial and residential area. The architecture represents the early 20th century revival styles and form an intact and cohesive group that reflects high-quality craftsmanship rendered in traditional building materials and is composed of a wide range of building types that reflect the evolution of Uptown from a suburban enclave to a dense and diverse urban neighborhood, and encompasses one of the most intact portions of the wide area of affordable apartment buildings that became known as the Northtown Ravenswood Corridor.

What are the strengths of the West Argyle Historic District?

- A diverse & unique neighborhood
- Strong sense of community
- A mix of old & new buildings

What could be improved within the West Argyle Historic District?

- More green space
- A cleaner & safer environment
- Improved transit options

What historic elements do you feel contribute the most to the West Argyle Historic District?

- Architectural styles
- Cultural heritage
- Historical significance

UPTOWN SQUARE HISTORIC DISTRICT

The buildings in the district range from the early 1900s to the early 2000s with a key development period from the early 1900s through the 1920s. The district is recognized for entertainment and recreation, transportation, and commerce as an intact example of the evolving businesses centers that emerged during the early 20th century and as one of the most significant entertainment and retail centers, outside of the Loop, for the City of Chicago. The district contains properties that embody the distinctive characteristics of high style architecture including Spanish Revival, Classical Revival, and Gothic Revival, characteristics of the early 20th century.

What are the strengths of the Uptown Square Historic District?

- A diverse & unique neighborhood
- Strong sense of community
- A mix of old & new buildings

What could be improved within the Uptown Square Historic District?

- More green space
- A cleaner & safer environment
- Improved transit options

What historic elements do you feel contribute the most to the Uptown Square Historic District?

- Architectural styles
- Cultural heritage
- Historical significance

Source: CTA, 2016

3 CTA RED AND PURPLE MODERNIZATION PROGRAM PHASE ONE TIDO PLAN – LIBMN COMMUNITY MEETING May 11, 2017
INTRODUCTION: COMMUNITY MEETINGS

TODAY’S MEETING
Lawrence to Bryn Mawr Study Area

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

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

COMMUNITY MEETING SCHEDULE

Meeting 1 - Tonight
• Gather information about the project
• Provide input on goals, objectives and vision for the study

Meeting 2 - Summer/Fall 2017
• Preliminary vision for neighborhood development for review and comment
• Preliminary site development concepts for review and comment

Meeting 3 - Spring/Summer 2018
• Final plan recommendations
• Next steps and implementation strategies
INTRODUCTION: PROJECT DESCRIPTION

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

RED AND PURPLE MODERNIZATION (RPM) PHASE ONE OVERVIEW

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

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

TRANSIT-ORIENTED DEVELOPMENT PLAN

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

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

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

RPM PHASE ONE PROJECT TIMELINE

2009-2014
- Host Public Meetings to establish community dialogue
- Initial project studies
- Complete

2015
- Host Public Meetings on Environmental Assessment
- Complete

2016
- Secure Federal and Local Funding
- Complete

2017
- Procure Design-Build Contractor
- In Progress

2018
- Construct New Infrastructure and Stations

Mid 2020s

TOD PLAN DEVELOPMENT

ANALYSIS
- Zoning
- Land Use
- Real Estate Market

STEP 1: VISION
- Neighborhood Goals
- Community Engagement

STEP 2: ALTERNATIVES
- Development Opportunities
- Community Engagement

STEP 3: REFINES
- Align w/ Market Demand
- Community Engagement

TOD PLAN
- Implementation Strategy
- Final Plan Recommendations

FULFILLMENT

TOD PLAN
- Plan Implementation
- Site Development

LAWRENCE TO BRYN MAWR MODERNIZATION DISTRICT

Areas Impacted by New Track Structure

[Map and photographs of areas impacted]