

NEIGHBORHOOD DEVELOPMENT: PRIORITIES

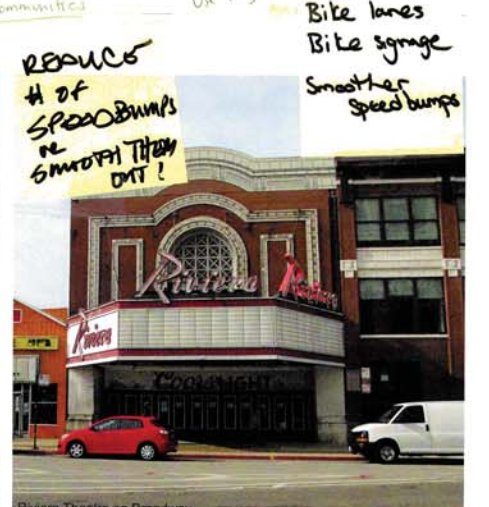
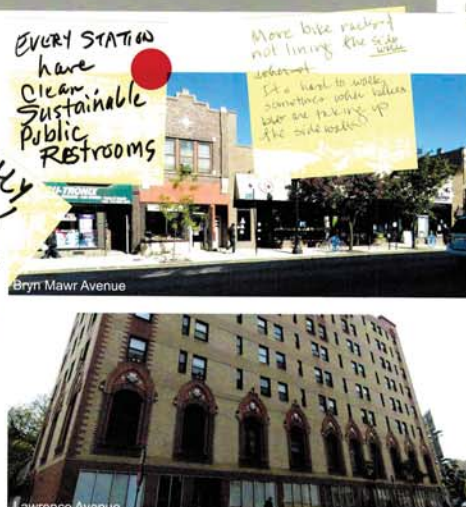
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN



What are your TOP priorities for the neighborhood?

PLACE A DOT - PICK UP TO 7 PRIORITIES

Environmentally friendly practices		Increase public open space	
Pedestrian safety and comfort	 <i>ENFORCE ALL TRUCKS RE LOADS RIDING BY THE SIDEWALKS BOOBYING ALL THROUGH SIGNALS & STOPS</i>	Decrease parking demand	 <i>Decrease demand by adding shuttles rather than more parking spaces also drop off areas</i>
Streets with continuous building facades		Grow the residential population	
Businesses that serve local residents		Increase variety of housing types	 <i>MORE LARGER UNITS FOR FAMILIES including extended family</i>
Development that fits in the existing neighborhood		Housing available to a range of incomes	 <i>The area needs more market + upper end housing to balance the volume of entry business housing</i>
Active daytime population		Housing for seniors, low-income residents, and those with disabilities	
Entertainment district		Professional offices	
Incorporate civic uses		Other...(share your thoughts with us)	 <i>Signage is Multiple handwagner - Transit stops all these stops across Latin Asian African Communities</i> <i>No curb cut Use My Access</i> <i>ve a ment!</i> <i>Bike lanes</i> <i>Bike storage</i> <i>Smother speed bumps</i>

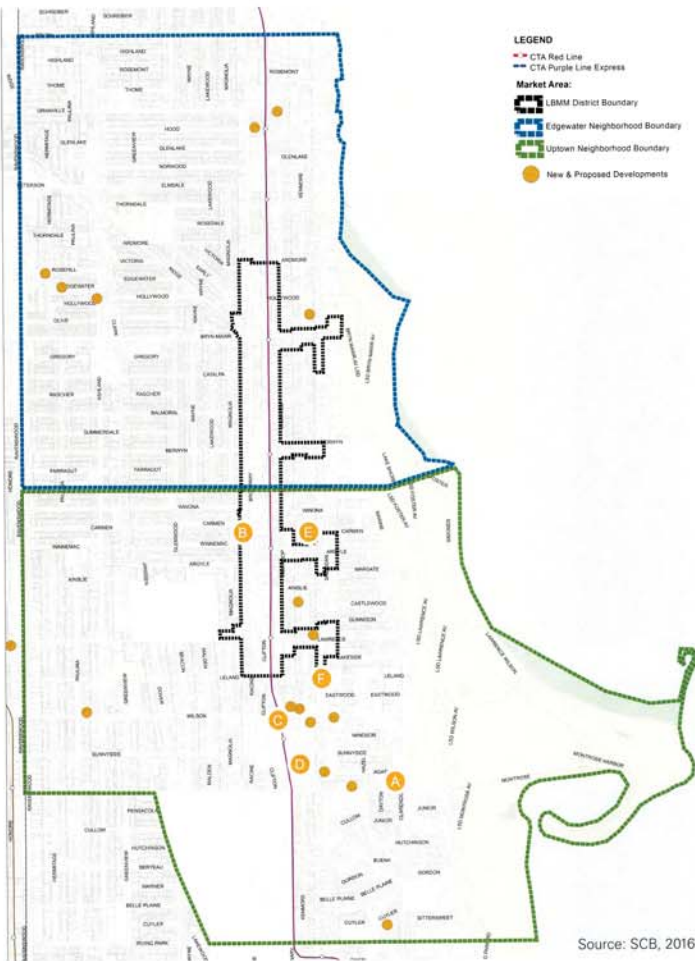


NEIGHBORHOOD DEVELOPMENT: MARKET ANALYSIS

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

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

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



MARKET AREA NEW / PROPOSED DEVELOPMENT

- 2,900 residential units
- 140,000 S.F. commercial space:



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

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

COMMERCIAL TRENDS IN THE DISTRICT

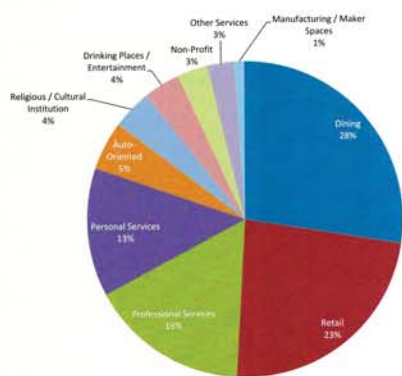
81% of Storefronts in the District Occupied (Nov. 2016)

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.

District Area Commercial Uses



80% of commercial uses in the District are locally owned.

- Higher percentage in Uptown
- Contributes to relatively low average rental rate of \$23/SF net.

Net absorption of space in the Market Area has been limited.

Recent commercial deliveries have been limited; new deliveries are expected to be driven by Montrose & Clarendon (36,000 SF) and 5050 N. Broadway (50,000 SF).

EMPLOYMENT TRENDS

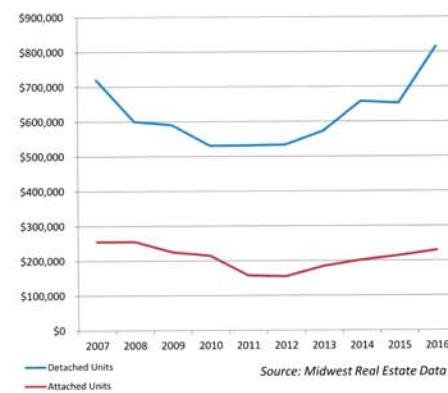
Modest increase overall in Market Area employment, increasing from approximately 20,100 to 21,600 between 2005 and 2014.

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: 95.4%

For sale market has stabilized

Market Area contains over 6,000 rent-restricted or rent-subsidized housing units

DEMOGRAPHIC TRENDS

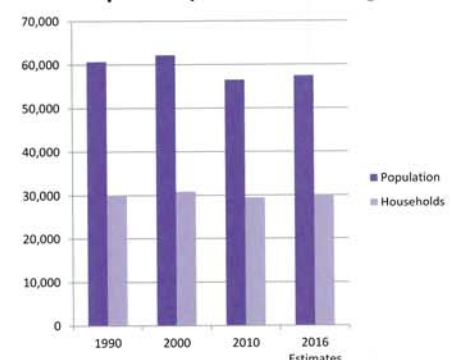
Market Area has lost population since 2000, however modest growth is estimated between 2010 to 2016

- Edgewater 7.6% decline
- Uptown 10.3% decline

Uptown's demographics are becoming increasingly similar to Edgewater's

- Median income
- Educational attainment
- Ethnic profile

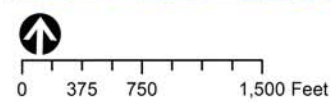
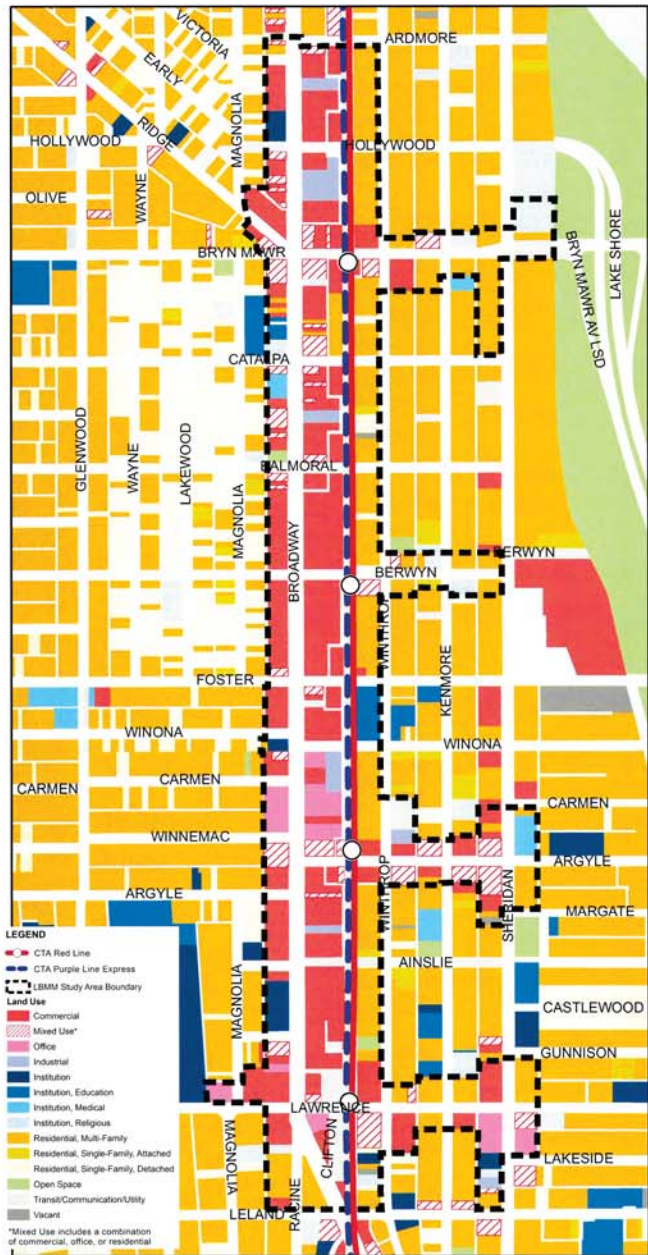
LBMM Market Area Population/Household Change



NEIGHBORHOOD DEVELOPMENT: CHALLENGES & OPPORTUNITIES

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

EXISTING LAND USE MAP



What are the best parts about the neighborhoods comprising and surrounding the LBMM District?

Leave a Comment!

ease of access to transit, beaches, entertainment.

CLOSE TO LAKE!
Can we connect better to LAKE by BUS?

WORK TO RETAIN GREAT VIEW FROM LAWRENCE L PLATFORM COULD HIGHLIGHT SOMEHOW

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

Lack of park

CRAPPY OLD STRUCTURALLY UNSOUND BUILDINGS

SPOTTY RETAIL IN CERTAIN SECTIONS

POORLY MAINTAINED BUSES KEEP THE AREA FROM FEELING NEAR.

Including affordable housing

Crime, not enough people with disposable income to support local commerce

We need more housing density to support local businesses.

↑ affordable housing & family oriented housing (3+ BR)

high turnover of retail, empty storefronts

OUR REAL VALUES GET PUSHED OUT BY THE "ECONOMIC."

TOD is small unit, families want to live near transit too!

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

SAFE ROOMS PER FEMA 320 + FEMA 361

more disability & senior housing

parks & community space

bars

Art spaces and galleries

more bars, restaurants & chain retail

ART galleries, adult classes

Children's activities / programming

Leave a Comment!

healthy fast casual

PAIRED BUSINESSES LIKE CAT SHELTER & coffee shop together

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

Too many mattress stores!

close down Nyring homes

High crime

fill empty storefronts before building new development

+1

FAST FOOD & CHAINS of anything

More local business Fewer chains

Social services

DIFFERENT TYPES OF LAND USE EXAMPLES

Commercial



Mixed Use



Institutional



Residential, Multi-Family



Residential, Single-Family, Attached



Residential, Single-Family, Detached



TRANSIT-ORIENTED DEVELOPMENT: BUILDING SCALE

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

EXISTING BUILDING HEIGHT MAP



Source: SCB, 2016

What do you think about building density/height in the district? Where would higher densities be appropriate? Where are smaller buildings desired? Why?

No parking podiums

↑ density in entertainment / restaurant area
↓ density in residential areas → family housing + parks

High density along Broadway building height between

PLS. NO HIGHER DENSITY OR HEIGHT NEAR CASHES SQUARE. PEOPLE HAVE DIFFICULTY TO GET TO THE OFF-STREET PARKING.

High density ok if not on wide streets

TRANSIT-ORIENTED DEVELOPMENT: BUILDING CHARACTER MEDIUM AND LARGE SITES

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

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

What do you think these examples do well or poorly?

Tell us more!

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

TOD is higher percentage of family sized units 2+3 bedrooms +1

Give us something interesting that fits context of site/area

Mixed Use, Transit-Oriented Development with Ground Floor Retail and Residential Above



like mixed-use, but not chains for mixers

This looks nice & fits in well w/ the area.

Good example - street level is representative of the area

Like the mixed-use of this type of building: open residential & commercial (service based)

Match existing neighborhood architecture, preserve historic landmarks

Most of these are so much like @ street level w/ very identity

I like this. Maybe less modern for this area tho.

Comment

STEP BACK GOOD FOR PUBLIC BUDGS.



Leave a Comment!

feels/will be dated design

Office / Commercial / Retail / Lifestyle



Looks like Hotel !! Fun!

This is nice.

Nice bright feel while not too modern

Awesome blend of contemporary & historical

TRANSIT-ORIENTED DEVELOPMENT: BUILDING CHARACTER SMALL INFILL SITES

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

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

What do you think these examples do well or poorly?

Tell us more!

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

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

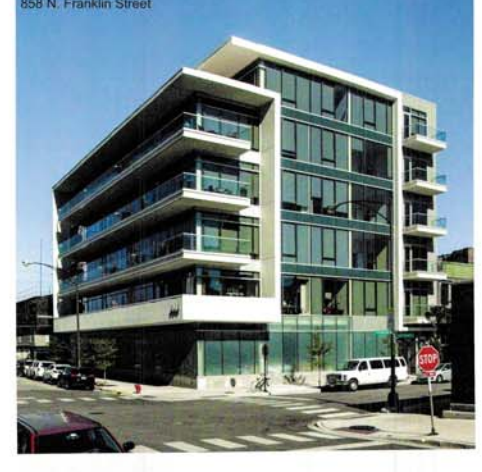


Leave a Comment

3400 N Lincoln Avenue



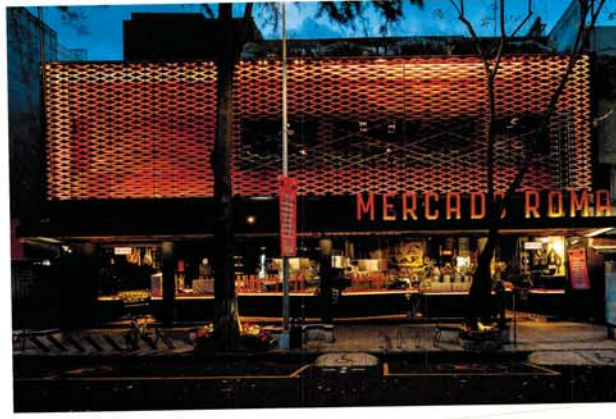
858 N Franklin Street



Why no retail on ground floor?
Public space

Like them
- some have
- shade
- precip

Alternate Uses for Infill Sites



This is cool unique, would love people in.

Cool

like the bar/restaurant idea - needs outside space!

Leave a Comment

more green

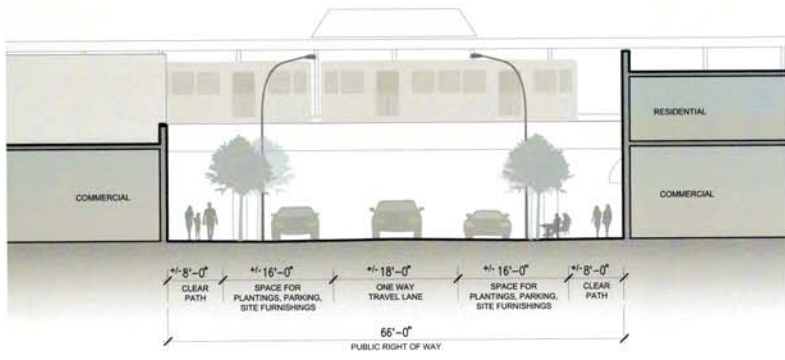
Family Oriented Public Space

Green Space

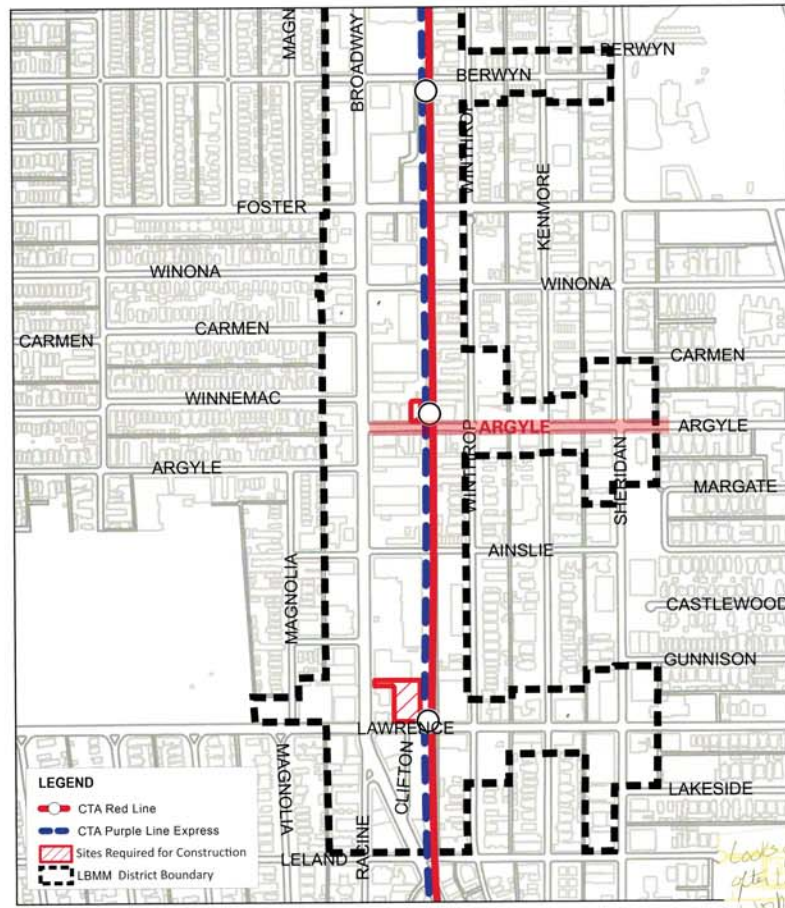
Agreed - But consider CO2 in the building

STREET CHARACTER & LAND USE: ARGYLE STREET

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



Looking east on Argyle Street from Winthrop Avenue



Looks great after last years work

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 (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

Tell us more!

This area needs more market rate apts + condos to stabilize the local commerce.

Leave a Comment!

Educational with focus on children

Please do something about the ugly Asia on Argyle sign. Thank you (gateway)

Information avail in all languages. Put in Chinese, Vietnamese, etc papers!



Looking west on Argyle Street



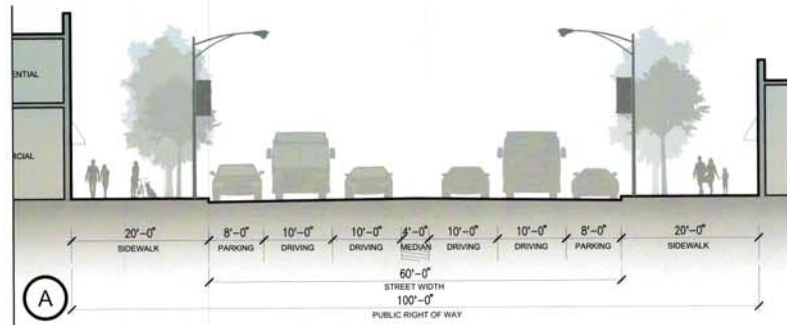
Looking east on Argyle Street



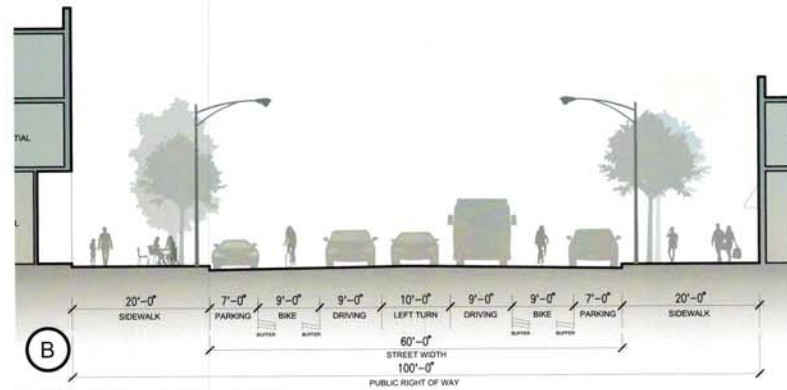
Restaurant on Argyle Street at Winthrop Avenue

STREET CHARACTER & LAND USE: BROADWAY

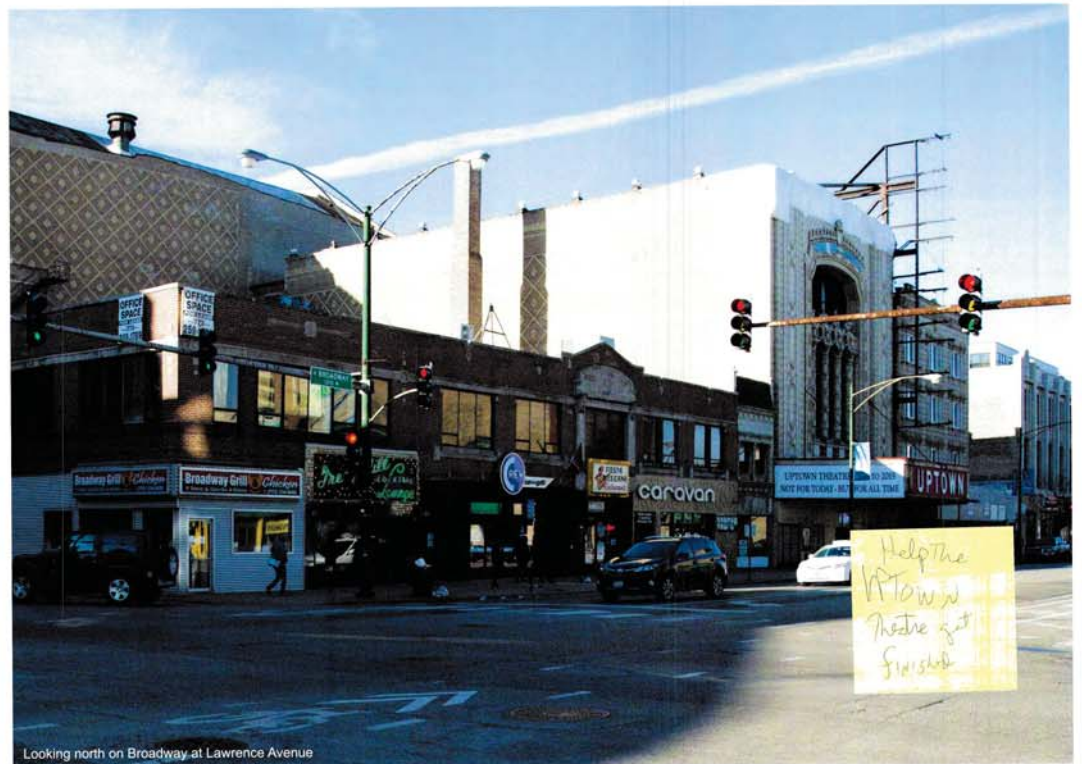
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Broadway Street Section at Hollywood Avenue / Bryn Mawr Avenue

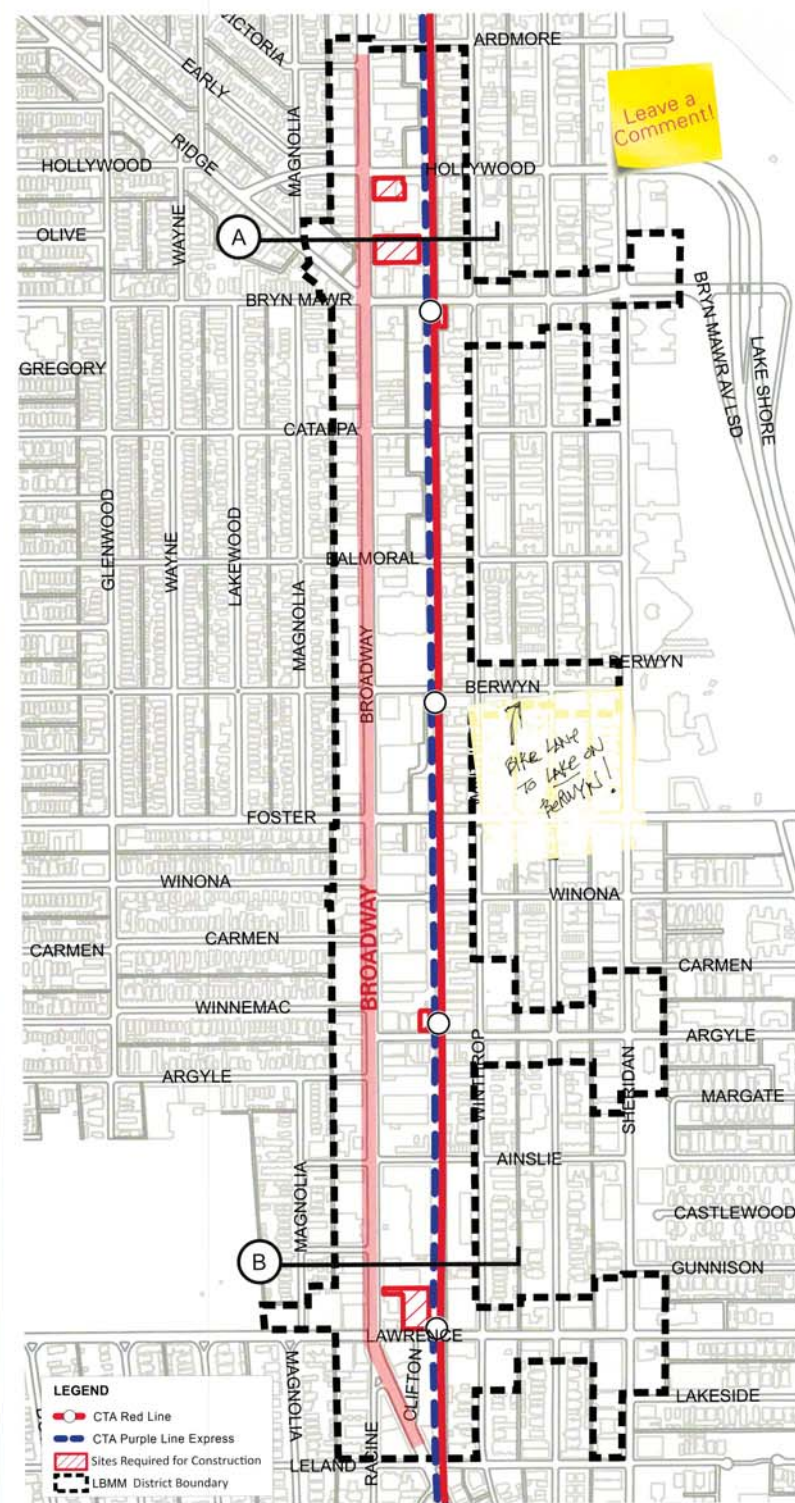


Broadway Street Section at Lawrence Avenue



Looking north on Broadway at Lawrence Avenue

USE DOTS TO INDICATE INTEREST



WHAT'S YOUR VISION FOR BROADWAY - PICK 2

Mixed use district with residential and commercial development	●●●●●●●●●●●●●●●●●●●●
Retail destination with national retailers as anchors	●●●●●●●●●●●●●●●●●●●●
Local neighborhood street with small independent shops	●●●●●●●●●●●●●●●●●●●●
Other (write-in)	● Community mix-use space - mrgs, etc...

APPROPRIATE USES FOR BROADWAY - PICK 5

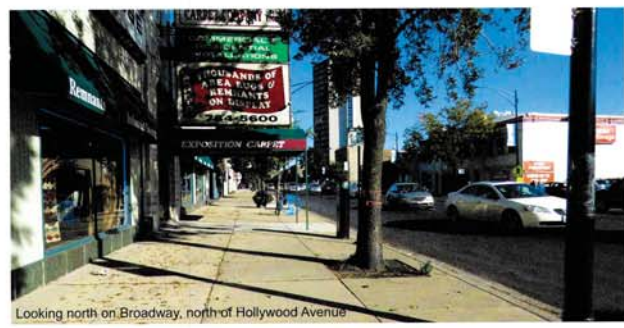
Multi-family Residential	●●●●●●●●●●●●●●●●●●●●
Housing for seniors, low-income residents, and those with disabilities	●●●●●●●●●●●●●●●●●●●●
Retail / Shopping	●●●●●●●●●●●●●●●●●●●●
Restaurants	●●●●●●●●●●●●●●●●●●●●
Bars	●●●●●●●●●●●●●●●●●●●●
Coffee Shops / Bakeries	●●●●●●●●●●●●●●●●●●●●
Offices	●●●●●●●●●●●●●●●●●●●●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

Tell us more!

Continue street diet / bike lanes farther north.
 GET THE ADULT BIKERS OFF THE SIDEWALKS!
 Leave a Comment!

Density mixed with current buildings

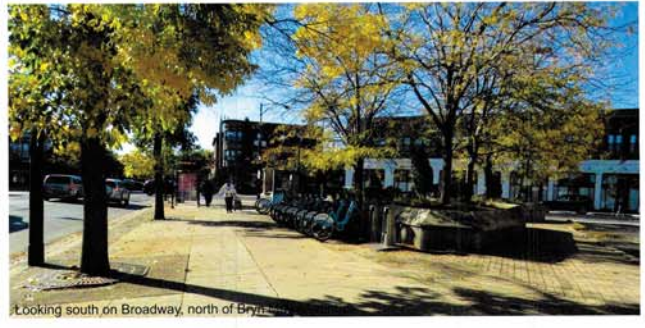
Recycling receptacles
 Medians with green & trees!
 Clean street flower crime



Looking north on Broadway, north of Hollywood Avenue



Looking north on Broadway, north of Lawrence Avenue



Looking south on Broadway, north of Bryn Mawr Avenue

URBAN DESIGN: STREETSCAPE

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



What are the community's needs or desires for streetscape and/or public space improvements and amenities?

OUTDOOR DINING - ALWAYS A POSITIVE
 fountains
 Bright lights to deter gangs.
 Fountain/water features
 Physical deterrents to prevent encampments
 Bike friendly way to cross Sheridan to/from Lake Shore Trail + 1
 Outdoor seating for eateries
 Housing for homeless
 MORE DOG FRIENDLY LOCATIONS!
 Bike Parks that don't prohibit strollers
 Like Tru hit for our area bikes
 MORE GREENERY, PLANTERS

OPEN SPACE & BIKE MAP



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

There is still significant crime in the area. Any improvement should include monitoring equipment to prevent vandalism + drug crime + violent crime.
 NO DOGS - Owners don't control
 Standing water Lawrence Ave
 Avoid creating shadows - might lightening to deter crime

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.

Edgewater group, Edgewater Division made Sustainability Project
 4th ward has very active clubs
 Also Uptown Chicago community
 Lakeview Entomological Society Residents Council (LB neighborhood residents)
 Wilson -> Lawrence
 Clarendon -> Sheridan
 LAKESIDE NEIGHBORS
 www.facebook.com/LakesideNeighbors46



Sculpted Street Planter



Decorative Street Lighting



Branded Bike Rack




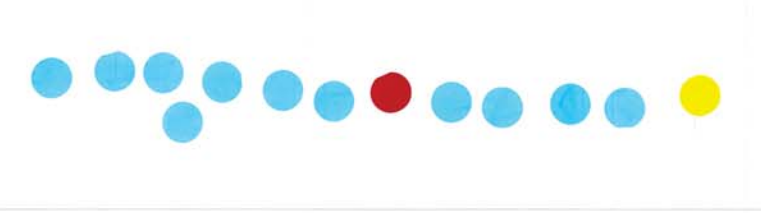





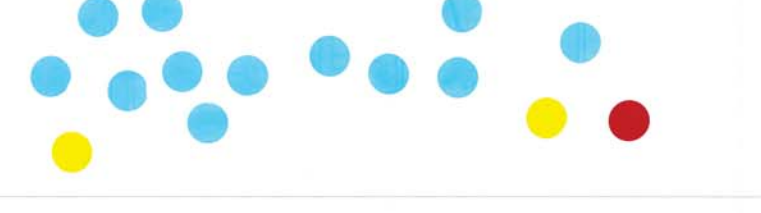

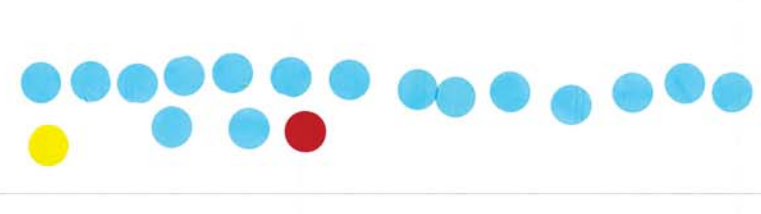

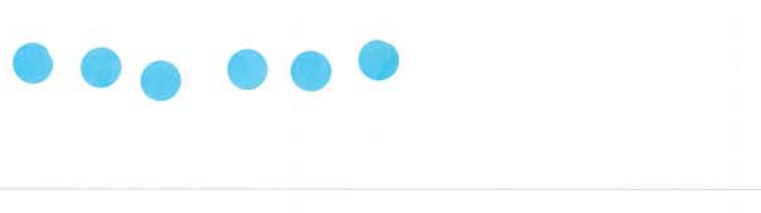

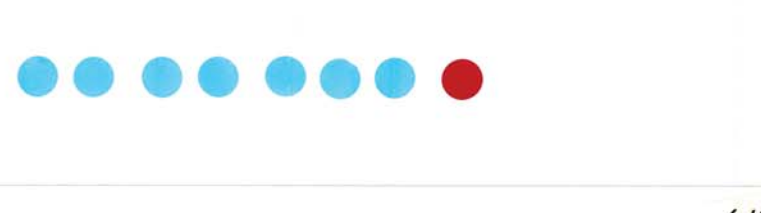



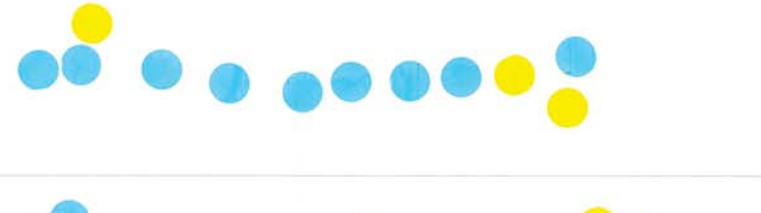

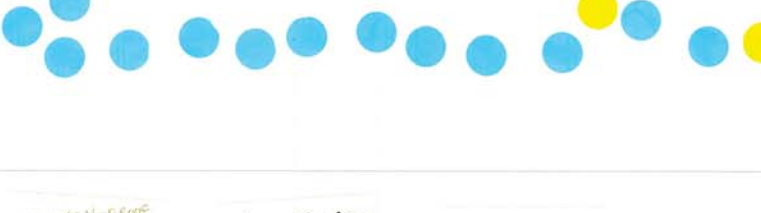
As they are created without location with some the excellent reputation high quality work
 ONE north side
 Institute of Cultural Affairs
 ICA GreenRise (Lawrence/Sheridan)
 Uptown United

URBAN DESIGN: EMBANKMENT/ UNDERPASS TREATMENT

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

How would you like to see the areas near underpasses and embankments designed or used?

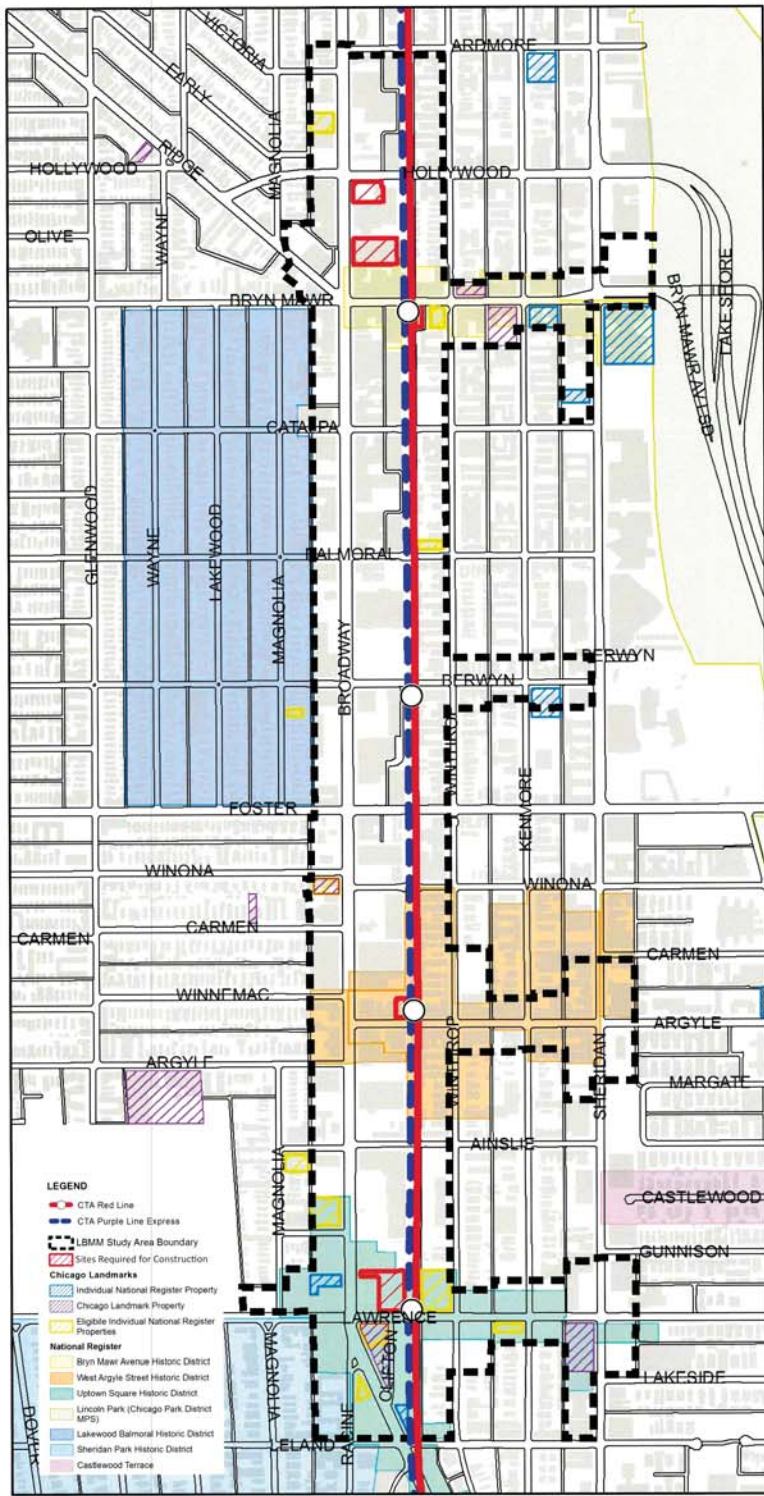
Use a dot sticker to indicate your top 5 interests or leave a comment on a sticky note

<p>Stormwater management or other opportunities for "green" infrastructure</p>			<p>Better drainage cars don't get us wet</p>
<p>Artistic Lighting Installations</p>			
<p>Embankment Treatment: Stepped Concrete</p>		 <p>EXPANSION HAS USE OF STEPPED CONCRETE EMBANKMENTS TO HELP TRUCKS GET TO THE SIDE OF THE ROAD</p> <p>Replicate existing embankment treatments</p> <p>Use low profile materials, screws connect to bulky steel</p>	<p>Leave a Comment!</p>
<p>Embankment Treatment: Stamped/ Patterned Concrete</p>			
<p>Murals</p>			
<p>Bike Lanes</p>			
<p>Neighborhood-specific branding/gateway elements</p>			
<p>Opportunities for physical art installations</p>			
<p>Active recreational uses</p>			<p>Secure the Area under the tracks</p>
<p>Bike parking</p>			
<p>Temporary uses such as pop up shops, markets, etc.</p>			
<p>Other...(share your thoughts with us)</p>	<p>ALLEY ^{is used} IS USED BY SOME AS PROTECTED BIKE+PED ROUTE</p>	<p>PIGEON-FRONT ALL BIRDS MAINTAIN IT!</p> <p>Restrict dog owners</p> <p>Please no parking under tracks except for maybe for bikes</p>	

INTRODUCTION: HISTORIC DISTRICTS & BUILDINGS

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

HISTORIC DISTRICTS MAP



Source: CTA, 2016

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 first developed in the 1890s and then as zoning ordinances continued to develop during the 1910s and 1920s to allow the higher density apartment-hotels found in the eastern half of the district.

The district exemplifies the efforts of early 20th century architects to integrate domestic and commercial space; reflects 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 conferred a new identity on the area.



What are the strengths of the Bryn Mawr Historic District?

A sense of a "smaller" community focused on history
 Diversity buildings shops businesses
 Leave a Comment!

What could be improved within the Bryn Mawr Historic District?

More shops/destinations
 A cleaner more open CTA station.
 CLEAN UP/IMPROVE THE VACANT, SHADY SIDEWALKS
 Alley

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

Historic Architecture
 Building Architecture
 SCALE
 DETAIL
 TEXTURE
 WINDOWS
 WINDOW HEIGHTS OFF SIDEWALK
 NATIVE PLANTS + BUTTERFLY GARDENS

WEST ARGYLE HISTORIC DISTRICT

The buildings in the district range from the late 1890s to the early 2000s with a key development periods between the 1910s and 1920s when much of the district was developed as the neighborhood transformed from rural suburb to a dense, urban community and with the opening on 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 fully 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 swath of affordable apartment buildings that became known as the Winthrop-Kenmore Corridor.



What are the strengths of the West Argyle Historic District?

- Shared Street
 - Distinctive character of area

Leave a Comment!

What could be improved within the West Argyle Historic District?

ON ARGYLE
 UNUSUAL
 WHEELS TO
 PARK NOW
 w/ NO CURBS

More surveillance
 people loiter
 all day

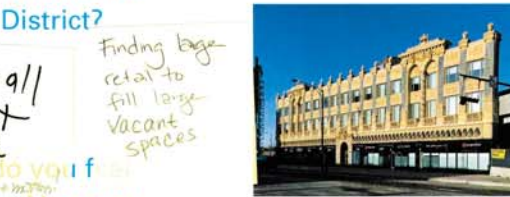
more diversity
 in restaurants
 + retail
 People loiter all
 over the place

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

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 outlying business centers that emerged during the early 20th century and as one of the most significant entertainment and retail corridors, 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?

Beautiful architecture
 access to transit

Uptown Theater is great asset that should be restored

Leave a Comment!

What could be improved within the Uptown Square Historic District?

Repair & Clean Uptown structure

Stop all that crime

Finding large retail to fill large vacant spaces

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

INTRODUCTION: COMMUNITY MEETINGS

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

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

-  LAWRENCE TO BRYN MAWR MODERNIZATION DISTRICT BOUNDARY
-  SITES REQUIRED FOR CONSTRUCTION



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



LAWRENCE TO BRYN MAWR MODERNIZATION DISTRICT



Areas Impacted by New Track Structure

LEGEND
 - CTA Red Line
 - CTA Purple Line Express
 - Sites Required for Construction
 - LBMM District Boundary

