

INTRODUCTION: COMMUNITY MEETINGS

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

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

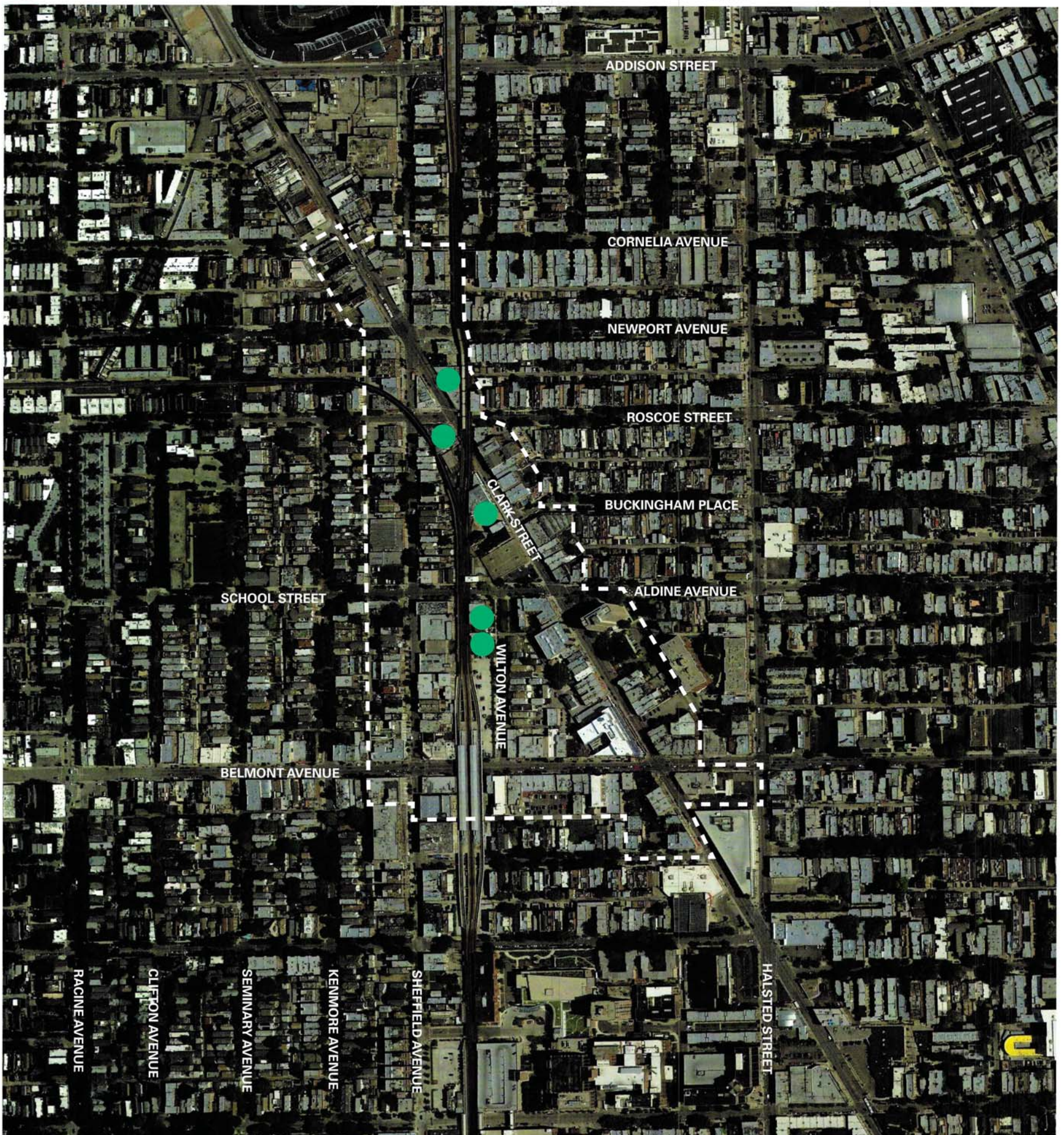
- Preliminary vision for neighborhood development for review and comment
- Preliminary site development concepts for review and comment

Meeting 3 - Spring/Summer 2018

- Final plan recommendations
- Next steps and implementation strategies

 *Demolition* / TOP SITES

 RED-PURPLE BYPASS DISTRICT BOUNDARY



INTRODUCTION: PROJECT DESCRIPTION

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

RED AND PURPLE MODERNIZATION (RPM) PHASE ONE OVERVIEW

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

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

TRANSIT-ORIENTED DEVELOPMENT PLAN

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

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

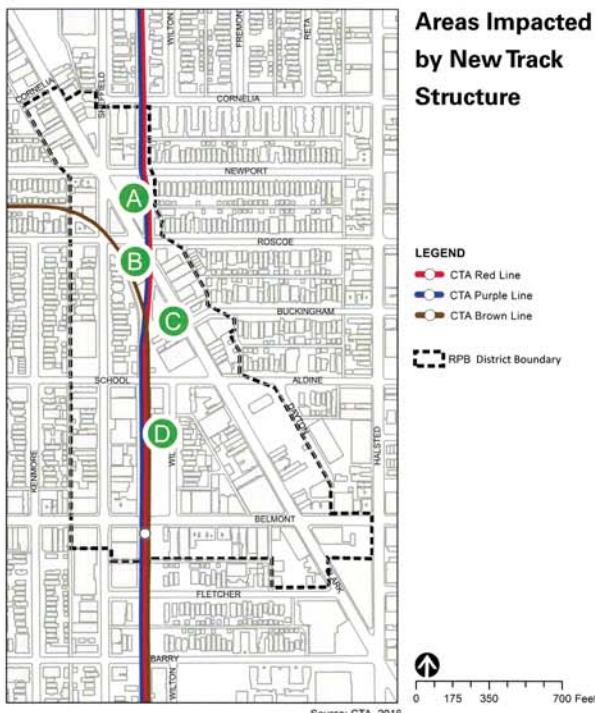
The TOD Plan is a proactive effort by the CTA, in partnership with the City of Chicago Department of Planning and Development, to create a community driven guide for future development. The goal is to promote redevelopment in the neighborhood that is financially sustainable, thoughtfully designed, and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

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

RPM PHASE ONE PROJECT TIMELINE



RED-PURPLE BYPASS DISTRICT



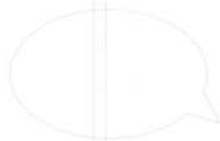
INTRODUCTION: FEEDBACK

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

If you have other comments or ideas, please share!



Leave a
Comment!



Leave a
comment
or give a
thumbs up

DON'T LET
VACANT BLDG
PLOTS GO
UNDEVELOPED
USE FOR TRANSIT
ACTIVITY ETC



REMEMBER
SHERIDAN
STATION!




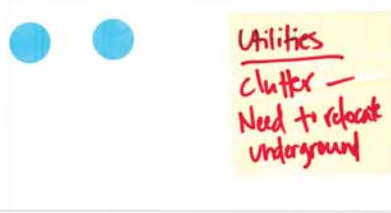


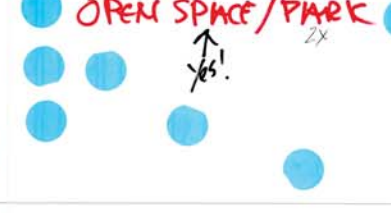

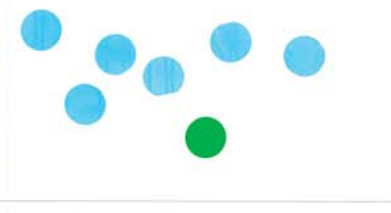

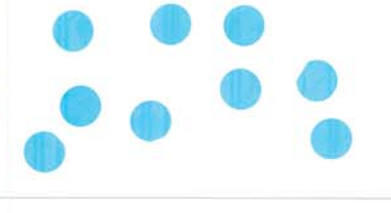

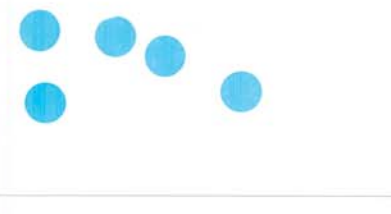






URBAN DESIGN: UNDER THE L CONSIDERATIONS

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

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

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

<p>Stormwater management or other opportunities for "green" infrastructure</p>			
<p>Car sharing</p>			
<p>Private parking</p>			<p>Utilities clutter - Need to relocate underground</p> <p>Leave a Comment!</p>
<p>Public parking</p>		<p>No public parking.</p>	<p>I'd rather see parking under train than more surface lots or parking structures.</p>
<p>Fenced off and secured from public. / Screened from view.</p>		<p>NO!</p>	
<p>Other...(share your thoughts with us)</p>			<p>Bus turnaround for #151</p>
<p>Outdoor seating, cafe spaces, or other "plaza-like" open spaces</p>			<p>'Beier garden' See Berlin for under-L examples</p>
<p>Opportunities for public art</p>			
<p>Active recreational uses</p>			
<p>Bike parking</p>			
<p>Temporary uses such as pop up shops, markets, etc.</p>			<p>Micro-retail spaces i.e. 'Boombas'</p>
<p>Support functions for adjacent development such as parking, storage, and loading</p>			

URBAN DESIGN: NEIGHBORHOOD INTEREST

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

What are the community's needs and desires for public spaces and amenities within the neighborhood?

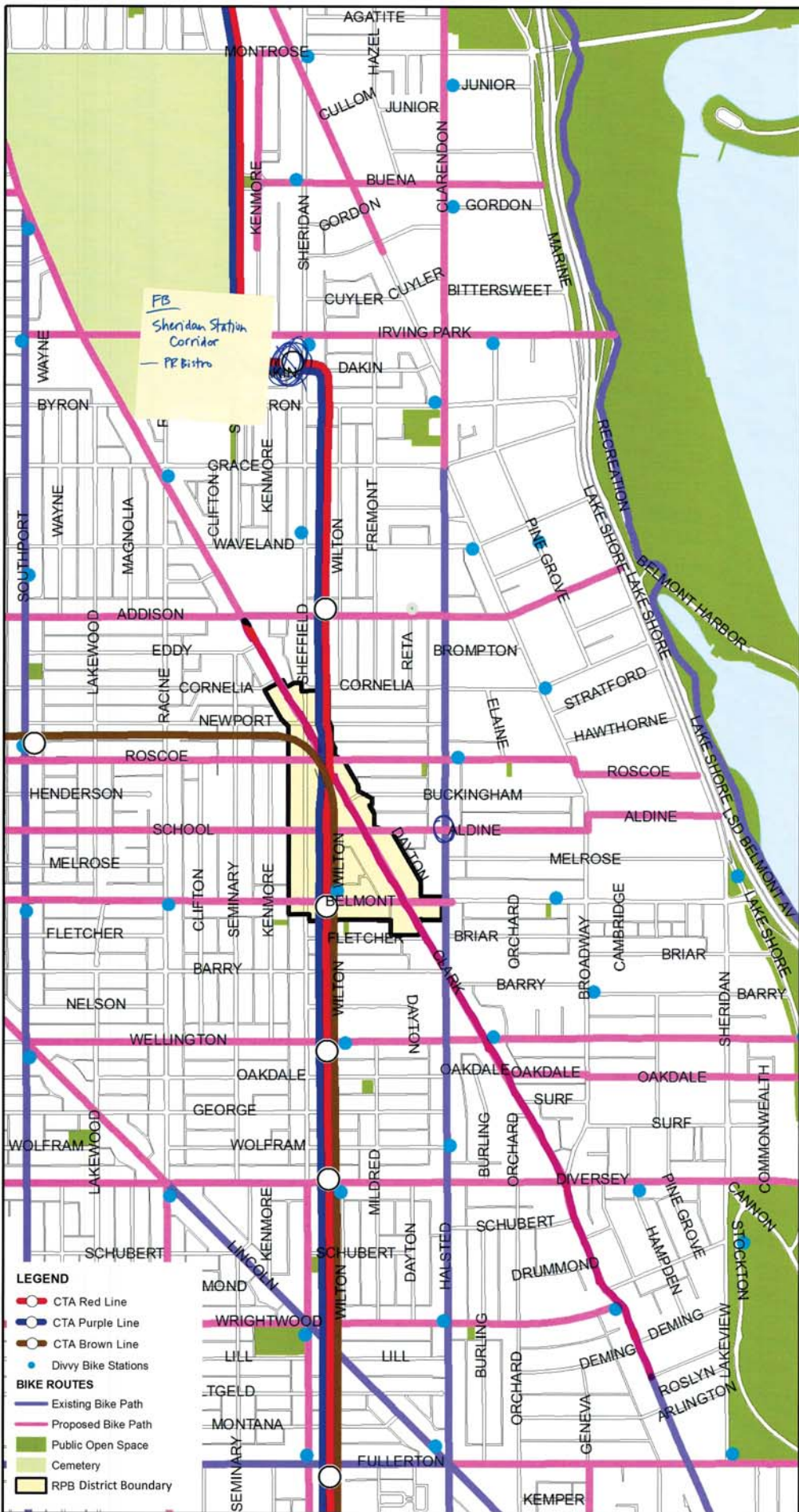
Leave a Comment!

Extend hours for CTA bus service and rail → 24 hr service

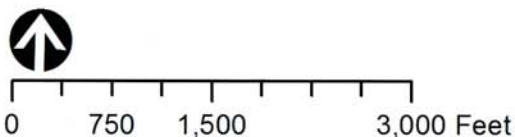
Plaza - Need place to serve as heart of Belmont Strip programming and gathering space

WRIGHTWOOD IS AN ACTIVE PLACE - NEW USES SHOULD BE BUILT OFF THIS

USE SOUTH-PART AS MODEL FOR NEW DEV.



Source: City of Chicago



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

SHERIDAN STATION!
Don't forget about this station → Wood Ave

Stop sign / traffic control on Halsted btw Belmont & Addison

What community resources exist to support public amenities?

DEVELOPERS SHOULD ASSIST

Chambers Clubs

Volunteers + COMM. DEV. CORP.

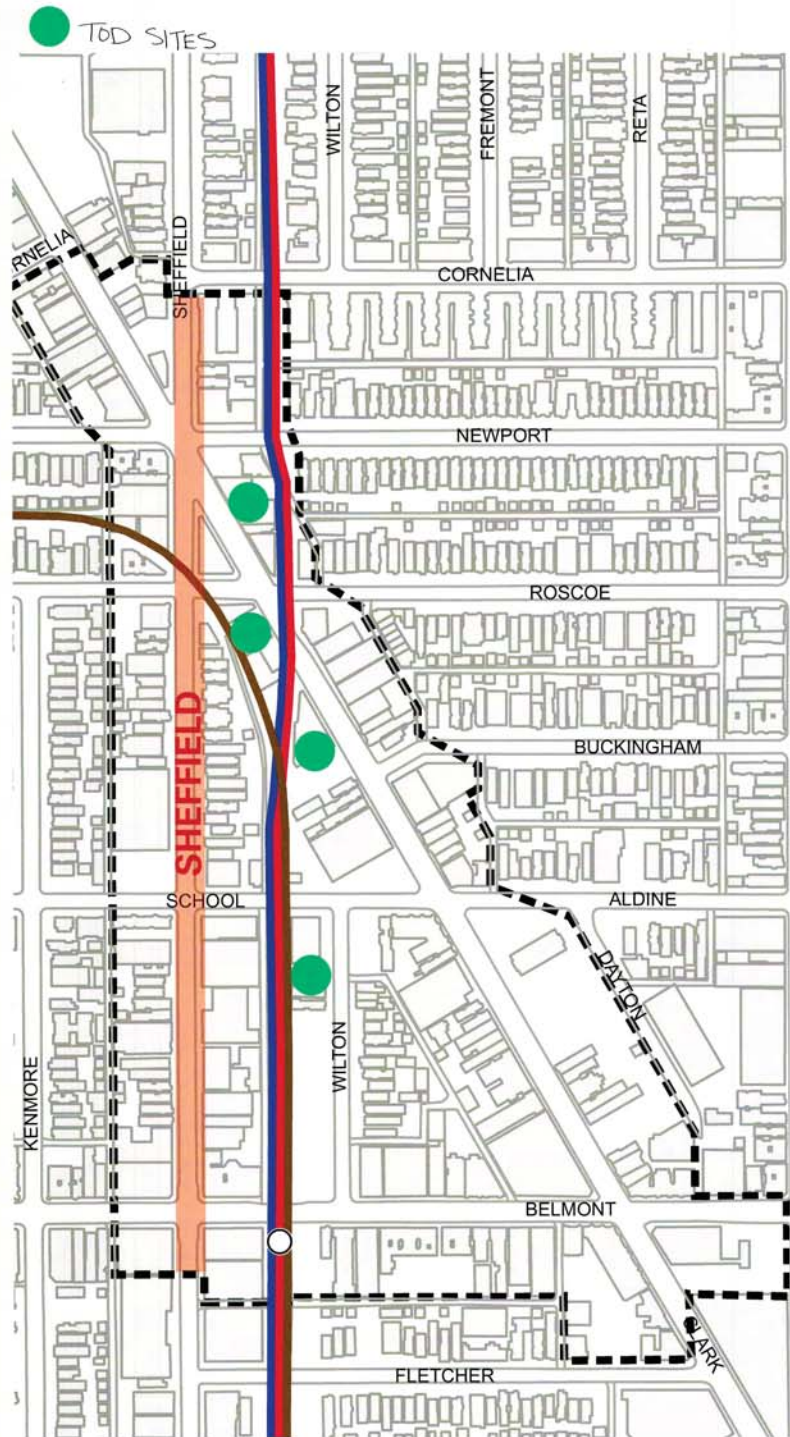
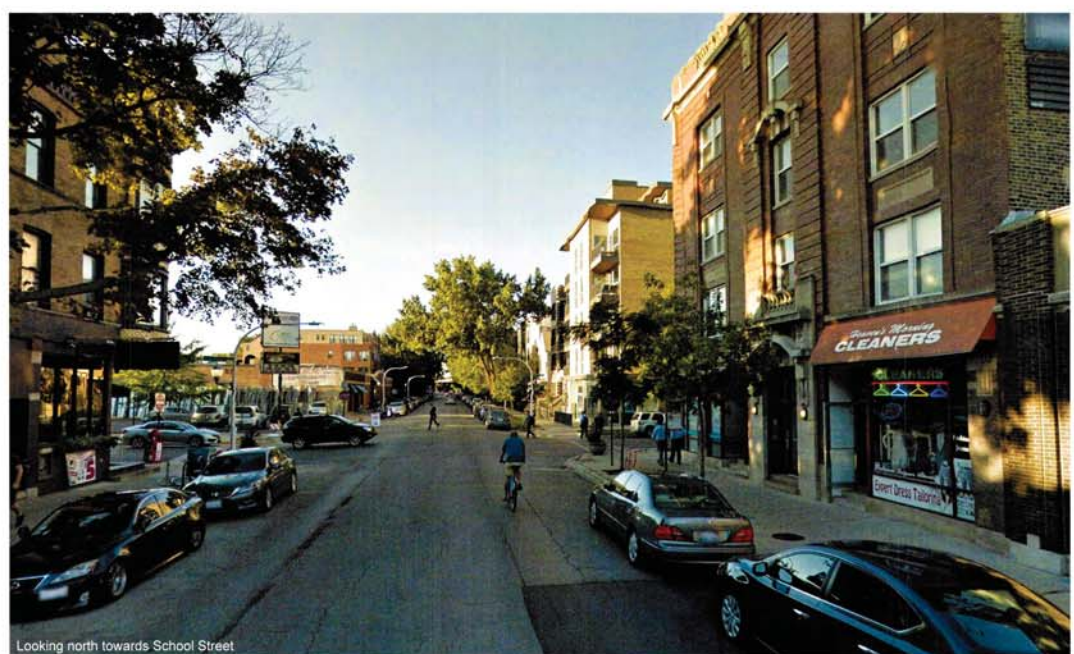
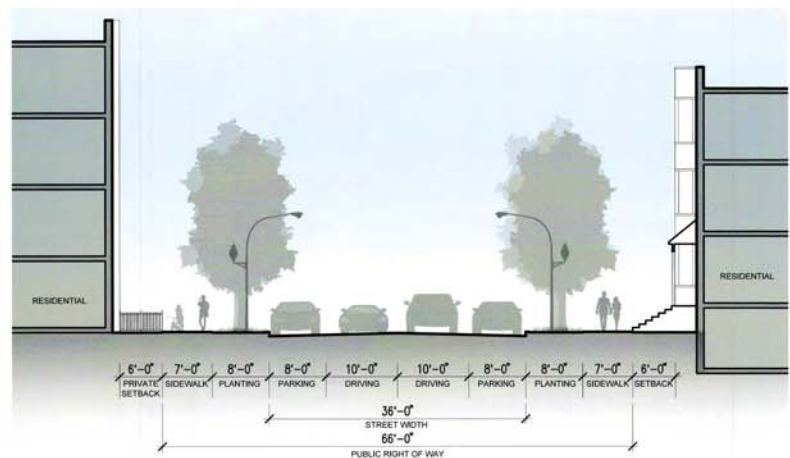
Leave a Comment!

Help us identify community organizations, partner agencies, and community leaders that could program, promote, and manage common spaces.

CLVN and other neighborhood associations

STREET CHARACTER & LAND USE: SHEFFIELD AVENUE

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



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)	<p>Maintain existing neighborhood Scale - Density Sightlines - No large planned developments</p> <p>Not enough retail demand to support miles of retail. Support Existing Uses</p> <p>Hopefully Sheffield will have Normal Tenants like SOFFBAY CLARK ST. TWO!</p>
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!

Historic Preservation is Paramount!

More mixed-use development less housing on first floor

Less Bars more sit-down restaurants

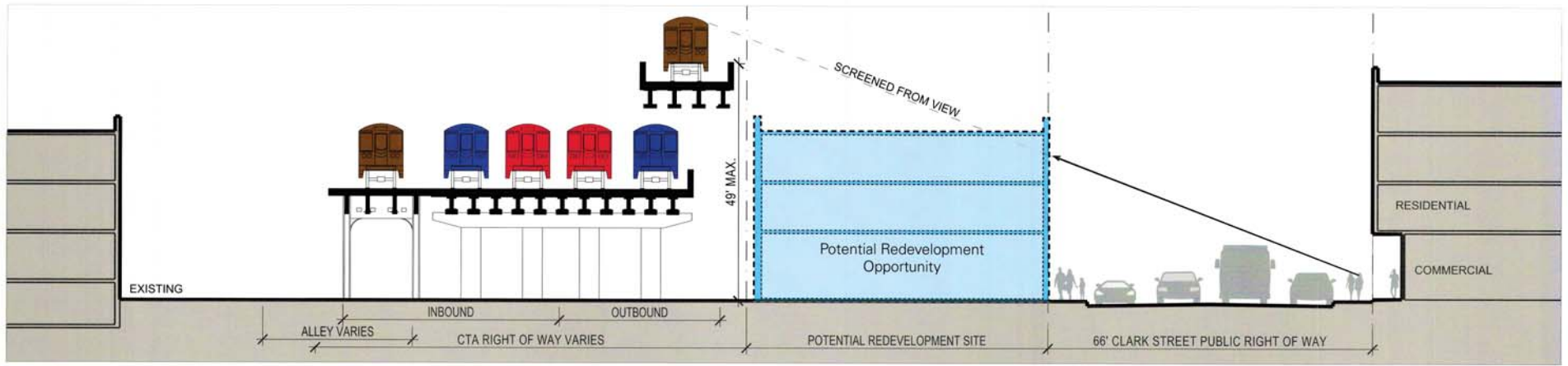
Leave a Comment!



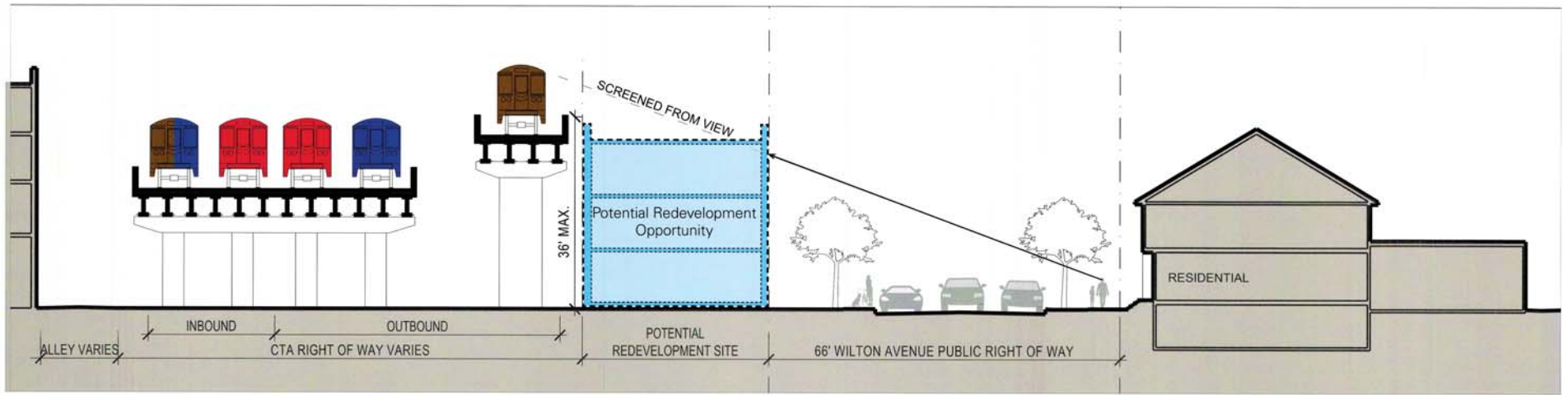
TRANSIT-ORIENTED DEVELOPMENT: BUILDING SCALE

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

TRACK STRUCTURE SCREENING STRATEGIES



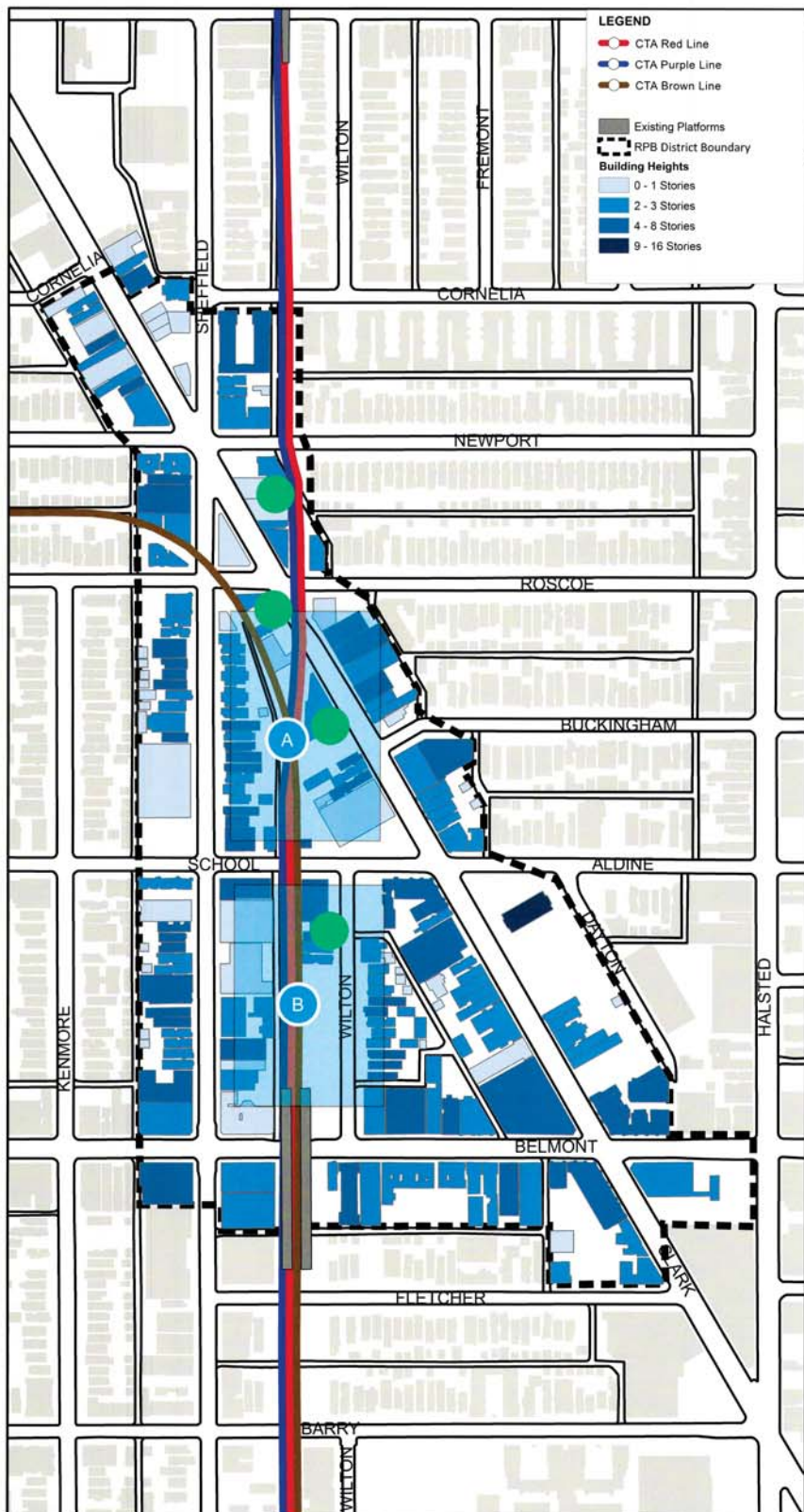
A DIAGRAMMATIC SECTION ALONG CLARK FROM ROSCOE TO SCHOOL



B DIAGRAMMATIC SECTION ALONG WILTON FROM SCHOOL TO BELMONT

TOD SITES

EXISTING BUILDING HEIGHT MAP



What do you think about the density / height of buildings near CTA structures? What would be appropriate? Why?

High density of buildings to take advantage of transit access

Put them more on busy streets

Leave a Comment!

Taller buildings look great. Just avoid Superblocks. Smaller lots break up monotony - activate street

Please no parking garage facing street on upper floors.

Write a comment or leave a sticky note

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?

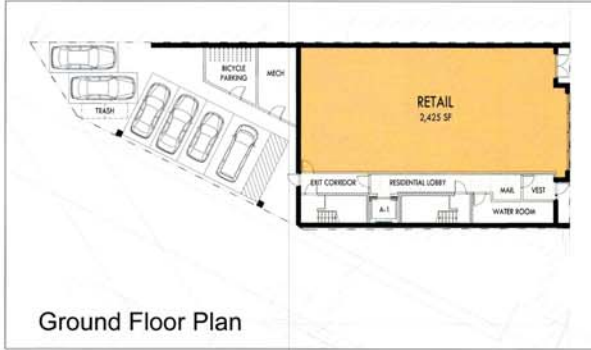
CTA
Should set
Design Guides
- No effect on
Non-CTA Property

We need more
affordable &
accessible
housing.

Need more
affordable &
accessible
housing.

IMPORTANT
TO
RETAIN
HISTORIC
BUILDINGS

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



What do you LIKE about this example?

What do you DISLIKE about this example?

Leave a
Comment!

Simple
design
Diverse
housing options
(small units)

Too short

DON'T
LIKE IT!
LOOKIE
CUTTER!

STUDIOS
ARE VERY
IMPORTANT TO
KEEP RENTS
DOWN

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



What do you LIKE about this example?

What do you DISLIKE about this example?

LIKE THIS

Density, height
& housing + bze
by train! 3
great!

Balconies on
corners don't
shape public
realm well

Too few
parking
spaces &
we need a
real strategy

DON'T
LIKE THIS
BUILDING

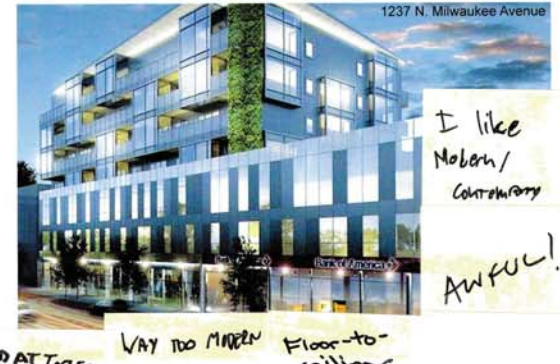
Mixed Use, Transit-Oriented Development Examples



DO NOT LIKE
WAY TOO MODERN
GOOD MIX OF NEW
STYLE IN ALREADY
VARIABLE BLOCK



Yes
it looks
Chicago
Great backdrop
... definitely fits
in to Chicago
commercial street
BESTER!
... BUT NOT
GREAT!



I like
Modern/
Contemporary
AWFUL!
God AT INTER
DO NOT LIKE
WAY TOO MODERN
Floor-to-
ceiling
windows good
on commercial
street
Too modern
build in
Dallas



Dull featureless
concrete box
Too tall for
area -



LIKE THIS A LOT
this is
good too



Building too
close to road
want more
side walk
BETTER
... MAYBE
ALMOST
THERE!
Massive
too
close to
street
don't set
back

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?

What do you think these examples do well or poorly?

Tell us more!

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

SR Housing Need

Write a comment or leave a sticky note

Townhome Examples



Traditional Materials



Contemporary Materials



Floor plan designed to fit a shallow lot

What do you LIKE about this example?

What do you DISLIKE about this example?

WANT THE TRADITIONAL LOOK
DONT WANT THE CONTEMPORARY

≅pt
back of neighborhood "fabric" - ie, how building looks changes up and down the block.

I like contemporary materials.
I like open green areas, less iron fences.

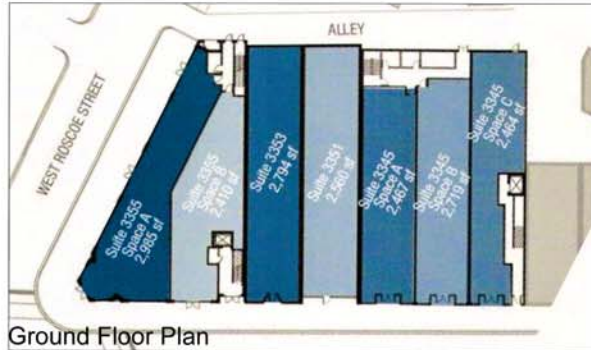
AWFUL!

Lose fence

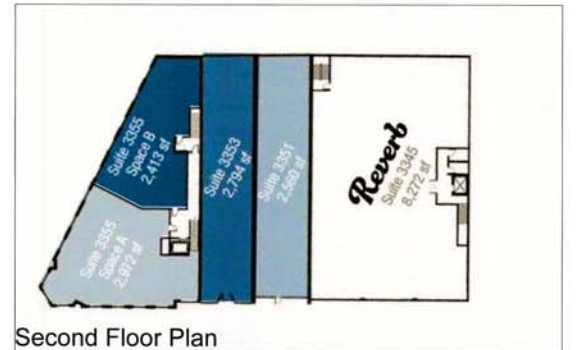
Leave a comment!

very expensive homes

New Commercial Development at 3355 N Lincoln Avenue, Chicago



Ground Floor Plan



Second Floor Plan

What do you LIKE about this example?

What do you DISLIKE about this example?

Normal Height
Appropriate

Very Happy neighborhood

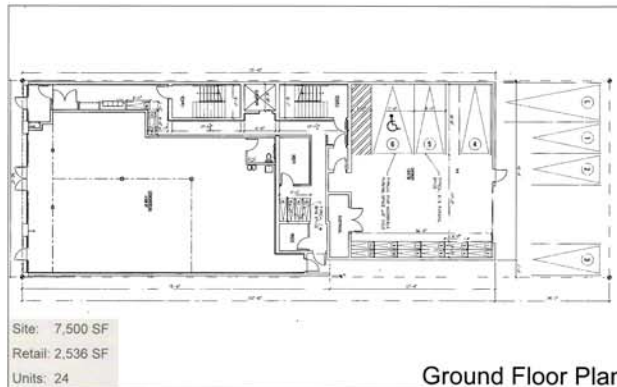
Too short
Missed opportunity to add housing near train

Temple Design

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

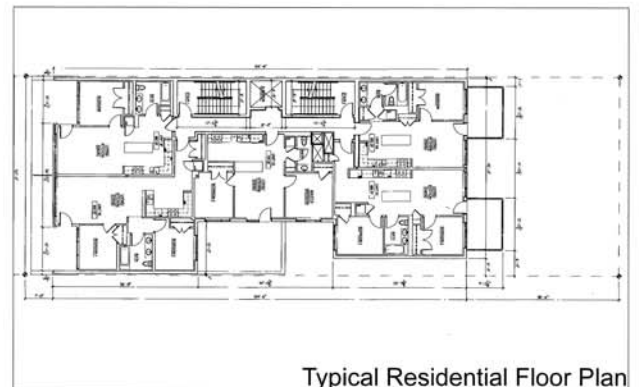


Elevation



Site: 7,500 SF
Retail: 2,536 SF
Units: 24

Ground Floor Plan



Typical Residential Floor Plan

What do you LIKE about this example?

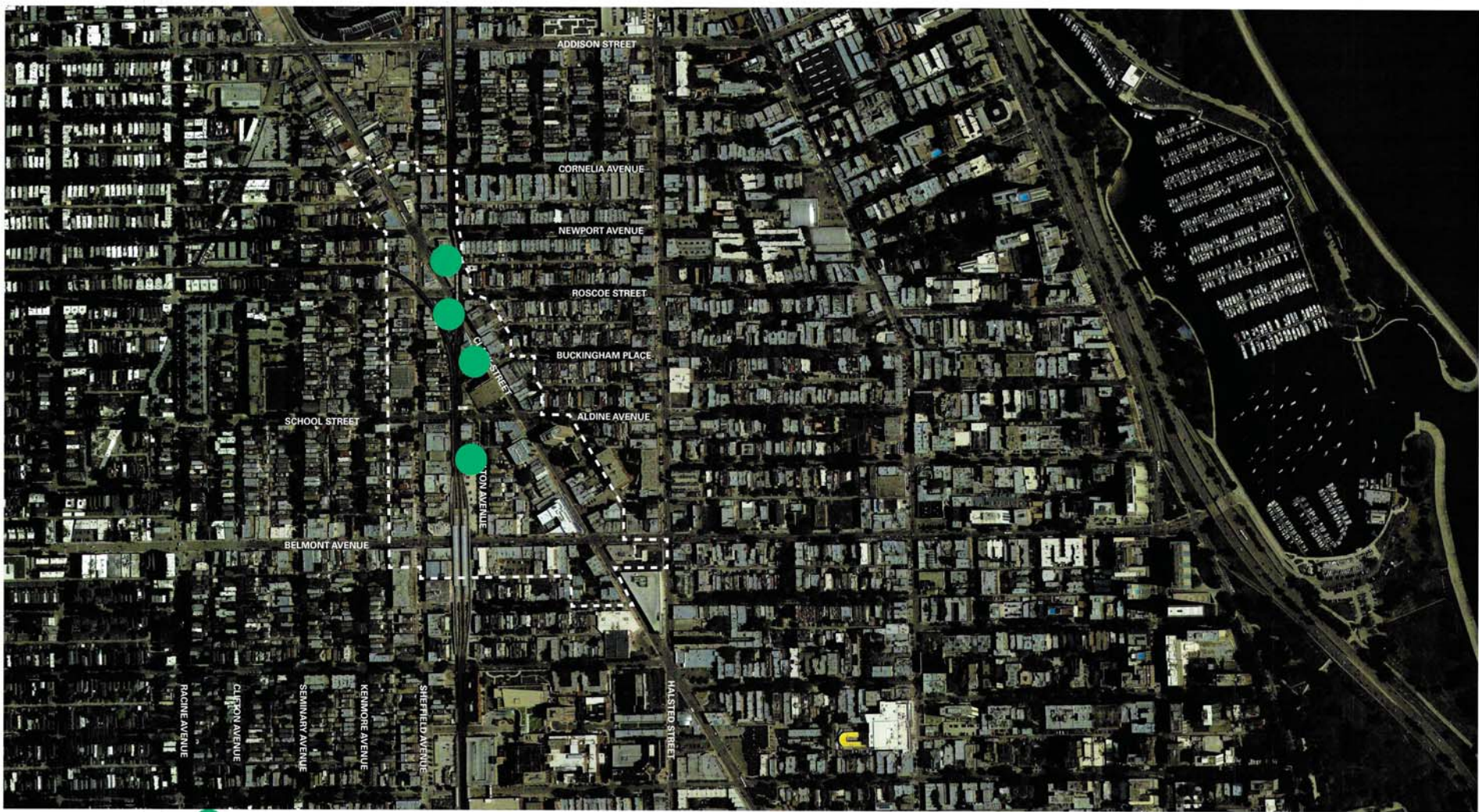
What do you DISLIKE about this example?

Density = good for biz!
Historic re-use is great
Holds street wall

Pseudo-Preservation
Reuse of bldg is not unfeasible or non-profitable

NEIGHBORHOOD DEVELOPMENT: PRIORITIES

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

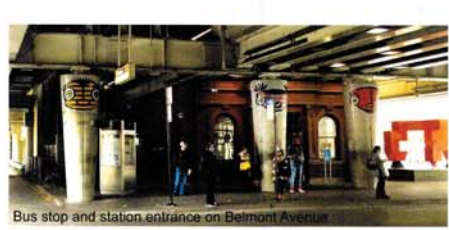


● TOD SITES

What are your priorities for the neighborhood?

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

Incorporate environmentally friendly practices throughout the district		Increase public open space	
Promote pedestrian safety and comfort		Decrease parking demand by increasing access to transit, bike amenities and car sharing	
Encourage streets with continuous building facades		Grow the residential population	
Encourage businesses that serve the local residents		Increase variety of housing types	
Encourage development that fits in with the existing neighborhood character		Support housing that is available to a broad range of incomes	
Encourage active daytime population through new land uses and programs		Incorporate non-traditional housing for seniors, low-income residents, and those with disabilities	
Build upon the growing sport and entertainment district		Incorporate professional offices	
Incorporate civic uses (art center, small museums, education, library, etc.)		Other...(share your thoughts with us)	<p>• Plaza/programmable space for Belmont retail district</p> <p>• Small format grocery/bodega - it's 3/4 mi. to nearest grocery. Need to be walking distance</p> <p>INCREASE BUS SERVICE LA TER & MORE</p>



NEIGHBORHOOD DEVELOPMENT: MARKET ANALYSIS

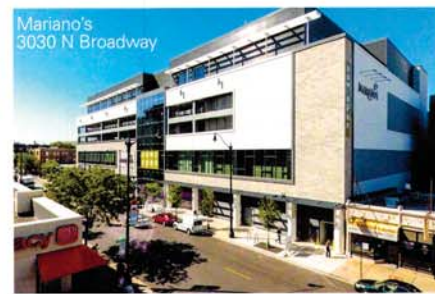
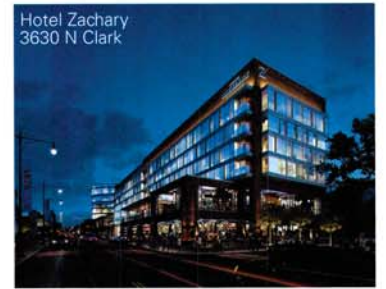
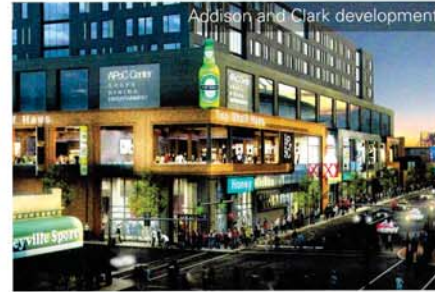
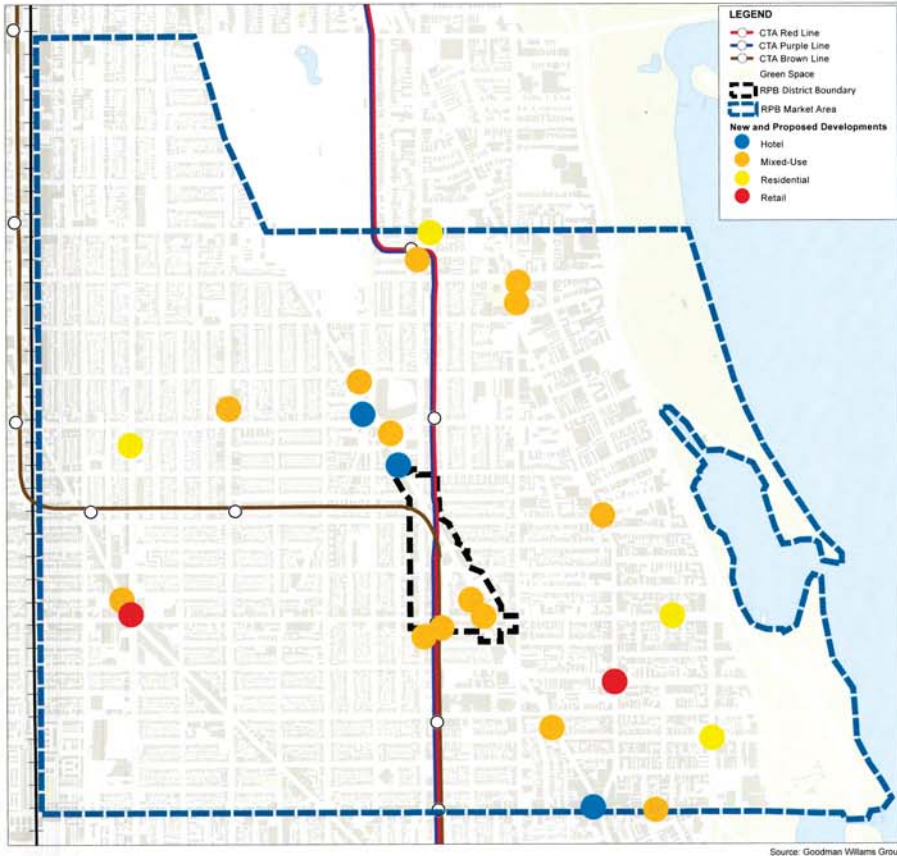
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TRANSIT ORIENTED DEVELOPMENT PLAN

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

Information in yellow is specific to the RPB District, outlined in the maps below.

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 • Diversey Parkway on the South
- Ravenswood Avenue on the West • Lake Michigan on the East

I Love This!

Development Catalysts

Wrigley Field and emerging adjacent entertainment district
Lakeview 3200 - new luxury apartment mixed-use development and Belmont

↑ NOT enough side walk space. TOO close to street

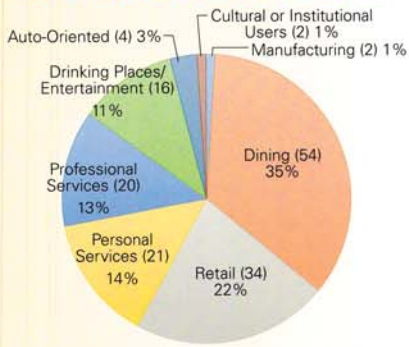
COMMERCIAL TRENDS IN THE DISTRICT

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.

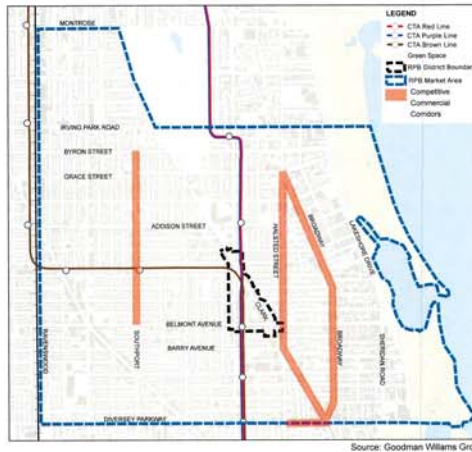
Residential development creates opportunity for some additional neighborhood-serving commercial.

District Area Commercial Uses



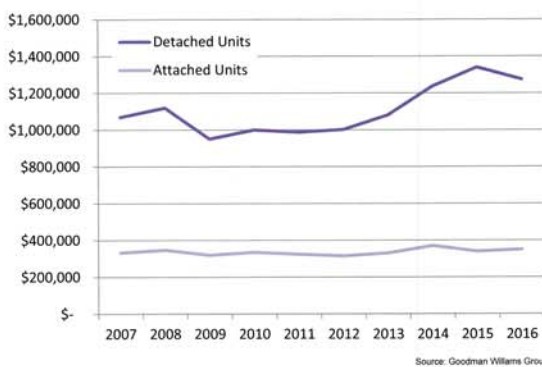
90% of commercial uses in the District are locally owned.

MARKET AREA COMMERCIAL CORRIDORS



RESIDENTIAL TRENDS

Median Home Prices



EMPLOYMENT TRENDS

Primary Areas of Employment

- Accommodations and Food Services
- Retail Trade
- Health Care and Social Assistance

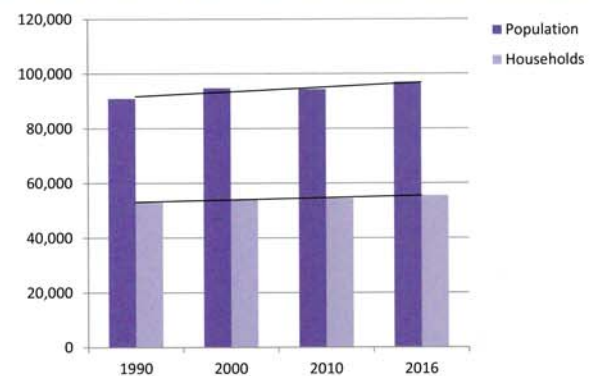
More than half of residents commute to the Chicago Central Area for work.

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 2016:

Source: U.S. Census Bureau

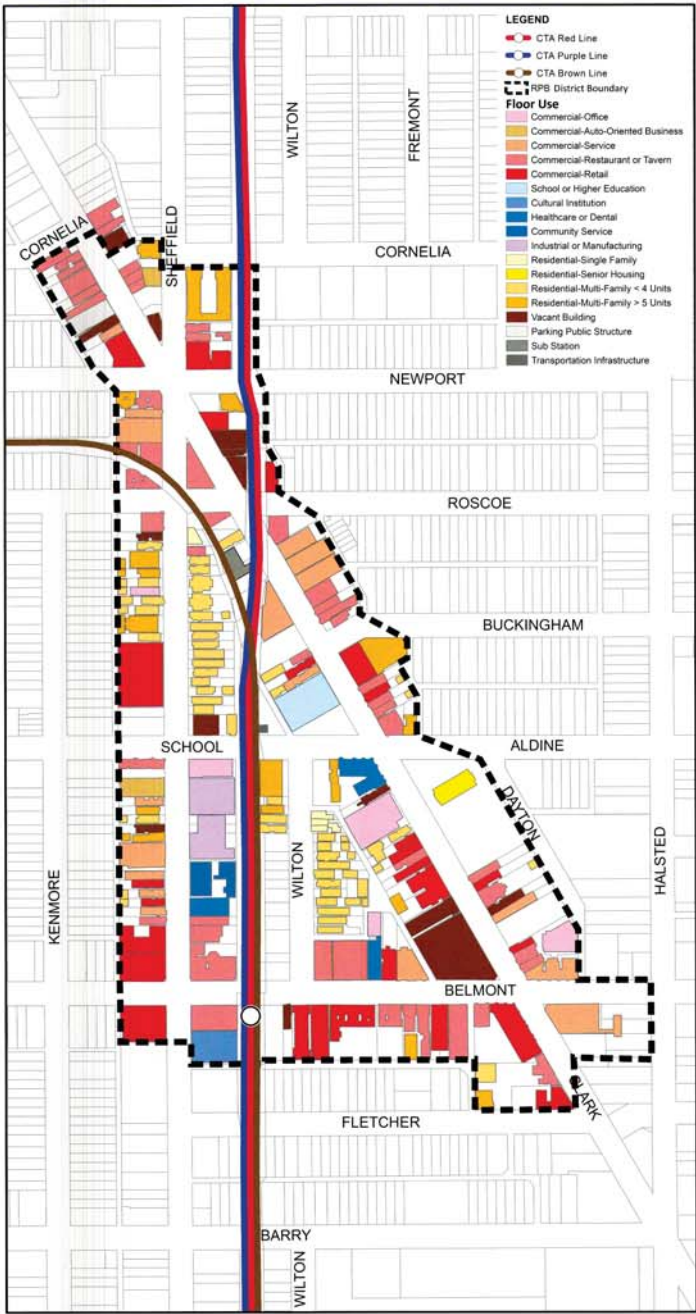


Population & Household Growth in RPB Market Area

NEIGHBORHOOD DEVELOPMENT: CHALLENGES & OPPORTUNITIES

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

CURRENT BUILDING GROUND FLOOR USE MAP



What are the best parts about the neighborhood?

Leave a Comment!

• Walkable!
• Everything you need is so close
• Vibrant street life
• Diverse culture



HISTORIC BUILDINGS SHOULD BE SAVED AND INCORPORATED

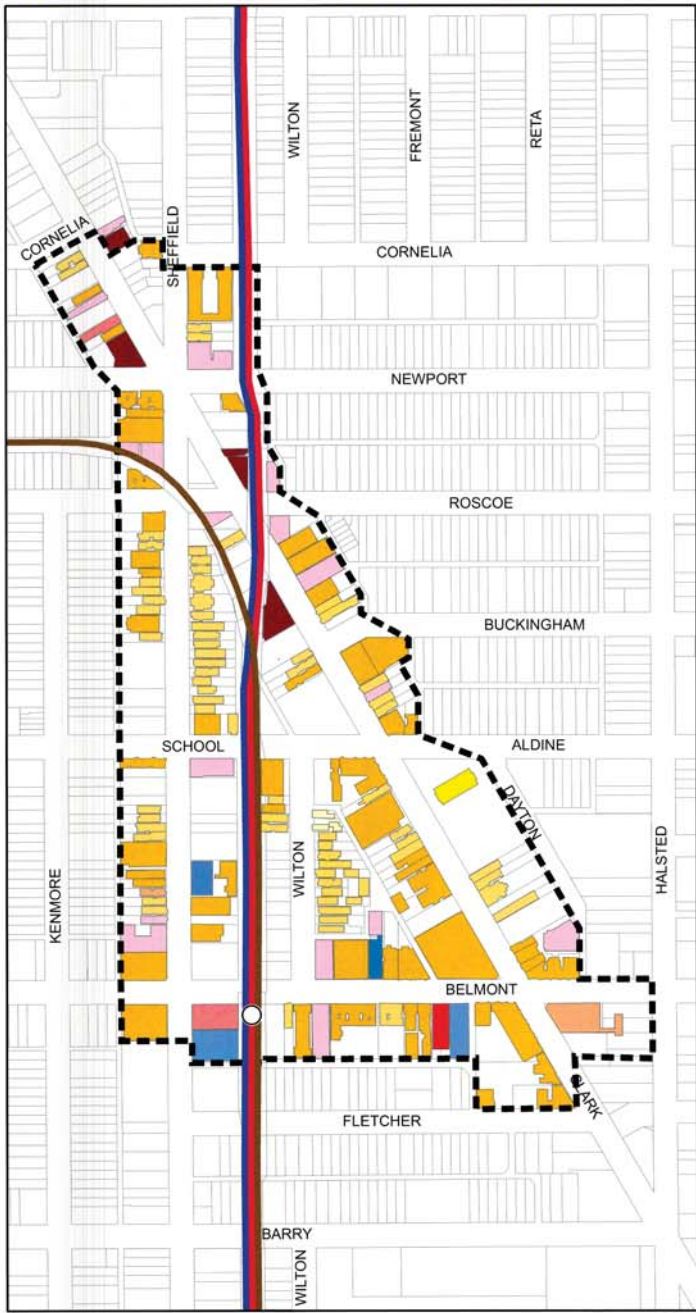
What are the most significant development issues facing the neighborhood today?

MULTIPLE LOCALLY OWNED SMALL BUSINESSES

Too many plans for Tall new Apt. & Condo Bldgs
- Planned Developments
- Loss of historic streets



CURRENT BUILDING UPPER FLOOR USE MAP



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

Grocery! - even small format products!

Quick Service food

Leave a Comment!



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

TARGET

NO MORE TRADING SPACES USE SPRAY ON WAX THE PRES!

Nail and Hair places. Surface parking lots

CHAIN STORES ... AND TARGET!

