



TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA





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WORKFORCE DEVELOPMENT AND AUDIT
ZONING, LANDMARKS AND BUILDING STANDARDS

October 2018

Dear Community Stakeholder,

I am pleased to support the CTA's community-led vision for transit-oriented development in the 44th Ward as part of the CTA's ongoing efforts to modernize transit in our community through the Red and Purple Modernization (RPM) Phase One project. This project will significantly increase transit capacity and reduce wait times at the Belmont Station. My office has worked closely with the community and the CTA to create a proactive approach to redevelopment of CTA-owned land upon completion of the project. This Transit-Oriented Development Plan is in direct response to the community's request to be engaged early in the planning process and to provide feedback on redevelopment strategies.

The goals, strategies and recommendations presented in this TOD Plan Summary Report reflect the community vision for development of CTA-owned land in the neighborhood. The goals include restoration of the residential character on Wilton Avenue, preservation and adaptive reuse of the historic Vautravers building, and mixed-use development along Clark Street. The development strategies balance the needs of the community for diverse housing and neighborhood retail while capitalizing on the proximity to Wrigley Field. Redevelopment of these parcels adjacent to the track structure is an opportunity to bring additional economic stimulus to the neighborhood. RPM will bring many additional benefits to the community including new streetscapes, wider sidewalks, alley improvements, and public spaces.

While the neighborhood's wealth of transit access makes it a popular place for car-free living, we recognize many residents own cars. CTA will also partner with future developers to provide a balanced approach to parking by offering space under the 'L' to offset site constraints that limit the ability to provide parking with the developments.

This proactive planning process is part of a larger ongoing community outreach by the CTA. The TOD Plan process included extensive stakeholder and community outreach and three community meetings held over the last 18 months. 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 neighborhood.

If you have further questions, please do not hesitate to contact me at 773.525.6034 or ward44@cityofchicago.org.

Sincerely,

Thomas Tunney
44th Ward Alderman

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TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT
RED-PURPLE BYPASS STUDY AREA



October 2018

CTA Red and Purple Modernization Phase One

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 TOD Plan, as described below, forms the foundation for potential future redevelopment.

This Transit-Oriented Development (TOD) Plan Summary Report is for the Red-Purple Bypass Study Area. The Lawrence to Bryn Mawr Modernization 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 4, 2017—idea gathering
- October 23, 2017—vision & goals; initial ideas
- May 15, 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.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.1: Study Area Aerial and Boundary

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

RED-PURPLE BYPASS STUDY AREA

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 Red-Purple Bypass Study Area is a traditional, walkable, and multicultural urban neighborhood with many cultural assets, including sports and entertainment venues, that welcome visitors from around the city and further afield. 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:

- Promote cultural, generational, economic, and family composition diversity.
- Seek commercial, retail, and civic uses that encourage Study Area vitality.
- Capitalize on transit proximity.
- Focus on the quality and scale of future neighborhood development.
- Pursue environmentally sustainable and economically viable development.
- Improve the public realm.
- Seek to provide affordable housing options.

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, including the predominantly commercial corridors of Clark Street and Belmont Avenue; the predominantly residential streets of Wilton Avenue, School Street, Newport Avenue, and Roscoe Street; and the neighborhood mixed-use street of Sheffield Avenue. 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 RED-PURPLE BYPASS STUDY AREA

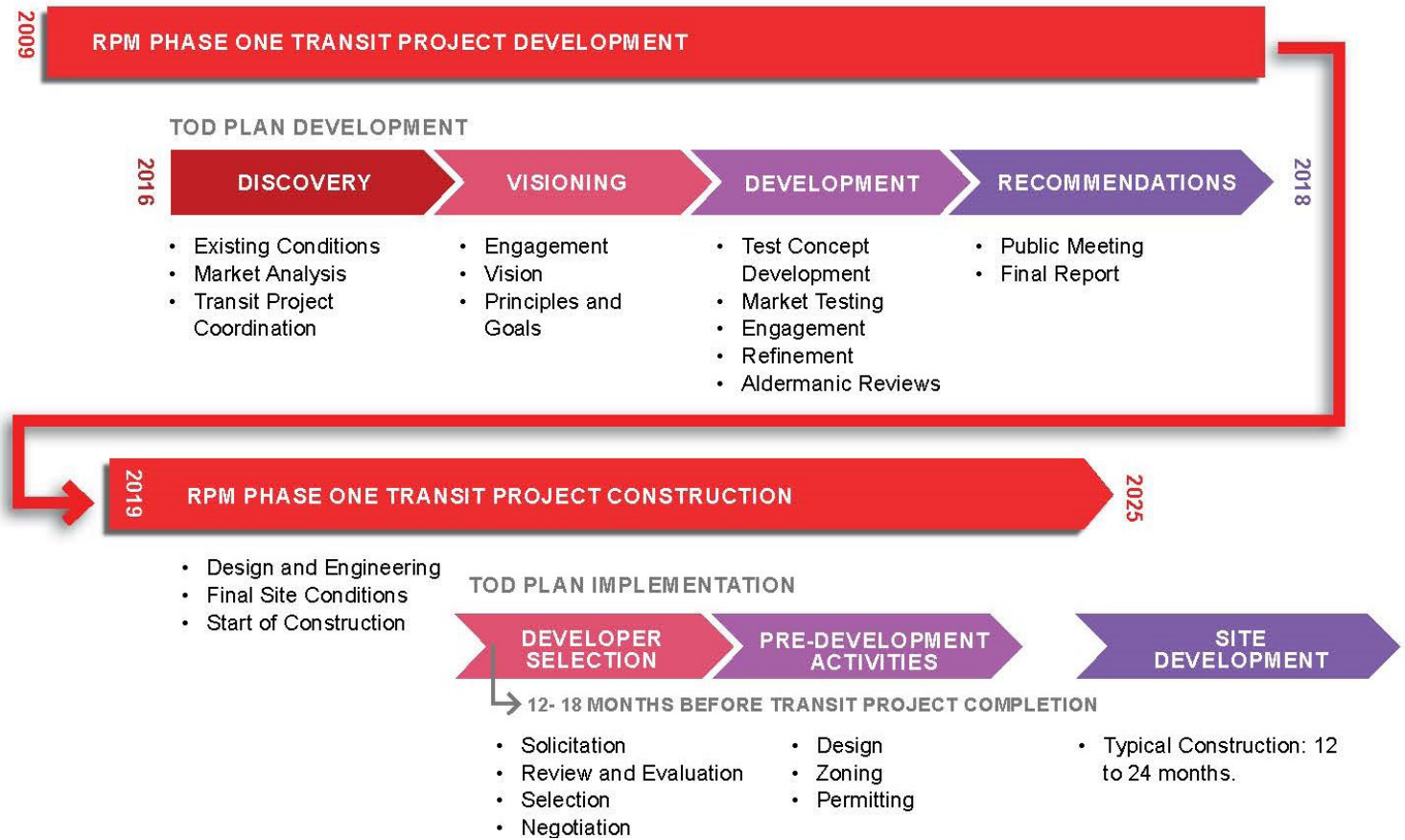


Figure 1.2: Project Timeline

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 helped 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 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 four sites that were studied in detail as part of this TOD Plan.

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Clark Street and Newport Avenue Site (RPB 01)

This site is a triangular-shaped parcel that includes the historic Vautravers Building. Future development is anticipated to incorporate commercial and residential uses taking advantage of its proximity to Wrigley Field and the growing mixed-use entertainment district.

The test concept is a six-story, mixed-use building completing the streetwall on Clark Street with active uses, while adaptive reuse of the historic Vautravers building engages Newport Avenue.



Figure 1.3: Conceptual rendering looking south on Clark Street from Newport Avenue

Clark Street and Roscoe Street Site (RPB 03)

This site is a small, irregularly-shaped parcel located directly adjacent to the CTA track structure on two of its three sides, including the highest point of the new CTA bypass track structure.

The test concept is a four-story commercial building that could attract a national tenant, while also responding to strong community interest in incorporating civic uses.



Figure 1.4: Conceptual rendering looking south on Clark Street at Roscoe Street

3330 N. Clark Street Site (RPB 04)

This site includes 200 feet of prominent street frontage on Clark Street. Its prime location near Wrigley Field, in a vibrant neighborhood, and near two CTA stations, suggests a strong residential market interest.

The test concept is a five-story, mixed-use building completing the streetwall on Clark Street with active uses, and a facade that creates visual interest in architectural character and variety of scale.



Figure 1.5: Conceptual rendering looking north on Clark Street at Buckingham Place

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.6: Conceptual rendering looking north on Wilton Avenue

Wilton Avenue Site (RPB 05)

This site is nearly a full block along a one-way residential street comprised primarily of stacked flats with a few townhouses, and is within 100 feet of the Belmont station. The parcel is relatively narrow for development but is in a valuable location and is well-suited for residential development due to the existing character of the street.

The test concept is a residential development comprised of four-flats and a five-story apartment building on the north end of the site at School Street with larger units suitable for families.

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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CTA Red and Purple Modernization Phase One

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.

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.

The Red-Purple Bypass (RPB) project includes:

- Construction of a grade-separated bypass for the Brown Line to increase speed, reliability, and capacity in the corridor
- Modernization and realignment of approximately 1/3 mile of associated mainline tracks

Recommendations for the Lawrence to Bryn Mawr Modernization 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



Figure 1.7 RPM Phase One

consultant team to engage with stakeholders 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,

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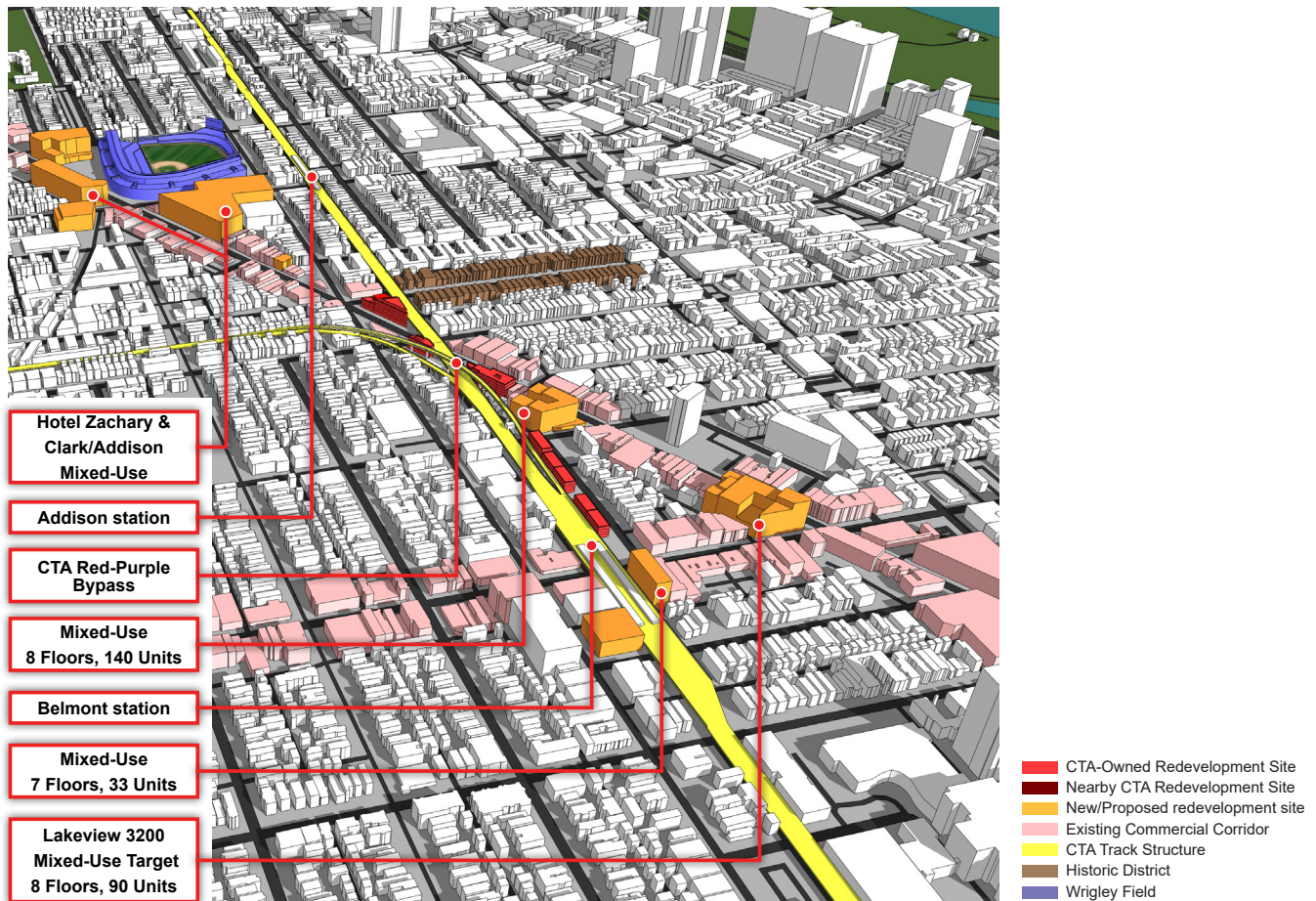


Figure 1.8: Perspective diagram looking northeast, including CTA-owned redevelopment sites and other recent or proposed developments

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.



BACKGROUND

October 2018

CTA Red and Purple Modernization Phase One

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.

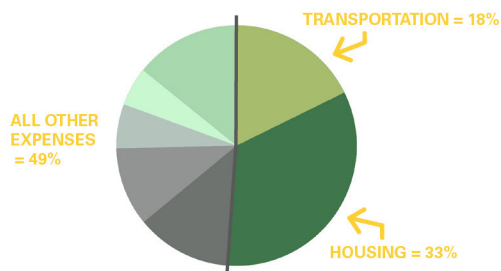
TODs can play a major role in improving community affordability, reducing greenhouse gas emissions, increasing accessibility to jobs, and enhancing quality of life. Living near public transit allows households to spend less on vehicular transportation and more at local businesses. For low-income households,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

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

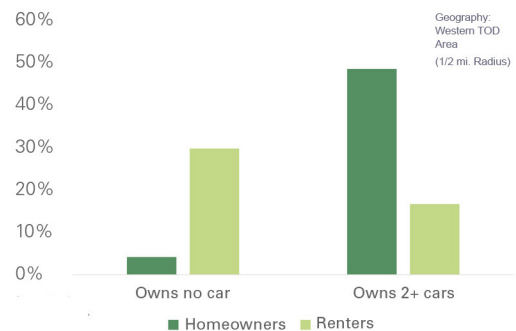
ADVANTAGES OF TOD

- 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

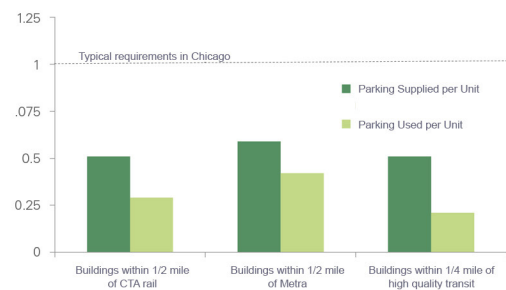
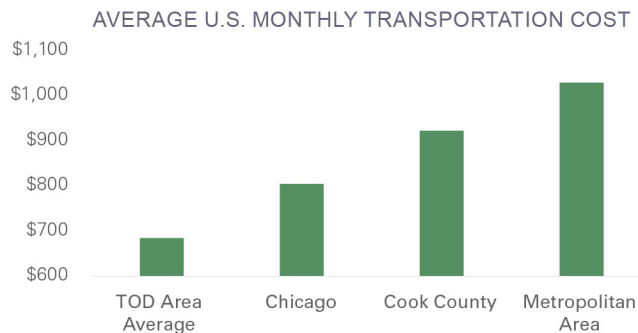


Source: BLS Consumer Expenditure Surveys, 2001-2010



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)

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

RED-PURPLE BYPASS STUDY AREA

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.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA

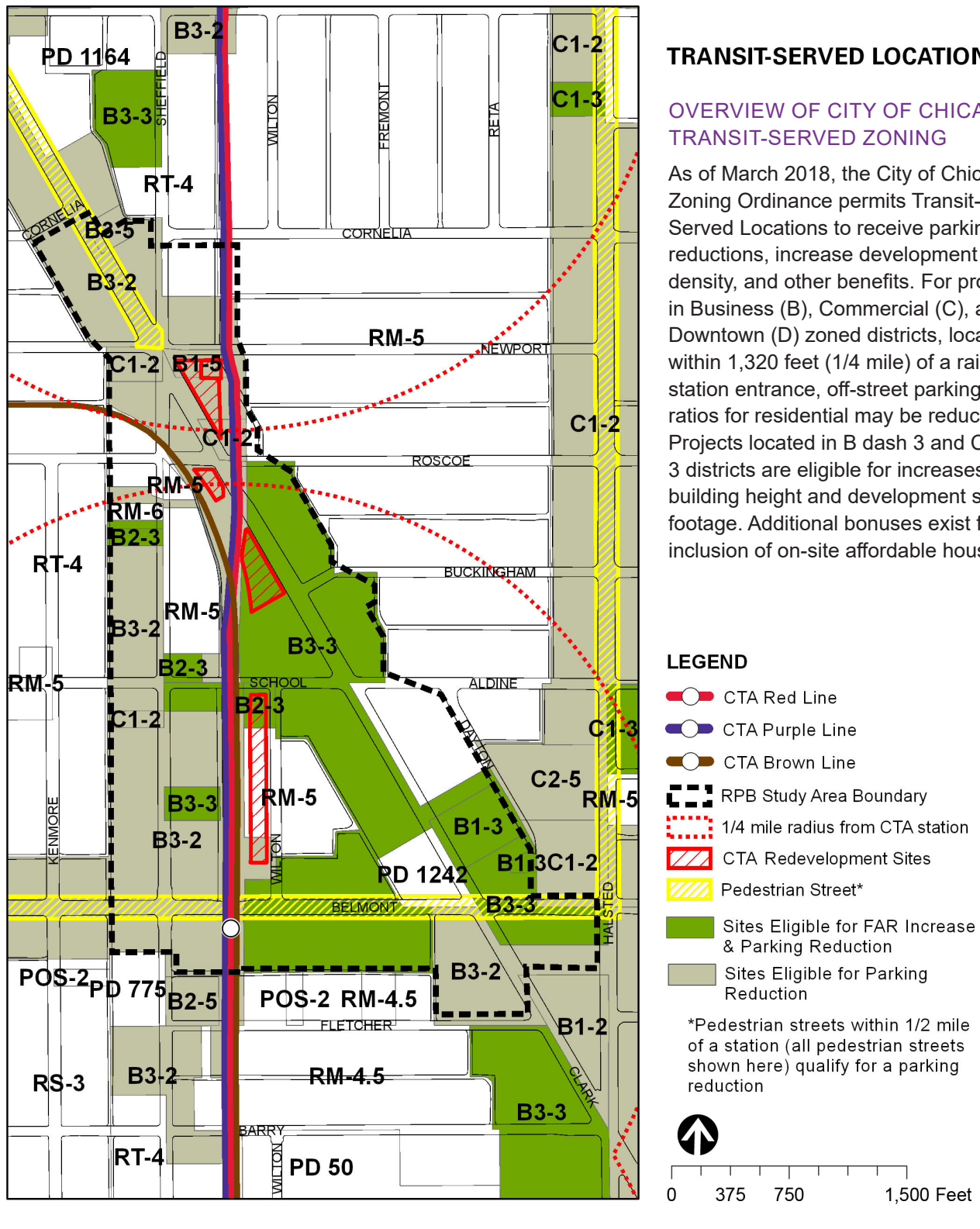


Figure 1.14: Existing Transit-Served Locations 2018 (Source: City of Chicago GIS)

TOD PLAN SUPPLEMENTAL STUDIES

The TOD Plan in its entirety is comprised of a series of studies conducted in advance of, or concurrent 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.



Figure 1.15: Supplemental Reports

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 for Transit-Served Locations, as well as how zoning provisions can improve the marketability of the potential developments for these sites. The Financial Analysis compared key market indicators with the development concepts.

The 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.

The Financial Analysis contains proprietary and confidential data and is not publicly available; however, key recommendations are incorporated into the final TOD Plan recommendations.

MARKET ANALYSIS

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.

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 RPB Market Area used for this analysis is the Lakeview community area, one of the 77 Community Areas officially recognized by the City of Chicago for planning purposes. The Market Area specific to the RPB 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.

Several distinct neighborhoods are located in the Lakeview community area, including Wrigleyville and Boystown. The Lakeview community area will hereafter be referred to as the RPB Market Area.

MARKET AREA

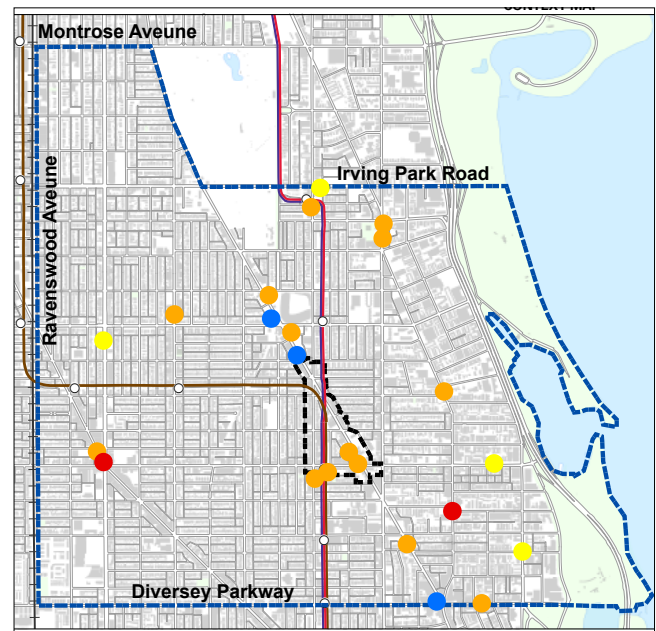
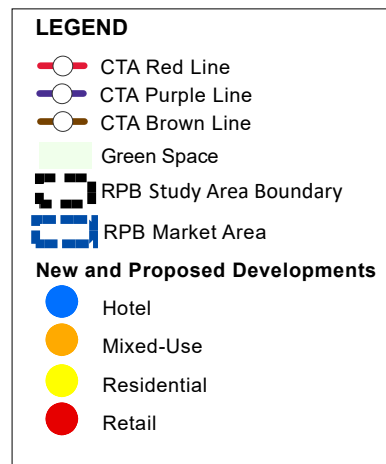


Figure 1.16:RPB Study Area and the broader RPB Market Area



TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

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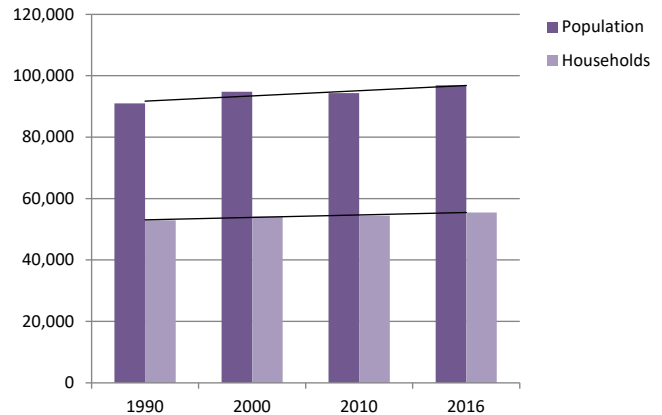
Residential Market Findings

Demand for new housing within the RPB Market Area will remain strong for the foreseeable future. As of the spring of 2017, new developments are set to add more than 1,200 new residential units to the Market Area within the next 3-5 years. The base case forecast of new home demand based on normal levels of household growth and housing replacement suggests that the RPB Market Area will experience demand for roughly 120 ownership units and 220 rental units per year for the next 5-10 years. However, actual absorption potentials, particularly in the rental sector, could be significantly higher considering the amount of latent demand that exists within the Market Area.

A portion of this demand will accrue directly to the smaller RPB Study Area, with absorption potentials limited primarily by site availability. The spine of the Study Area is Clark Street. The Clark Street corridor from Belmont Avenue to Addison Street will benefit from two new mixed-use anchors: Lakeview 3200 to the south, and the Addison & Clark development to the north. These developments, together with other improvements and additions to the area around Wrigley Field, are expected to spur additional development interest along the corridor.

A number of additional possible redevelopment sites exist along the corridor, particularly between Belmont Avenue and Roscoe Street. In particular, 3310 N. Clark Street (currently under construction), and the MB Bank site at the southeast corner of Clark Street and Belmont Avenue are attractive redevelopment sites. If other adequately-sized parcels can be assembled, the corridor could accommodate a significant number of new rental units in larger-scale, mixed-use buildings. Moreover, the development of smaller-scale residential and mixed-use buildings, such as 3228 N. Clark Street and 945 W. Belmont Avenue, is likely to continue as well.

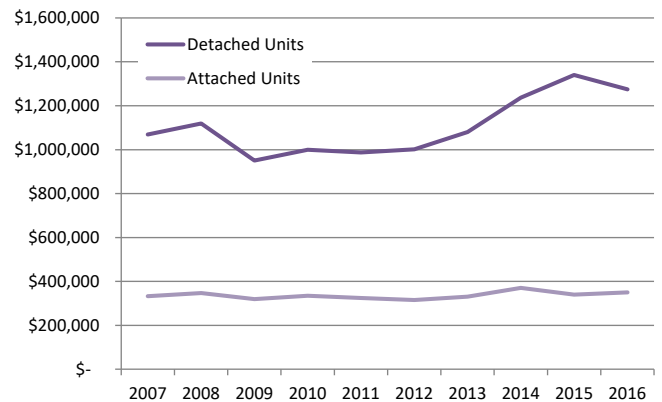
RPB Market Area
Population/Household Change



Source: Goodman Williams Group, 2017

Figure 1.17: Population/Household Change of RPB Market Area

Median Home Prices



Source: Midwest Real Estate Data

Figure 1.18: Median Home Prices of RPB Market Area

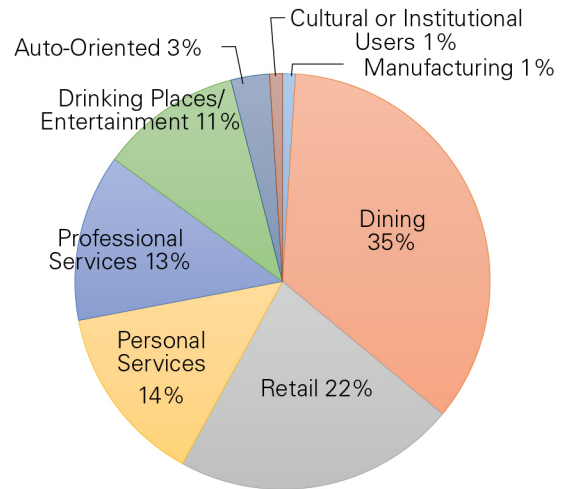
TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA

In the future, it is anticipated that successful new rental developments in the Study Area will feature a high level of design, and offer upgraded unit finishes and appliance packages and in-building amenities that will appeal to millennials. Supportable rents for studio, one-bedroom, and two-bedroom units are likely to fall in the \$3.00-\$3.15 per square foot range (in 2017 dollars). Housing affordability will likely continue to be an issue for some households as rental rates continue to rise. Many of these renters will be commuting to downtown and, as the Study Area is exceptionally well-served by transit, demand for parking in the Study Area is expected to be minimal.

As the post-recession condominium market continues to strengthen, future smaller-scale for-sale development is also possible in the Study Area. Flats and smaller condominium buildings are more likely to be located along Belmont Avenue, Sheffield Avenue, or Wilton Avenue than along Clark Street. The target market for these units would likely be older millennials seeking “move up” options that offer more space and better amenities. Prices (in 2017 dollars) will likely begin in the upper-\$300,000s for one-bedroom units and low to mid-\$500,000s for two-bedroom units, not including the cost of parking.

Commercial Market Findings

The RPB Study Area is a vibrant commercial area that thrives on its proximity to Wrigley Field and the Belmont station. New hotel and commercial developments near the intersection of Clark and Addison will contribute to making Wrigleyville a year-round entertainment destination, strengthening demand in particular for eating and drinking establishments. Within the RPB Study Area itself, as of the spring of 2017, more than 55,000 square feet of new commercial space (not including hotel rooms) has recently been completed, or is proposed in the near-term, including the 30,000-square-foot Target at Lakeview 3200.



Source: Goodman Williams Group, 2017

Figure 1.19: RPB Market Area Commercial Uses

RECENT COMMERCIAL DEVELOPMENTS



Figure 1.20: Addison & Clark development



Figure 1.21: Target at Lakeview 3200

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Limited net absorption figures in recent years suggest that much of the commercial activity that has occurred along Clark Street, Belmont Avenue, and Sheffield Avenue has been churning—new commercial tenants coming in to replace tenants moving out. In some cases, particularly along Belmont Avenue, more national tenants have moved in. This trend has contributed to rents that have risen to an average in excess of \$41 on a net-per-square foot basis.

While the Study Area has some national retailers and entertainment uses, its character has primarily been shaped by the presence of smaller, independently-owned businesses. A survey of 170 ground-floor commercial spaces in the Study Area conducted in the spring of 2017 included 54 restaurants, 16 bars, 33 retailers, and 21 personal service businesses, the vast majority of which were locally-owned. At the time of the survey, 16 ground-floor commercial storefronts were vacant, for a vacancy rate of 9%. Some of these vacancies are in buildings that are being acquired by the CTA for RPM Phase One construction or are on sites that are in various stages of redevelopment.

Most retail development is supported by households close by, so future residential development in and adjacent to the RPB Study Area bodes well for commercial growth. To the extent that new commercial space catering to residents is built in the RPB Study Area, it will likely occupy ground floor space in new mixed-use developments with residential on the upper floors. Typical tenants would include fitness studios and personal service businesses, as well as retailers and food and beverage operations.

The market for upper floor commercial uses in the RPB Study Area is more limited, and would likely prove less attractive financially than residential units. Possible upper floor non-residential uses could include office space

(either for a company or co-working spaces), event space, and fitness uses. Additionally, a community-focused space, perhaps with a cultural theme, could be considered, but would likely need to be subsidized. In some cases, a developer might be willing to accept lower-than-market rent for upper floor space if the overall development were profitable, and the community use brought people to the building.

Visitors to the RPB Study Area are a large and growing source of demand for new commercial development. The Chicago Cubs' home games are estimated to attract more than 3.2 million fans per season. Improvements to Wrigley Field, additional programming inside and outside the stadium on the new Plaza, new theaters, bowling alleys, restaurants, and other entertainment venues will bring more people to the Study Area from the larger Market Area, other parts of the city, and the region. Additionally, more than 220 new hotel rooms will add overnight visitors. In combination, these visitors will support additional bars and restaurants, as well as some specialty retailers.

Smaller infill projects will continue to represent opportunities for limited commercial development in mixed-use projects, such as at 945 W. Belmont Avenue. However, 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 RPB Study Area that could accommodate ground floor commercial space.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

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STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

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

STRENGTHS

- The Study Area is well-served by transit.
- The location on the north side of Chicago is desirable for its commercial, cultural, and entertainment amenities.
- The Market Area blends the comfort of neighborhood living with the ease of access to downtown.
- A highly educated and affluent population is attractive to developers and will support additional development.

WEAKNESSES

- The majority of parcels in the Study Area are smaller and difficult to assemble, making larger-scale redevelopment difficult.
- The design and street-level treatment of the Pointe at Clark Street development (3131 N. Clark) discourages pedestrian traffic to the RPB Study Area from south on Clark Street.
- Perceptions of crime in the neighborhood have the potential of making the market less desirable.

OPPORTUNITIES

- The potential exists for higher density development, given recent changes in TOD zoning.
- Expected RPM Phase One improvements will further enhance the area's transit offerings.
- The Chicago Cubs' 2016 World Series win raised the profile of the team, ballpark, and surrounding area.
- The vision of creating a year-round entertainment destination at Addison & Clark Streets has the potential of attracting additional visitors to the area.
- The Lakeview 3200 development redefines the area of Belmont Avenue and Clark Street.
- A future redevelopment of the MB Bank site would further strengthen the Belmont Avenue and Clark Street corridors.

THREATS

- RPM construction in commercial areas could weaken existing tenants and hinder attraction efforts during construction time horizon.
- Continued development of Wrigleyville has the potential to affect some segments of the residential markets.

PREVIOUS PLANS, STUDIES, AND REPORTS

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

THE 44TH WARD MASTER PLAN REPORT (AUGUST 2006)

44th Ward Community Directed Development Council

The 44th Ward Master Plan is intended to be a living document that will guide the ward, the Community Directed Development Council (CDDC), and the entire community in managing ongoing opportunities for business, social, and physical development of the Lakeview neighborhood. It includes recommendations on proper zoning classifications, guidelines for appropriate and desirable development, and guidelines for the maintenance of the quality of life for all who live in, do business in, and visit the Ward.

LAKEVIEW AREA MASTER PLAN (MARCH 2011)

Lakeview Chamber of Commerce

In response to growing local economic needs and future goals, the Lakeview Chamber of Commerce and Special Service Area 27 unveiled the Lakeview Area Master Plan (LAMP) on March 15, 2011. LAMP re-envisioned areas of historic Lincoln Avenue, the Southport Corridor, and Belmont Avenue. Using professional expertise, community involvement and outreach, and economic analysis, LAMP sought to define the Lakeview neighborhood, investigate growing new business, retain existing tenants, identify opportunities for growth, create a cohesive streetscape, and improve the quality of life for Lakeview residents. It seeks out ways to give people reasons to live in, linger in, and long to come back to Lakeview.

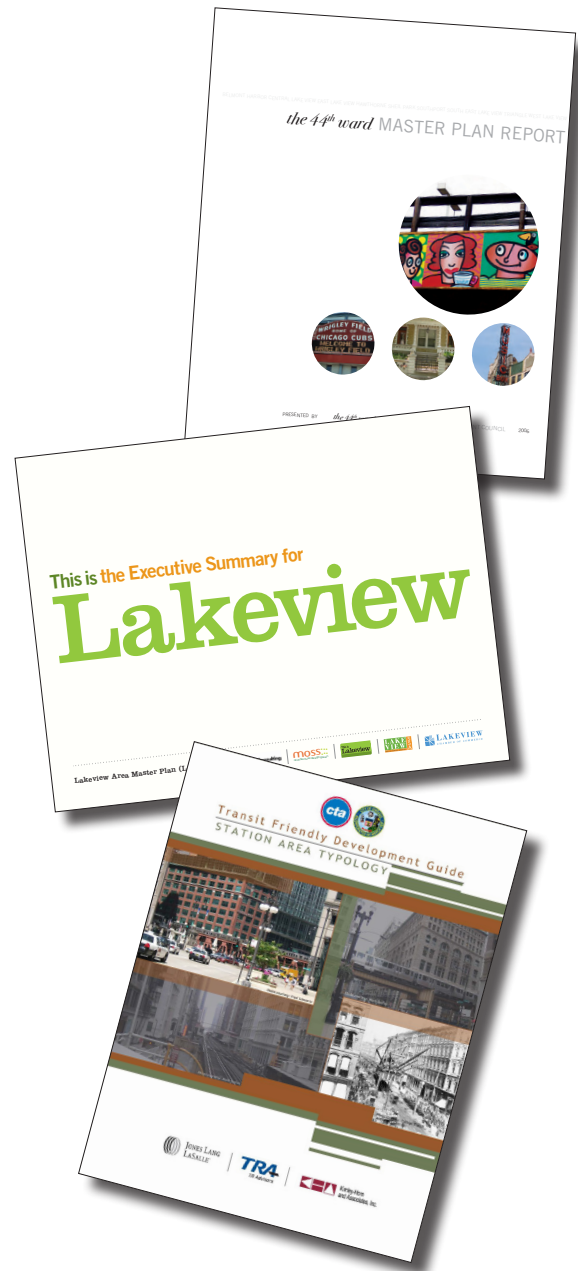


Figure 1.22: Relevant Plans, Studies and Reports

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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.

As of 2018, there are no other TIF Districts in the RPB Study Area.

2009 TRANSIT FRIENDLY DEVELOPMENT GUIDE

DPD, Chicago Department of Transportation,
CTA

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 were identified as having major centers that have an immediate potential for new transit-oriented development.

RED-PURPLE BYPASS FINDING OF NO SIGNIFICANT IMPACT

Federal Transportation Authority (FTA), 2015

As part of the National Environmental Policy Act of 1969 (NEPA) process, the CTA and the FTA jointly conducted an Environmental Assessment (EA), which analyzes, in coordination with the public involvement process, the potential impacts a proposed improvement could have on the community, natural environment and historic resources both during project work (i.e. temporary) and upon completion of work (i.e. long-term). It also provides recommended measures to mitigate these potential impacts.

Based on a review of the EA and all public comments received, the FTA issued a Finding of No Significant Impact (FONSI) for this project. The FONSI documentation includes responses to comments received as well as suggested mitigation measures to minimize the environmental impacts of the project, including impacts to historic resources.

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COMMUNITY OUTREACH

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Figure 1.23: First Public Meeting, May 4, 2017, at The Center on Halsted

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 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.

STAKEHOLDER MEETINGS

The CTA and the consultant team met with business 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:

- 44th Ward Alderman Tom Tunney
- 44th Ward Community Directed Development Council
- Hawthorne Neighbors
- Triangle Neighbors Association
- Lakeview East Chamber of Commerce

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 in close proximity to the RPB Study Area. Meetings were announced in the newspaper 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 over 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



Figure 1.24: Presentation at Second Public Meeting - October 23, 2017

- 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 4, 2017, from 6:00 p.m. to 8:00 p.m. at the Center on Halsted, located at 3656 N. Halsted Street. More than 60 people attended the event. The meeting was an open house providing participants the opportunity to review exhibits, take surveys, 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 and land

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use, urban design, and building scale. As a result of this input, in conjunction with detailed field research, the team developed initial test concepts for the Study Area and the specific redevelopment sites.

Feedback from the first meeting included priorities for development within the Study Area and goals for the scale of future buildings and configuration of development parcels. Additional feedback included interest in housing affordability, use of the under 'L' space, and parking for both businesses and future residents.

Public Meeting #2

The Plan's second community meeting occurred October 23, 2017, from 6:00 p.m. to 8:00 p.m. at the Center on Halsted. More than 50 people 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 test 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 the issues 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 potential development scenarios, 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 spaces.

Feedback from the second meeting included thoughts on parking (both for and against), interest in providing housing affordability, and general support for housing density near transit. The community was largely in support of concepts that built upon and enhanced the existing strengths of the Study Area.

This meeting set the stage for a more in-depth dialogue with the community at the final public meeting in the spring of 2018 addressing the final recommendations and implementation strategies.

Public Meeting #3

The Plan's third and final community meeting was held Tuesday, May 15, 2018, at the Center on Halsted from 6:00 p.m. to 8:00 p.m. More than 40 people 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.
- Review the developer selection and implementation process.

Feedback from this third and final meeting included general support for, and acceptance of, the test concepts presented. Comments focused around three major topics: parking (both for and against), housing affordability, and influences of the transit project. In response to community questions about development density, the CTA shared with the community that the test concepts are based on the current market and that 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. CTA emphasized that proposals will

also be evaluated by their proposed community benefits, including commitment to affordable housing.

ONGOING DISCUSSIONS

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.

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INTRODUCTION TO THE STUDY AREA

The Red-Purple Bypass (RPB) Study Area is a lively, popular destination in Chicago, as well as a vital residential neighborhood within the Lakeview community. It is comprised of entertainment destinations along Belmont Avenue, major commercial corridors such as Clark Street, and adjacent residential areas. It lies one quarter mile south of Wrigley Field and covers roughly 42 acres with a broad range of densities and uses. The Belmont station anchors the southern portion of the RPB Study Area and was rebuilt as part of the Brown Line Capacity Expansion project completed in December 2009. Belmont station serves as a major transportation hub for the Red, Brown, and Purple lines and connecting bus lines. Sheffield Avenue defines the western portion of the Study Area, while Clark Street serves as the focus for the neighborhoods to the east. With the recent construction of higher-density residential

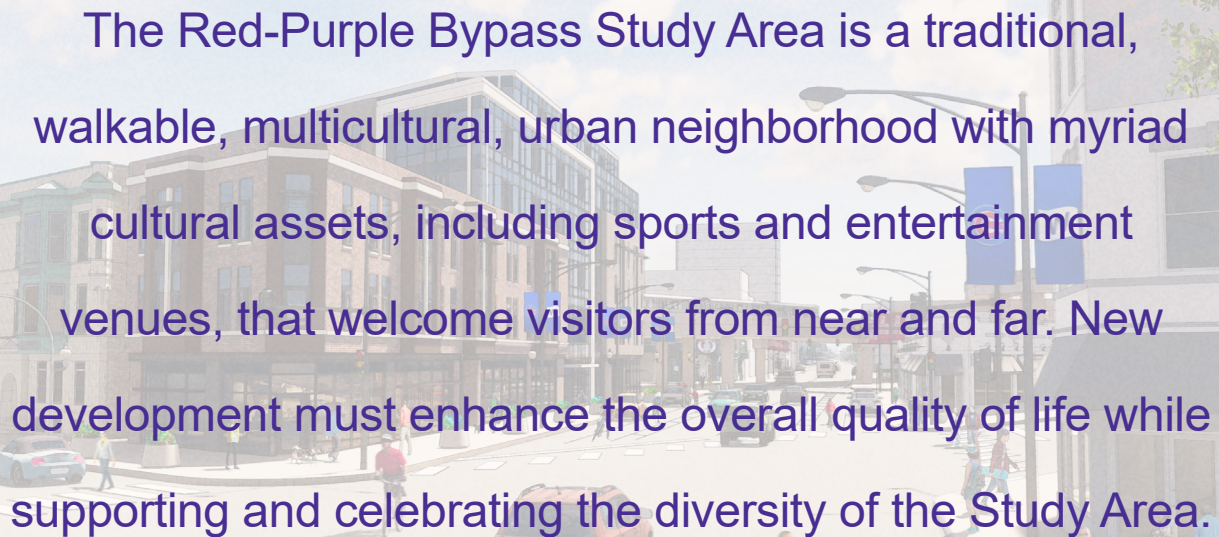
mixed-use developments near Wrigley Field, along Clark Street, and adjacent to the Belmont station, the neighborhood is clearly experiencing new development and economic growth.

The RPB Study Area consists of a broad mix of land uses ranging from small-scale healthcare and community facilities, to boutique hotels and local retail. The dominant land use in the Study Area is mixed-use, with other supporting uses arranged in a fine-grained pattern. Streets such as Sheffield Avenue that appear to have a more residential character, also contain a broad mix of local businesses, offices, community facilities, restaurants, and nightlife entertainment venues. These characteristics contribute to the unique and vibrant atmosphere of the RPB Study Area.

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Figure 1.25: Study Area Aerial and Boundary



The Red-Purple Bypass Study Area is a traditional, walkable, multicultural, urban neighborhood with myriad cultural assets, including sports and entertainment venues, that welcome visitors from near and far. New development must enhance the overall quality of life while supporting and celebrating the diversity of the Study Area.

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 Red-Purple Bypass Study Area is a traditional, walkable, multicultural, urban neighborhood with myriad cultural assets, including sports and entertainment venues, that welcome visitors from near and far. New development must enhance the overall quality of life while supporting and celebrating the diversity of the 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.

- Encourage cultural, generational, economic, and family composition diversity.
- Seek commercial, retail, and civic uses that encourage Study Area vitality.
- Capitalize on transit proximity.
- Focus on the quality and scale of future neighborhood development.
- Pursue environmentally sustainable and economically viable development.
- Improve the public realm.
- Seek to provide affordable housing options.

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. Land use and zoning goals for the Study Area include:

- Future land uses should support and strengthen existing land uses.
- Recognize distinct characteristics of each commercial corridor.
- Facilitate mixed-use commercial corridors with a balanced mix of local, regional, and national retail tenants.

- Reinforce the Wrigleyville 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 green building rating systems such as LEED and Living Building Challenge criteria where possible.
- 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.

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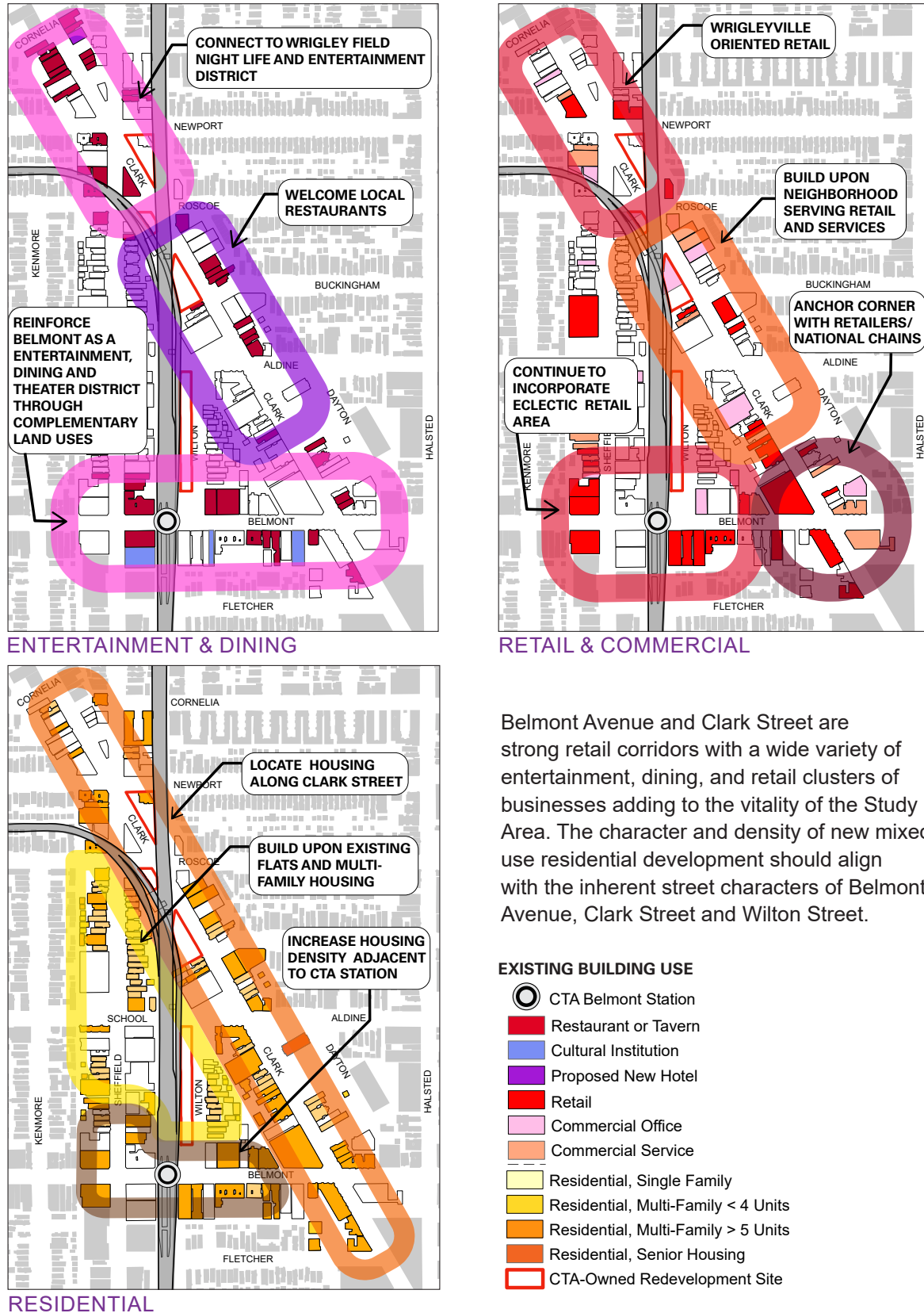


Figure 1.26: Study Area Overall Land Use Goals

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Figure 1.27: Looking north on Clark Street near Buckingham Place

TRANSPORTATION GOALS

The Study Area is largely defined by its access to high-quality transit and multi-modal connections, including one of the busiest CTA stations at Belmont, serving the Red, Purple, and Brown lines, the Addison station just north of the Study Area, and five 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.
- 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 key destinations.
- Encourage developers to incorporate bike amenities in new developments.

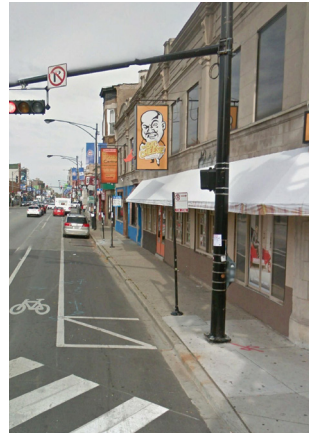
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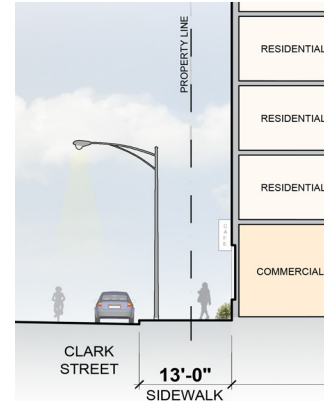
URBAN DESIGN GOALS

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.
- Provide a cohesive urban environment that celebrates the neighborhood context within a transit-rich, pedestrian-oriented environment.
- Welcome pedestrians, bicyclists, and transit users through streetscape design.
- Promote transit use through strong pedestrian, bike, and bus-to-rail connections.
- Identify locations under the 'L' that could be well-suited for public uses or activated by adjacent business.
- Set back new developments to provide wider sidewalks.
- Restore streetscape on residential streets.
- Identify opportunities to incorporate public uses under the 'L' in areas that one can easily see into and out of. These spaces should be adjacent to areas with high pedestrian activity, and open to the sidewalk on multiple sides. There should be a commitment for programming and maintenance from community organizations.
- Provide clear, safe, pedestrian routes within publicly accessible areas (i.e., parking lots) under the 'L'.
- Where opportunities exist, partner with adjacent land owners, vendors, car share, bike share, and parking reservation companies to use under-utilized spaces under the 'L'.



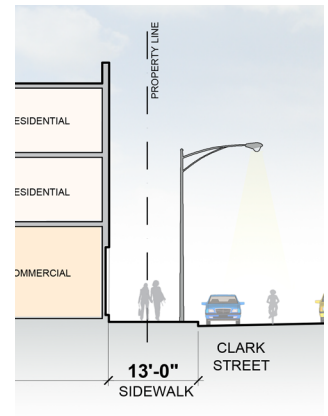
Clark Street, north of Roscoe Street



Proposed Street Section



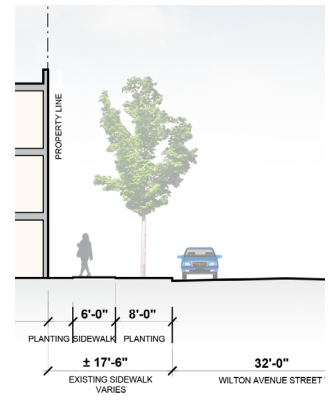
Clark Street, south of Roscoe Street



Proposed Street Section



Wilton Avenue, west side sidewalk



Proposed Street Section

Figure 1.28: Existing streetscape and proposed streetscape sections with widened sidewalks on Clark and a restored parkway on Wilton.

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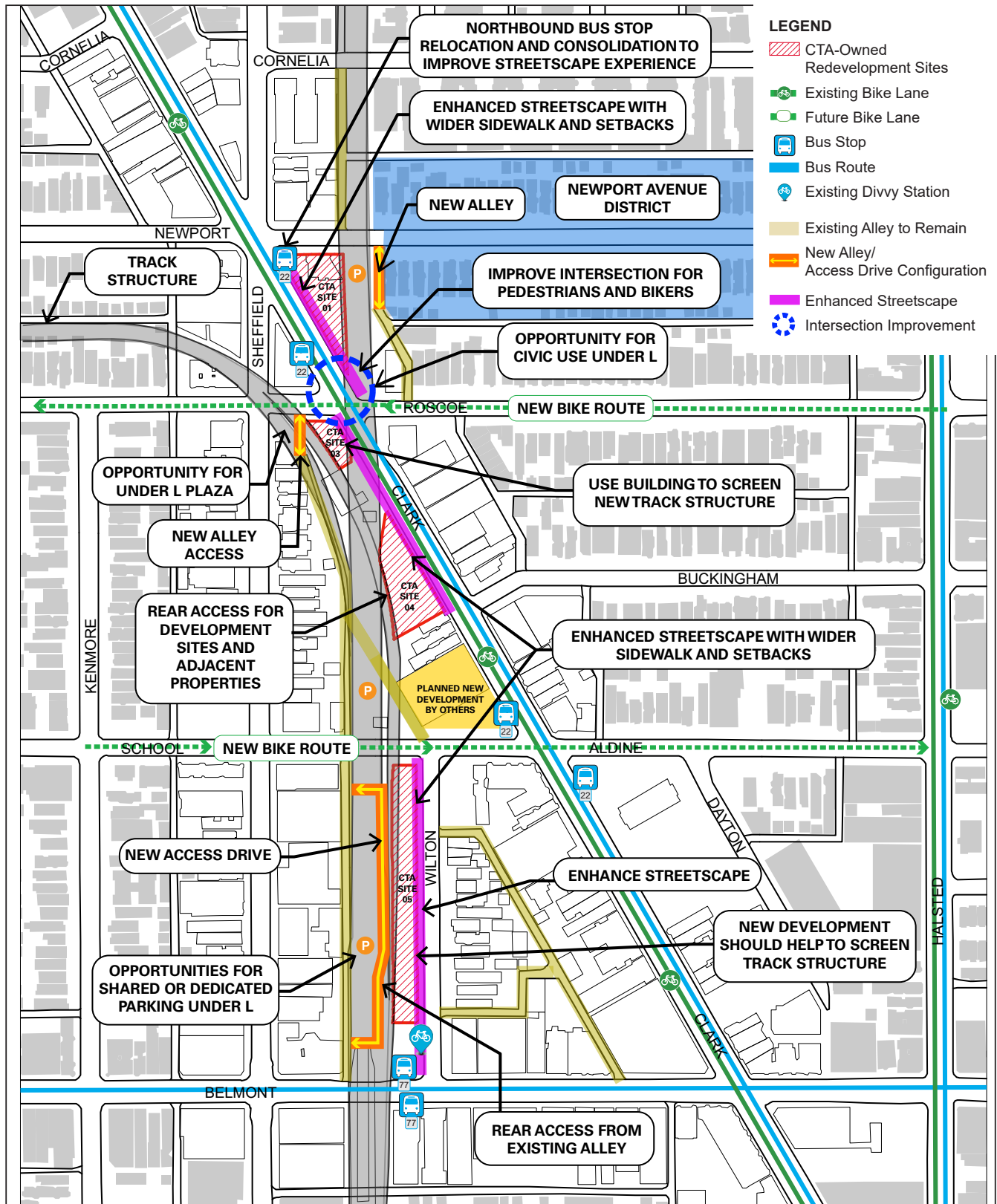


Figure 1.29: Transportation and Urban Design Strategies for CTA-Owned Sites as part of RPM Phase One and other planned CDOT projects.

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CORRIDOR GOALS

The Study Area includes a variety of distinct corridors including the predominantly commercial streets of Clark Street and Belmont Avenue; predominantly residential streets of Wilton Avenue, School Street, Newport Avenue, and Roscoe Street; and the neighborhood mixed-use street of Sheffield Avenue. 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 on Clark Street and Wilton Avenue.

Clark Street

Clark Street is a significant urban neighborhood shopping street, as well as a major north side transportation corridor for cars, bikes, and buses. Goals for Clark Street within the Study Area include:

- Develop a unique character blending the best of a neighborhood shopping street with a mix of national retailers, independent shops, and restaurants that create a regional draw.
- Rebuild the urban street wall with a scale and character that brings vibrancy to the street.
- Accommodate high levels of pedestrian activity and improved streetscape.
- Create places for community gatherings.
- Support restaurants and retail land uses that serve residents and visitors.
- Provide new residential development that responds to a range of community demographics and incomes.
- Identify opportunities to improve bus speed and experience for CTA #22 Clark Street bus riders.

Wilton Avenue

Wilton Avenue is a quiet, leafy, residential street with a pleasant walking environment and great access to transit. Goals for Wilton Avenue within the Study Area include:

- Respond to the residential scale of the street.
- Create a new streetscape that is consistent with the existing character.
- Development should screen view of track structure from the public street.
- Encourage architectural variety and expression, using high quality building materials.
- Plan for an appropriate range and mix of residential development options.



Figure 1.30: Existing parkway on Wilton Avenue looking north is an example of the existing residential parkway and scale of development.

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Sheffield Avenue

Within the Study Area, between Roscoe Street and Belmont Avenue, Sheffield Avenue is a mixed-use residential street with neighborhood-serving shops and restaurants and provides a transition from high density uses on Clark Street and Belmont Avenue to the surround neighborhoods. A relatively wide pedestrian realm with mature trees and parkways contribute to the quiet feel of the street. Goals for Sheffield Avenue within the Study Area include:

- Increase neighborhood-oriented retail and restaurants.
- Locate retail opportunities at key nodes to preserve character of street and not “over-retail” the street.
- Preserve the character of street by continuing to allow a mix of land uses that could include residential and commercial uses on the ground floor.
- Develop at a density that balances market demand and existing neighborhood scale and density.

Belmont Avenue

Belmont Avenue is a unique and creative corridor expressed through its retail establishments, entertainment, commercial and cultural venues, and architectural style.

Belmont Avenue maintains a dense, urban, pedestrian-focused character, with most buildings built to the property line. Belmont Avenue is a City of Chicago designated Pedestrian Street. This designation can help instruct the urban form of future development. The existing streetscape along Belmont Avenue includes 10' to 12' wide sidewalks, street trees, bike racks, and pedestrian-oriented signage. However, high pedestrian volumes can make the sidewalks often feel crowded. Goals for Belmont Avenue within the Study Area include:

- Preserve and expand the Belmont theater district.
- Invest in existing buildings to preserve character.
- Encourage local small businesses.
- Identify opportunities to improve pedestrian experience.
- Improve pedestrian crossings, especially near transit and at unsignalized intersections.

School Street, Newport Avenue, and Roscoe Street

Three east-west residential streets intersect the Study Area, connecting residents to the commercial corridors and the many transit amenities nearby, facilitated by the recently completed School Street, Aldine Avenue, and Roscoe Street Greenway. Goals for these residential streets within the Study Area include:

- High density developments should be directed away from the residential street. Integrate new development into the existing urban fabric in a context-sensitive manner.
- Create development that complements the character of the Newport Avenue Historic District and other historic and traditional buildings.
- Develop an overall sense of place through cohesive urban design and public realm improvements.
- Continue to support a robust bike network in the Study Area to provide alternatives to bicycling on Belmont Avenue.
- Continue to improve pedestrian access throughout the Study Area, including on residential streets that provide routes to critical commercial streets.



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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 Requests for Proposals 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. A detailed zoning analysis, prepared to support the recommendations in this chapter, is available on the CTA website at www.transitchicago.com/rpm/todplan.

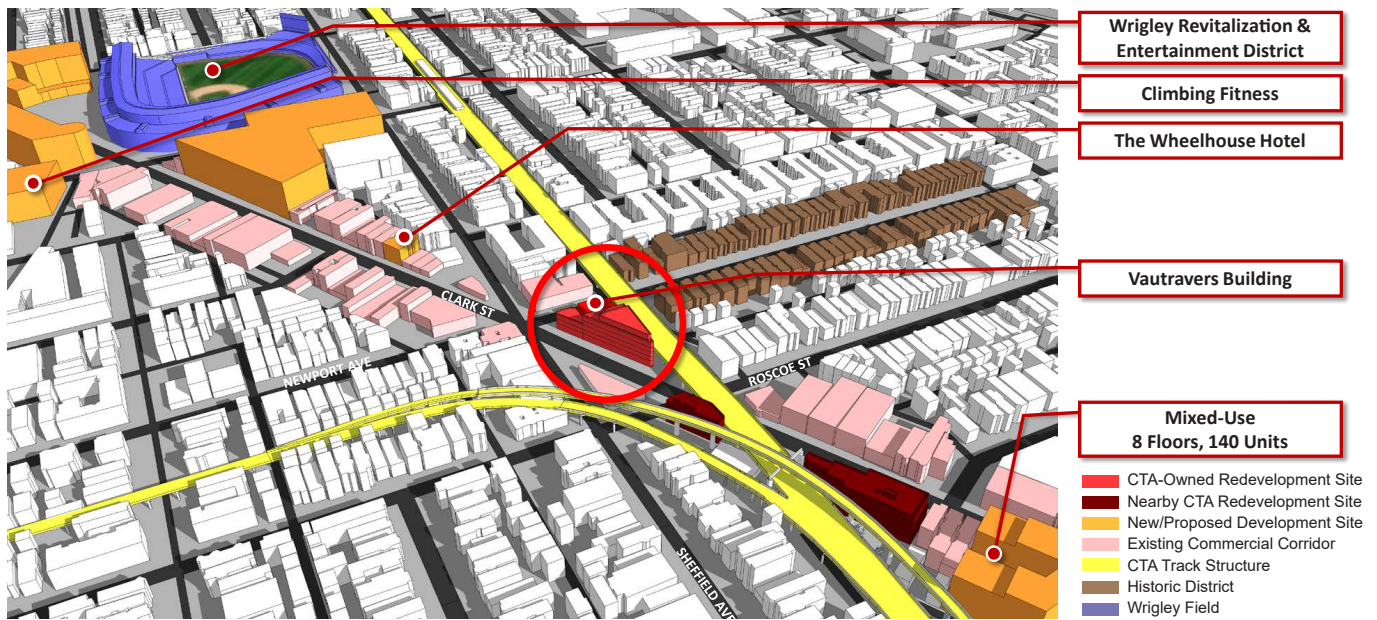


Figure 1.31: Clark Street and Newport Avenue site context with conceptual massing

CLARK STREET AND NEWPORT AVENUE SITE (RPB 01)

This site is a block-long triangular-shaped parcel located at the intersection of Newport Avenue and Clark Street in close proximity to Wrigley Field. The northeast portion of the site includes the historic Vautravers Building, a vacant apartment building, proposed to be moved approximately 30 feet west of its current location by RPM Phase One, subject to prior community commitments and review and approval by the Commission on Chicago Landmarks (CCL). Development is anticipated to incorporate commercial and residential uses, including the adaptive reuse of the Vautravers Building, taking advantage of its proximity to Wrigley Field and the growing mixed-use entertainment district.

The Vautravers Building is individually eligible for the National Register of Historic Places (NRHP), and is a contributor to the NRHP-eligible Newport Avenue Historic District. In addition, the building is a contributor to the Newport Avenue Chicago Landmark District. Work that affects the Vautravers Building must be reviewed and approved by the Commission on Chicago Landmarks and other identified review bodies.

DEVELOPMENT GOALS

- Complete a key corner in the Study Area.
- Activate Clark Street with local and national retailers that serve residents and visitors alike.
- Restore the urban street wall with a scale and character that brings vibrancy to the street.
- Develop at a density that responds to market demand and existing context.
- Incorporate sensitivity to the Vautravers Building and adjacent residential street.

SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 63.9% Rental households
- 0.9 Cars per household
- 31.3% Households with zero cars
- 53.6% Residents commute via transit
- 2.0% of Households with children under 18 years old (source: alltransit.cnt.org)

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.32: Conceptual rendering including the relocation of the Vautravers building looking south on Clark Street from Newport Avenue.



Figure 1.33: Looking south on Clark Street from Newport Avenue

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA

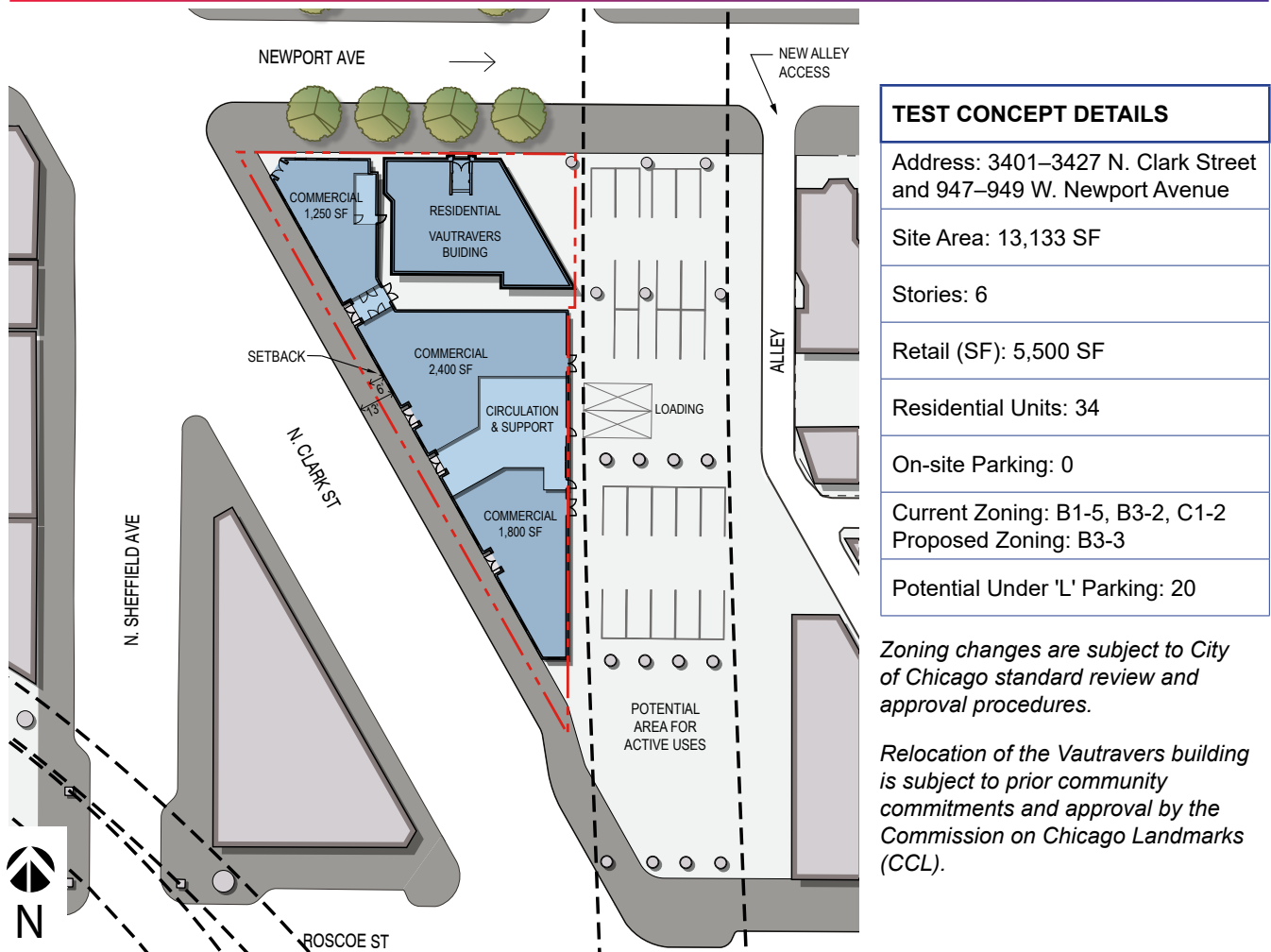


Figure 1.34: Clark Street and Newport Avenue test concept site plan

TEST DEVELOPMENT CONCEPT

A six-story, mixed-use building completes the streetwall on Clark Street with active uses, while the historic Vautravvers building engages Newport Avenue. This test concept:

- Encourages active uses for the northeast corner of Roscoe Street and Sheffield Avenue
- Building massing is stepped back to help maintain scale of existing street, adjacent Newport Avenue Historic District, and Vautravvers Building
- Preserves the character of a pedestrian-oriented street and is set back 5'-9" on Clark Street to create a wider sidewalk
- Respects historic preservation standards and

does not replicate the adjacent Vautravvers Building

- Draws architectural inspiration from the prominent bay windows of the Vautravvers Building
- Considers the Vautravvers Building as a stand-alone development (A development proposal may incorporate the Vautravvers Building into a comprehensive development.)

The adjacent area under the elevated structure is not part of the redevelopment site, but may be available for use through a licensing agreement with the CTA. The space may be used for parking, loading, or other amenities that support the development.

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RED-PURPLE BYPASS STUDY AREA

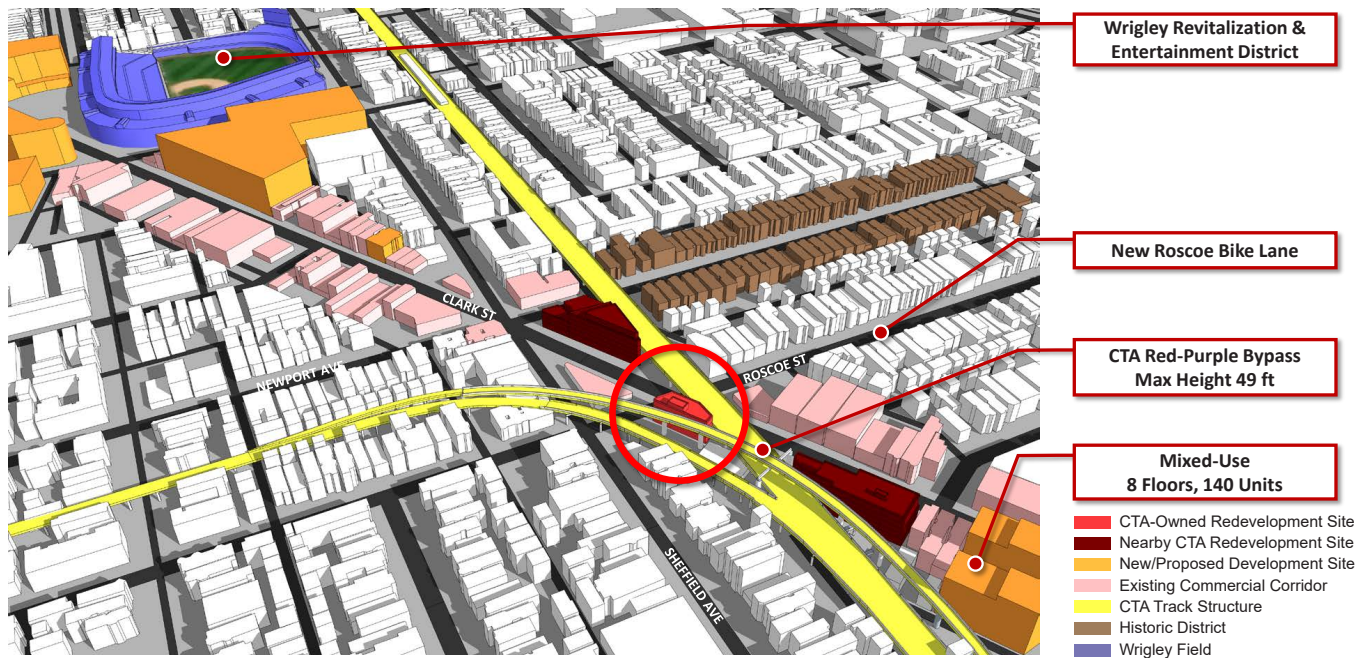


Figure 1.35: Clark Street and Roscoe Street site context with conceptual massing

CLARK STREET AND ROSCOE STREET SITE (RPB 03)

This site is located at the southwest corner of Clark Street and Roscoe Street, with the site's most visible frontage along Roscoe Street.

The site is located directly adjacent to the CTA track structure on two of its three sides, including the highest point of the new CTA bypass track structure. An existing CTA building and other utilities located directly south of the site along Clark Street will remain.

Development of this parcel will require a thoughtful solution because of its triangular shape and location between two elevated rail lines. However, within close proximity to the thriving and expanding Wrigleyville Entertainment District, this site could take advantage of its unique location and parcel configuration to become an opportunity for creative, financially-viable development solutions that focus on unique commercial, entertainment, and civic uses.

DEVELOPMENT GOALS

- Screen view of track structure from the public street.
- Incorporate active uses.
- Capitalize on high levels of pedestrian and transit access.
- Explore opportunities for civic uses.

SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 63.9% Rental households
- 0.9 Cars per household
- 31.3% Households with zero cars
- 53.6% Residents commute via transit
- 2.0% of Households with children under 18 years old

(source: alltransit.cnt.org)

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.36: Conceptual rendering looking south on Clark Street at Roscoe Street



Figure 1.37: Looking south on Clark Street at Roscoe Street

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA

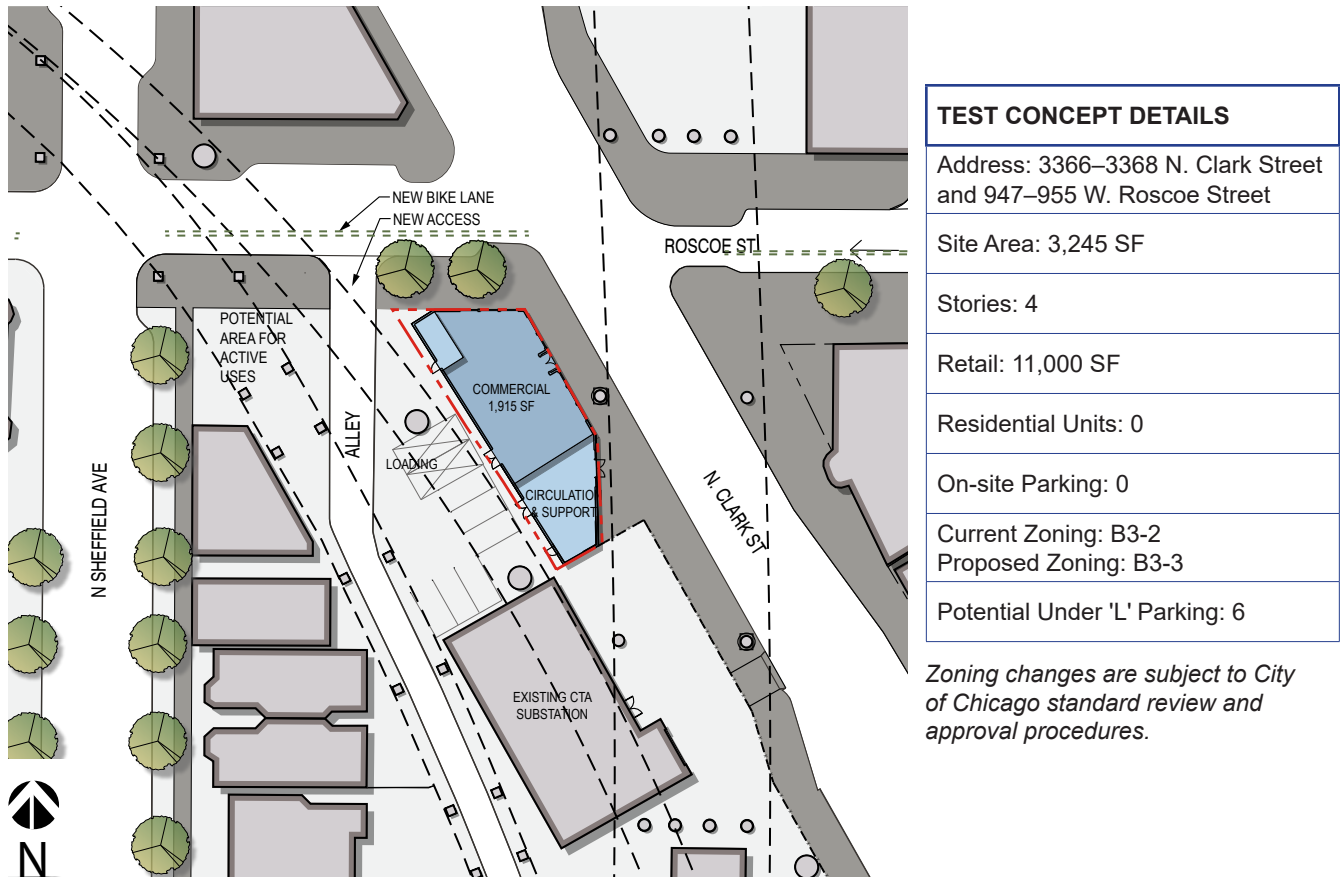


Figure 1.38: Clark Street and Roscoe Street test concept site plan

TEST DEVELOPMENT CONCEPT

A four-story commercial building could attract a national tenant, while also responding to strong community interest in incorporating civic uses. This test concept:

- Incorporates sufficient height to shield the view of the CTA elevated structure
- Provides streetscape enhancements on Roscoe Street with new landscape and pedestrian amenities
(Additional pedestrian amenities could be included on Clark Street depending on the outcomes of the final engineering of the new track structure.)
- Highlight corner in facade design and retail entry location

The adjacent area under the elevated structure is not part of the redevelopment site, but may be available for use through a licensing agreement with the CTA. The space may be used for parking, loading, or other amenities that support the development. Active uses for the southeast corner of Roscoe Street and Sheffield Avenue are encouraged, with parking prohibited west of the alley.

Residential Mixed-Use Alternative:

While not currently supported by the TOD Plan financial analysis, this site could accommodate a development with upper floor residential and additional height. The community is generally supportive of either a commercial only concept or a mixed-use concept. A developer may consider a mixed-use development if the market forces supported additional residential at the time of proposal.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

RED-PURPLE BYPASS STUDY AREA

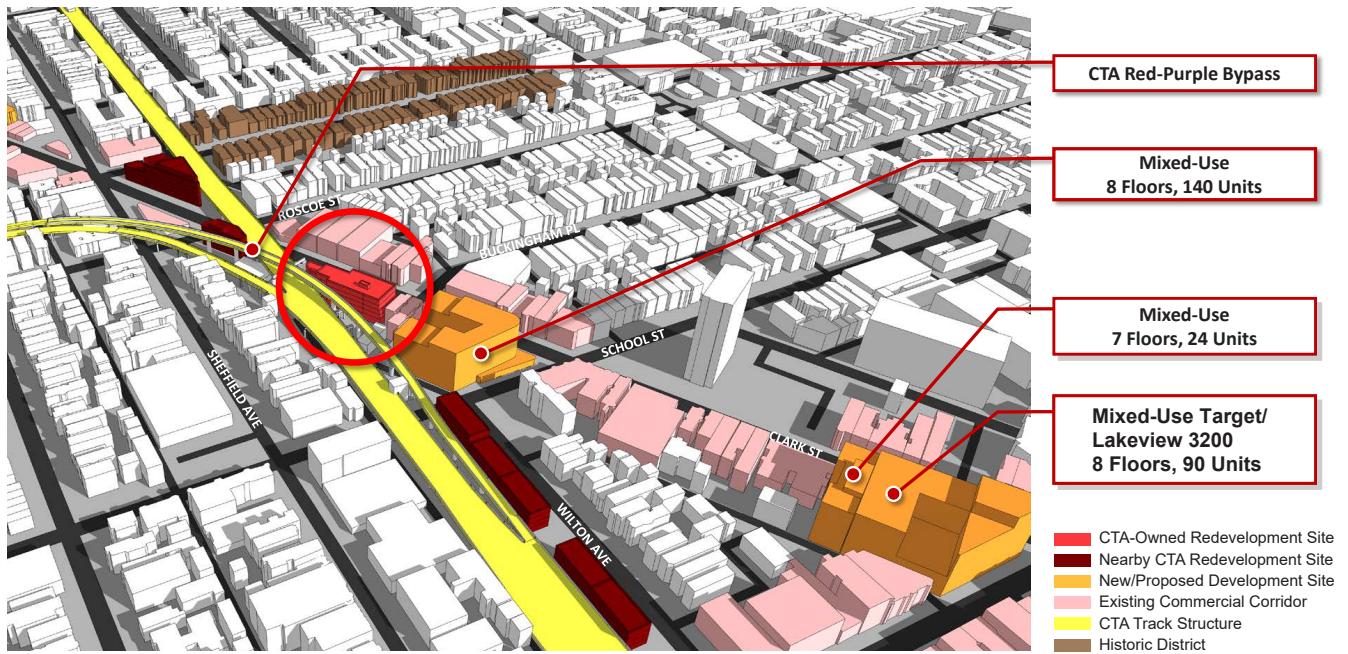


Figure 1.39: 3330 N. Clark Street site context with conceptual massing

3330 N. CLARK STREET SITE (RPB 04)

This site is located mid-block on the 3300 block of north Clark Street, directly adjacent to the CTA track structure. With 200 feet of street frontage, it is a highly visible site with proximity to Wrigley Field. This prime location near Wrigley Field, in a vibrant neighborhood and near two CTA stations, suggests a strong residential market interest that offsets the impact of the adjacent track structure.

SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 64.9% Rental households
- 0.9 Cars per household
- 33.2% Households with zero cars
- 54% Residents commute via transit
- 1.9% Households with children under 18 years old

(source: alltransit.cnt.org)

DEVELOPMENT GOALS

- Screen view of track structure from the public street.
- Improve the quality and experience of the streetscape.
- Develop in the pedestrian-friendly scale and character of the existing commercial street.
- Incorporate architecturally interesting elements that avoid a singular, monolithic, or flat facade.
- Welcome vibrant ground floor uses with retail spaces that could be easily subdivided for smaller, local merchants.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA

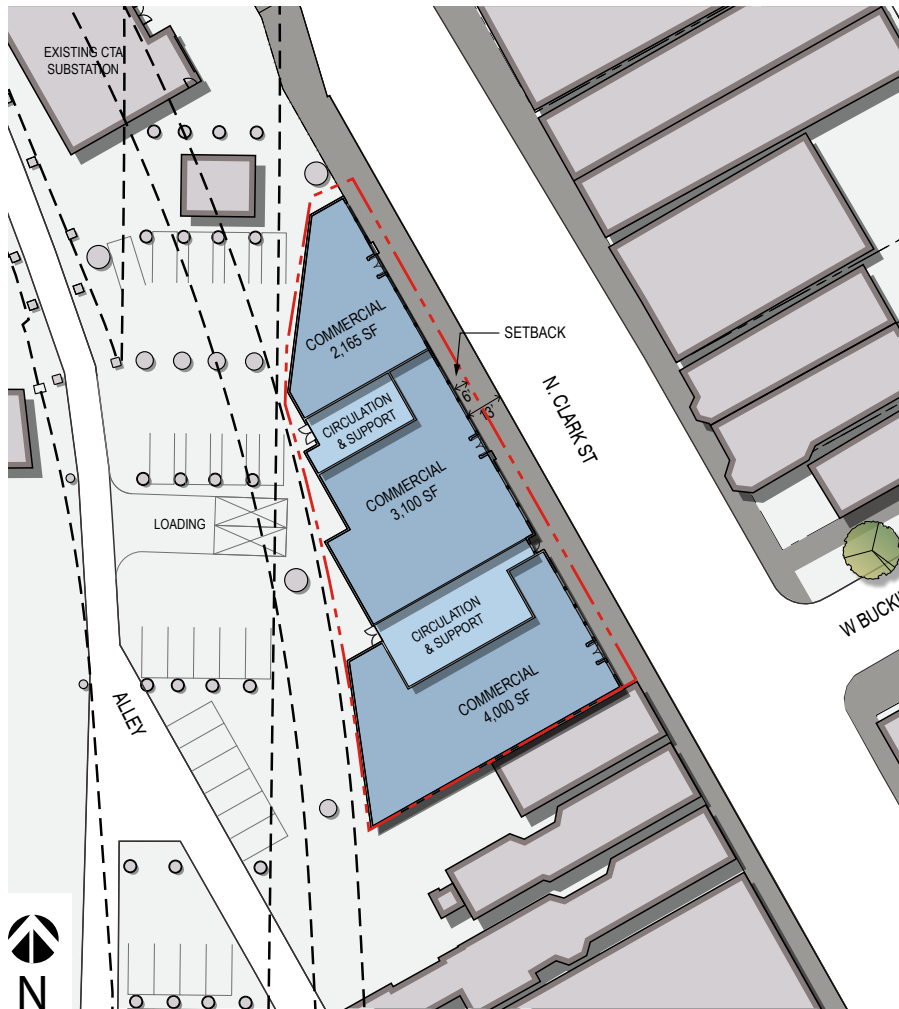


Figure 1.40: Conceptual rendering looking north on Clark Street at Buckingham Place



Figure 1.41: Looking north on Clark Street at Buckingham Place

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



TEST CONCEPT DETAILS

Address: 3330–3348 N. Clark Street

Site Area: 13,775 SF

Stories: 5

Retail: 9,250 SF

Residential Units: 34

On-site Parking: 0

Current Zoning: B3-3
Proposed Zoning: B3-3

Potential Under 'L' Parking: 20

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

Figure 1.42: 3330 N. Clark Street test concept site plan

TEST DEVELOPMENT CONCEPT

A five-story, mixed-use building completes the streetwall on Clark Street with active uses and a facade that creates visual interest in character and scale. This test concept:

- Steps the building massing to help maintain scale of existing street
- Subdivides building massing to promote pedestrian scale environment and reflect scale of existing neighborhood
- Preserves the character of a pedestrian-oriented street and is set back 5'-9" on Clark Street to create a wider sidewalk

- Has sufficient depth to incorporate two- and three-bedroom units if supported by the market

The adjacent area under the elevated structure is not part of the redevelopment site, but may be available for use by the development through an agreement with the CTA. The space may be used for parking, loading, or other amenities that support the development.

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT

RED-PURPLE BYPASS STUDY AREA

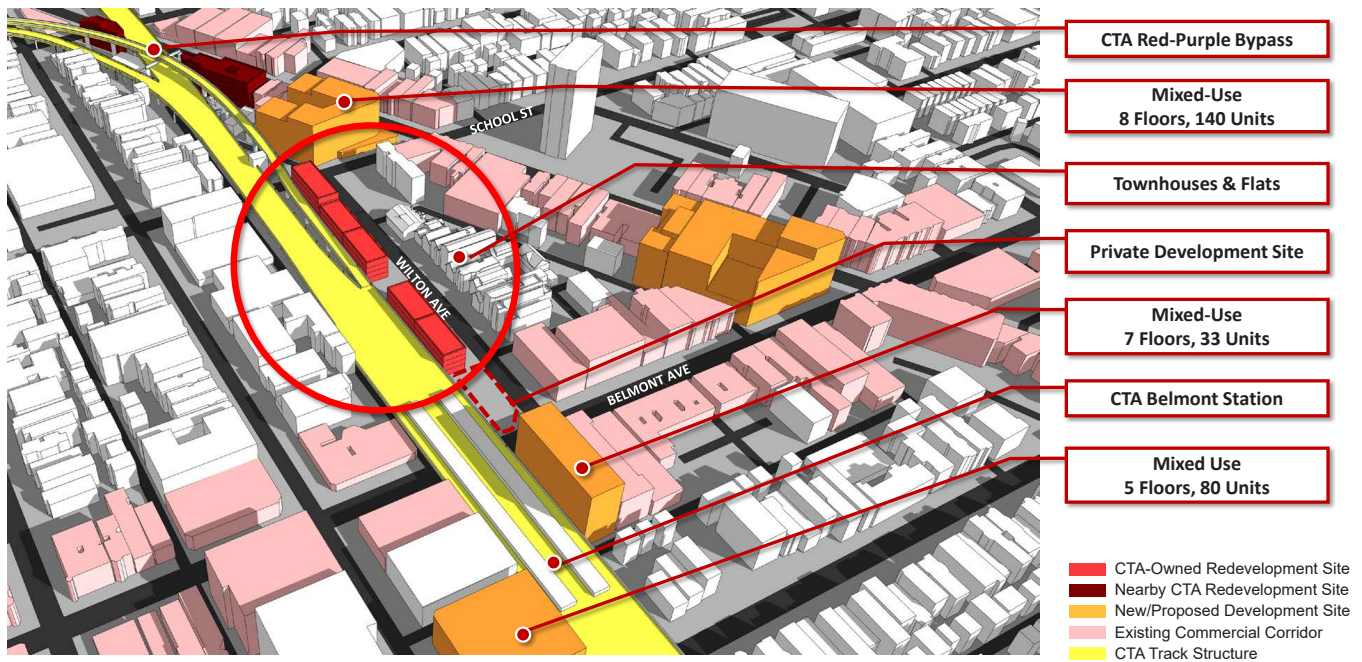


Figure 1.43: Wilton Avenue site context with conceptual massing

WILTON AVENUE SITE (RPB 05)

This site has approximately 500 feet of frontage on Wilton Avenue, a one-way residential street comprised primarily of stacked flats and a few townhouses. The site is within 100 feet of the Belmont station and is in immediate proximity to the Belmont Avenue and Clark Street commercial corridors. School Street, on the northern end of the site, links it to the neighborhood retail street along Sheffield Avenue.

The parcel depth is relatively narrow for development (roughly 40 feet), but is in a valuable location and is well-suited for residential development due to the existing character of the street. However, alternatives to front and rear yards would need to be incorporated in the development.

Rear access to the parcel will be provided by the CTA through an access drive connected to the existing public alley.

DEVELOPMENT GOALS

- Screen the view of the track structure.
- Reflect the residential nature of the street.
- Restore the residential streetscape with a traditional Chicago parkway.
- Encourage architecture that has variety and interest in its design aesthetic.
- Incorporate ground floor residential.
- Investigate opportunities to incorporate housing for seniors, low-income residents, low-income families, and people with disabilities.

SITE DEMOGRAPHICS:

Within 1/4 mile from the site:

- 63.4% Rental households
- 0.9 Cars per household
- 31.4% Households with zero cars
- 51.7% Residents commute via transit
- 2.2% of Households with children under 18 years old

(source: alltransit.cnt.org)

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.44: Conceptual rendering looking north on Wilton Avenue



Figure 1.45: Looking north on Wilton Avenue

TRANSIT-ORIENTED DEVELOPMENT PLAN SUMMARY REPORT RED-PURPLE BYPASS STUDY AREA



Figure 1.46: Wilton Avenue test concept site plan

TEST DEVELOPMENT CONCEPT

A residential development comprised of four-flats and a five-story apartment building on the north end of the site at School Street would welcome families to the neighborhood. This test concept:

- Provides lower-scale development in contrast to high-density mixed-use residential on Sheffield Avenue and Clark Street
- Reflects the scale of existing residential buildings on east side of street
- Restores the traditional Chicago residential streetscape
- Incorporates three-bedroom dwelling units
- Allows for neighborhood-serving retail as an alternative ground floor use along School Street
- Compensates for lack of private yards with mid-block shared green space for residents of the development
- Includes a modest amount of on-site parking, but preserves the majority of the ground floor space for residential uses and other amenities

TEST CONCEPT DETAILS

Address: 3208–3252 N. Wilton Avenue

Site Area: 19,777 SF

Stories: 4-5

Retail: 0 SF

Residential Units: 44

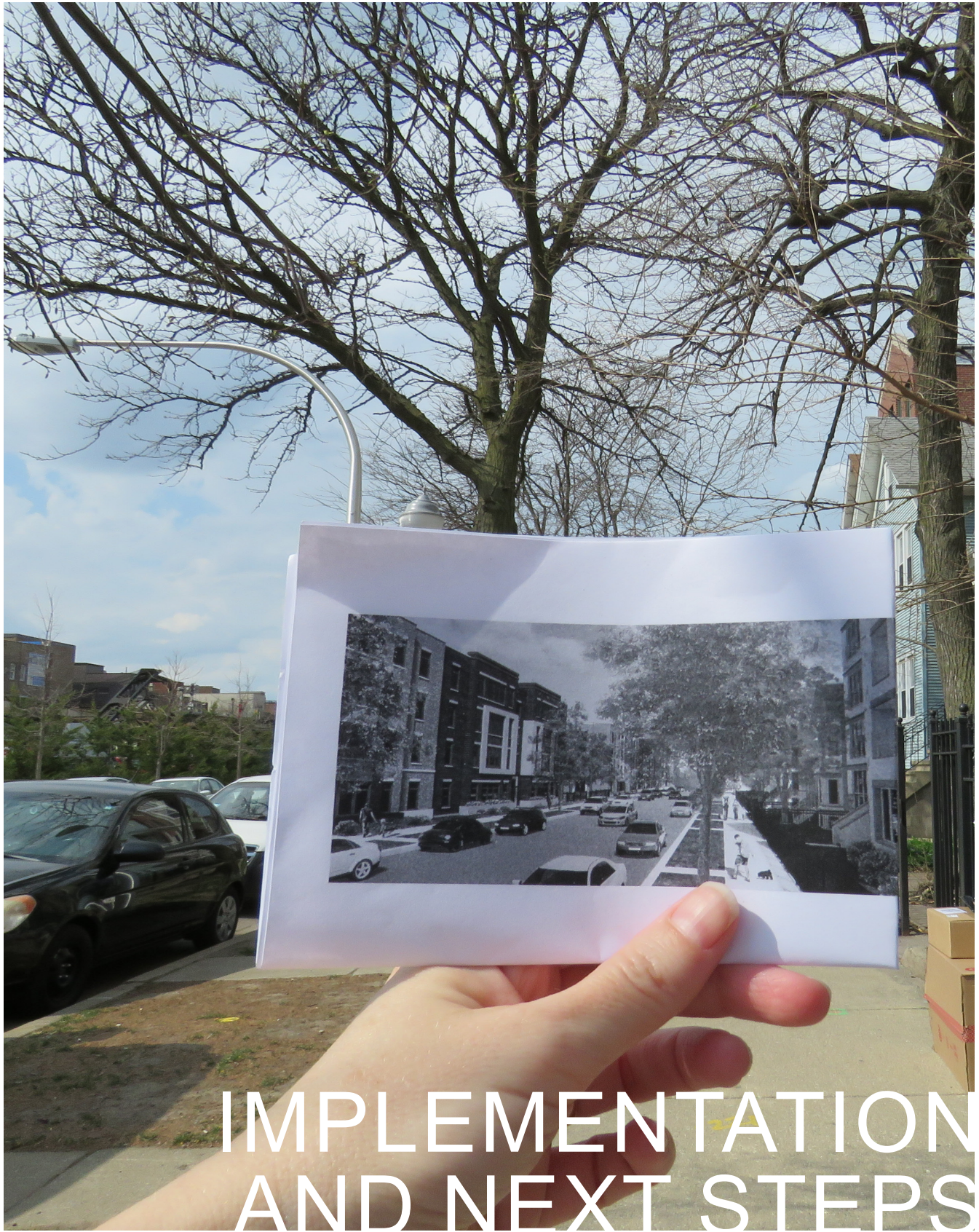
On-site Parking: 13

Current Zoning: RM-5/Proposed Zoning: B2-3

Potential Under 'L' Parking: 30

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

The adjacent area under the elevated structure is not part of the redevelopment site, as it currently serves as metered public parking. Some of these spaces may be available for use by the development through a compensatory agreement with the CTA. The space may be used for parking, loading, or other amenities that support the development.



IMPLEMENTATION AND NEXT STEPS

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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.

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.



Figure 1.47: Clark Street and Roscoe Street Site, August 2018

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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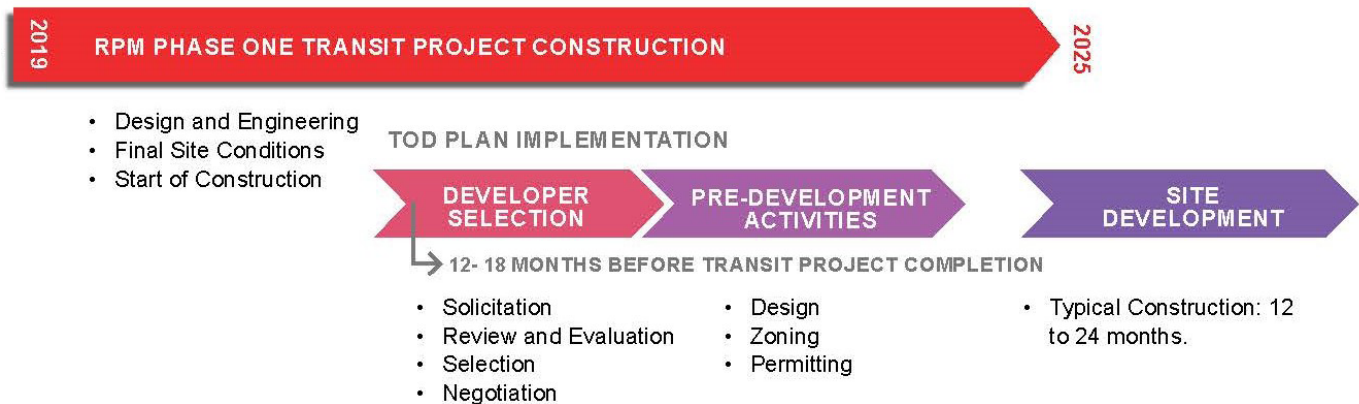


Figure 1.48: Project Timeline

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 proposals through the Request for Proposals process.
- 16 months prior: Developers 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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APPENDIX

The following reports are available for download from the CTA website at www.transitchicago.com/rpm/todplan :

- Presentation materials from public meetings
- RPM TOD Plan Existing Conditions Report: Red-Purple Bypass Study Area
- RPM TOD Plan Market Analysis: Red-Purple Bypass Study Area
- RPM TOD Plan Site Specific Development Concepts Zoning Analysis: Red-Purple Bypass Study Area

ACKNOWLEDGEMENTS



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