TODAY’S MEETING
Red-Purple Bypass Study Area

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

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

The public meeting for the Lawrence to Bryn Mawr Study Area will take place on Thursday May 11, from 6:00 to 8:00 at the Broadway Armory.

COMMUNITY MEETING SCHEDULE

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

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

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

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

RED AND PURPLE MODERNIZATION (RPM) PHASE ONE OVERVIEW

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

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

TRANSIT-ORIENTED DEVELOPMENT PLAN

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

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

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

The TOD Plan process began in late 2016 and will continue through mid-2018.

RPM PHASE ONE PROJECT TIMELINE

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<tbody>
<tr>
<td>Host Public Meetings to establish community dialogue</td>
<td>Host Public Meetings on Environmental Assessment</td>
<td>Secure Federal and Local Funding</td>
<td>Procure Design-Build Contractor</td>
<td>Construct New Infrastructure and Stations</td>
<td></td>
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<tr>
<td>Initial project studies</td>
<td>Federal approval of Environmental Assessment</td>
<td>Complete</td>
<td>In Progress</td>
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</table>

TOD PLAN DEVELOPMENT

ANALYSIS
- Zoning
- Land Use
- Real Estate Market

STEP 1: VISION
- Neighborhood Goals
- Community Engagement

STEP 2: ALTERNATIVES
- Development Opportunities
- Community Engagement

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

TOD PLAN
- Implementation Strategy
- Final Plan Recommendations

FULFILLMENT
- TOD Plan
- Implementation
- Site Development

RED-PURPLE BYPASS DISTRICT

Areas Impacted by New Track Structure

[Map and images showing areas impacted by new track structure]
If you have other comments or ideas, please share!
## URBAN DESIGN: UNDER THE L CONSIDERATIONS

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

**How would you like to see the spaces under the L used?**

<table>
<thead>
<tr>
<th>Use a dot sticker to indicate your top 5 interests or leave a comment on a sticky note</th>
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</thead>
<tbody>
<tr>
<td>Stormwater management or other opportunities for &quot;green&quot; infrastructure</td>
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</table>

![Image of stormwater management](image1.png)

<table>
<thead>
<tr>
<th>Car sharing</th>
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![Image of car sharing](image2.png)

<table>
<thead>
<tr>
<th>Private parking</th>
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![Image of private parking](image3.png)

<table>
<thead>
<tr>
<th>Public parking</th>
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![Image of public parking](image4.png)

<table>
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<tr>
<th>Fenced off and secured from public. / Screened from view.</th>
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![Image of fencing](image5.png)

<table>
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<tr>
<th>Other... (share your thoughts with us)</th>
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![Image of other comments](image6.png)

<table>
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<tr>
<th>Outdoor seating, cafe spaces, or other &quot;plaza-like&quot; open spaces</th>
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</thead>
</table>

![Image of outdoor seating](image7.png)

<table>
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<tr>
<th>Opportunities for public art</th>
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</table>

![Image of opportunities for public art](image8.png)

<table>
<thead>
<tr>
<th>Active recreational uses</th>
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</table>

![Image of active recreational uses](image9.png)

<table>
<thead>
<tr>
<th>Bike parking</th>
</tr>
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</table>

![Image of bike parking](image10.png)

<table>
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<tr>
<th>Temporary uses such as pop up shops, markets, etc.</th>
</tr>
</thead>
</table>

![Image of temporary uses](image11.png)

<table>
<thead>
<tr>
<th>Support functions for adjacent development such as parking, storage, and loading</th>
</tr>
</thead>
</table>

![Image of support functions](image12.png)
What are the community’s needs and desires for public spaces and amenities within the neighborhood?

What are the challenges with creating new public spaces within the neighborhood? How could these challenges be minimized?

What community resources exist to support public amenities?

Help us identify community organizations, partner agencies, and community leaders that could program, promote, and manage common spaces.
### STREET CHARACTER & LAND USE: WILTON AVENUE

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

**USE DOTS TO INDICATE INTEREST**

**WHAT’S YOUR VISION FOR WILTON AVENUE**

- Local neighborhood commercial street with small independent shops and restaurants
- Low density residential street comprised of single family homes, townhomes and stacked flats
- Residential street inclusive of a variety of medium density housing and a variety of price points
- Residential street with neighborhood retail integrated near Belmont Ave and School Streets

**APPROPRIATE USES FOR WILTON AVENUE**

- Multi-family Residential (apartments & condos)
- Low Density Housing (detached / row homes / stacked flats)
- Non-traditional Housing (seniors, low-income, disabled)
- Retail / Shopping
- Coffee Shops / Bakeries
- Offices/ Professional Services
- Open Space
- Other (write-in)

**Tell us more!**

- [Image of Wilton Avenue CTA for potential retail uses](image)
- [Image of Wilton Avenue with street level views](image)

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9-CTA RED AND PURPLE MODERNIZATION PROGRAM PHASE ONE TOD PLAN - COMMUNITY MEETING May 4, 2017
STREET CHARACTER & LAND USE: BELMONT AVENUE

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

USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR BELMONT AVENUE

Belmont as a unique commercial street with funky shops
Preserve and grow the Belmont Theater district
Invest in existing buildings to preserve character of existing street
Maintain affordable rents for retailers

APPROPRIATE USES FOR BELMONT AVENUE

Multi-family Residential
Non-traditional Housing (seniors, low-income, disabled)
Retail / Shopping
Restaurants
Bars
Coffee Shops / Bakeries
Offices
Professional Services
Open Space
Civic/Education
Recreation
Entertainment

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

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

USE DOTS TO INDICATE INTEREST

WHAT’S YOUR VISION FOR CLARK STREET

- Clark Street as a sports and entertainment district
- Mixed use district with residential and commercial development
- Retail destination with national retailers as anchors
- Local neighborhood street with small independent shops

APPROPRIATE USES FOR CLARK STREET

- Multi-family Residential
- Non-traditional Housing (seniors, low-income, disabled)
- Retail / Shopping
- Restaurants
- Bars
- Coffee Shops / Bakeries
- Offices
- Professional Services
- Open Space
- Civic/Education
- Recreation
- Entertainment

Tell us more!
USE DOTS TO INDICATE INTEREST

WHAT'S YOUR VISION FOR SHEFFIELD AVENUE

- Mixed use district with residential and commercial development
- Support existing light industrial
- Local neighborhood street with small independent shops and restaurants
- Other (write-in)

APPROPRIATE USES FOR SHEFFIELD AVENUE

- Multi-family Residential (apartments & condos)
- Single Family Homes (detached / row homes / stacked flats)
- Non-traditional Housing (seniors, low-income, disabled)
- Neighborhood Retail / Shopping
- Restaurants
- Bars
- Coffee Shops / Bakeries
- Offices
- Professional Services
- Open Space
- Education

Tell us more!
What do you think about the density / height of buildings near CTA structures? What would be appropriate? Why?
What types of buildings are you interested in seeing built in this area?

Tell us more!

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

What do you think these examples do well or poorly?

- Simple
- Accessible

What do you LIKE about this example?

- You start

What do you DISLIKE about this example?

- Buildings are currently too close together
- Sleep problems

Mixed Use, Transit-Oriented Development at 3420 N Lincoln Avenue, Chicago

Ground Floor Plan

Typical Residential Floor Plan

Mixed Use, Transit-Oriented Development at 3400 N Lincoln Avenue, Chicago

Ground Floor Plan

Typical Residential Floor Plan

Mixed Use, Transit-Oriented Development Examples

1111 W. North Avenue

2000 S. North Avenue

3101 N. Western Avenue

4805 N. Western Avenue

Dull facades
Concrete

Restaurant

Yes

Yes

Yes

Yes

Dull

Restaurant

Ashley Furniture

Commercial

Best! 

Best!

Best!

Best!

Dull facade

Too tall

Like this a lot!

Yes

Yes

Yes

Yes

Dull facade

Too tall

Like this a lot!

Yes

Yes

Yes

Yes

Dull facade

Too tall

Like this a lot!

Yes

Yes

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Dull facade

Too tall

Like this a lot!

Yes

Yes

Yes

Yes

Dull facade

Too tall

Like this a lot!

Yes

Yes

Yes

Yes
TRANSIT-ORIENTED DEVELOPMENT: BUILDING CHARACTER

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

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

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

What do you think these examples do well or poorly?

Townhouse Examples

Traditional Materials
Contemporary Materials

Floor plan designed to fit a shadow box

What do you LIKE about this example?
Very Happy
What do you DISLIKE about this example?
Awful, lose force

New Commercial Development at 3555 N Lincoln Avenue, Chicago

Ground Floor Plan
Second Floor Plan

What do you LIKE about this example?
Natural
Very Happy
What do you DISLIKE about this example?
Too small, missed opportunity for not having an atrium

Mixed Use, Transit Oriented Development along a commercial corridor at 3228 N. Clark Street, Chicago

Elevation
Ground Floor Plan
Typical Residential Floor Plan

What do you LIKE about this example?

Pablo's Pizzeria

What do you DISLIKE about this example?

Facts about this

Nothing about this
**NEIGHBORHOOD DEVELOPMENT: PRIORITIES**

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

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**What are your priorities for the neighborhood?**

Use a dot sticker to indicate your priorities or leave a comment on a sticky note.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
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<tbody>
<tr>
<td>Incorporate environmentally friendly practices throughout the district</td>
<td>Increase public open space</td>
</tr>
<tr>
<td>Promote pedestrian safety and comfort</td>
<td>Decrease parking demand by increasing access to transit, bike amenities and car sharing</td>
</tr>
<tr>
<td>Encourage streets with continuous building facades</td>
<td>Grow the residential population</td>
</tr>
<tr>
<td>Encourage businesses that serve the local residents</td>
<td>Increase variety of housing types</td>
</tr>
<tr>
<td>Encourage development that fits in with the existing neighborhood character</td>
<td>Support housing that is available to a broad range of incomes</td>
</tr>
<tr>
<td>Encourage active daytime population through new land uses and programs</td>
<td>Incorporate non-traditional housing for seniors, low-income residents, and those with disabilities</td>
</tr>
<tr>
<td>Build upon the growing sport and entertainment district</td>
<td>Incorporate professional offices</td>
</tr>
<tr>
<td>Incorporate civic uses (art center, small museums, education, library, etc.)</td>
<td>Other...(share your thoughts with us)</td>
</tr>
</tbody>
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[SICA Red and Purple Modernization Program Phase One TOD Plan - Community Meeting  May 4, 2017](#)
The Transit-Oriented Development Plan includes a customized real estate analysis. The information on this board is specific to the Market Area, defined as Lakeview Community Area.

**MARKET AREA NEW / PROPOSED DEVELOPMENT**
- 1,200 residential units
- 650,000 S.F. commercial space

The RPB Market Area is bounded by:
- Irving Park Road on the North
- Ravenswood Avenue on the West
- Diversey Parkway on the South
- Lake Michigan on the East

**Development Catalysts**
- Wrigley Field and emerging adjacent entertainment district
- Lakeview 3200 - new luxury apartment mixed-use de velopment

**COMMERCIAL TRENDS IN THE DISTRICT**
91% of Storefronts in the District are Occupied
Nearby Clark and Addison development as entertainment destination will support additional bars, restaurants, and specialty retail within the District.
Residential development creates opportunity for some additional neighborhood-serving commercial.

**District Area Commercial Uses**

- Auto-Oriented (6%)
- Cultural or Institutional (5%)
- Retail (35%)
- Personal Services (18%)
- Driving/Passenger Transportation (10%)
- Manufacture (4%)

90% of commercial uses in the District are locally owned.

**MARKET AREA COMMERCIAL CORRIDORS**

**EMPLOYMENT TRENDS**
**Primary Areas of Employment**
- Accommodations and Food Services
- Retail Trade
- Health Care and Social Assistance

More than half of residents commute to the Chicago Central Area for work.

**DESIRABLE NORTHSIDE LOCATION WITH DISTINCT NEIGHBORHOODS**
- Strongest market demand to be renters aged 25-34
- Strong apartment market (96.1% occupancy)
- For-sale market has recovered more quickly after the recession than many other areas of the City.

**RESIDENTIAL TRENDS**

**Median Home Prices**

<table>
<thead>
<tr>
<th>Year</th>
<th>Detached Units</th>
<th>Attached Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>$584,000</td>
<td>$420,000</td>
</tr>
<tr>
<td>2008</td>
<td>$648,000</td>
<td>$480,000</td>
</tr>
<tr>
<td>2009</td>
<td>$648,000</td>
<td>$480,000</td>
</tr>
<tr>
<td>2010</td>
<td>$692,000</td>
<td>$520,000</td>
</tr>
<tr>
<td>2011</td>
<td>$736,000</td>
<td>$560,000</td>
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**DEMOGRAPHIC TRENDS**

**Highly Educated and Affluent Population**
- Median income significantly higher than the city as a whole ($80,347 vs $49,531)
- More than 80% of population have a Bachelor’s, Graduate, or Professional degree
- Population increase 1990 to 2018:

Source: U.S. Census Bureau
What are the best parts about the neighborhood?

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

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

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