

INTRODUCTION: PROJECT DESCRIPTION

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

CTA CONSTRUCTION PROJECT: 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.

TOD REDEVELOPMENT PLAN

The Transit-Oriented Development (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 TOD Redevelopment Plan focuses on specific redevelopment strategies for land needed during construction phase operations to support the RPM Phase One Project and may become available for redevelopment after construction is complete.

The goal is to promote redevelopment in the neighborhood that is financially sustainable, thoughtfully designed, and contributes positively to the community.

RPM PHASE ONE

- Purpose:
 - Increase capacity
 - Improve reliability
 - Modernize and expand stations and infrastructure
 - Provide fully ADA accessible stations
 - Enhance access to housing, jobs, retail and community services
- Land is needed for new and realigned track structure
- Land is also needed for construction operations to create an efficient process and reduce construction cost and time



TOD REDEVELOPMENT PLAN

- Proactive approach
- Community driven plan
- Market based
- Create a vision for remnant parcels
- Build support for future development
- Inform developers selection process
- Streamline redevelopment after CTA construction project
- Concepts presented do NOT represent architecture or developer proposals
- Purpose of concepts is to gather feedback on scale, massing, and land use



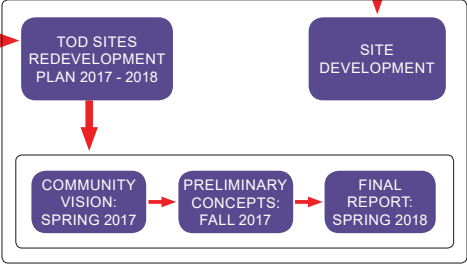
PROJECT PROCESS AND COORDINATION

- By identifying and removing traditional obstacles now, sites can be made available to developers soon after construction
- Developers can understand community goals and visions in advance, allowing for a more efficient public process in the future
- CTA construction project and redevelopment sites are interrelated
- Redevelopment site considerations include access, loading, parking under the L that need to be incorporated into the track design criteria
- Opportunity now to optimize redevelopment parcel size and shape
- Opportunity now to influence and improve public realm

RPM PHASE ONE



TOD REDEVELOPMENT PLAN



LAWRENCE TO BRYN MAWR MODERNIZATION DISTRICT



BASE MAP

LEGEND

- CTA Red Line
- CTA Purple Line Express
- Sites Required for Construction
- LBMM Study Area Boundary



INTRODUCTION: COMMUNITY MEETINGS

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

TODAY’S MEETING

Lawrence to Bryn Mawr Study Area

We want to hear more from you!

This meeting is an open forum designed for community input. We heard your vision for the neighborhoods around Bryn Mawr, Berwyn, Argyle, and Lawrence Stations at the first meeting.

Based on this input, conceptual redevelopment scenarios have been prepared that identify potential land uses along with building height and massing.

Now, we want your thoughts, ideas, and comments about these conceptual redevelopment scenarios.

This information will be compiled and used to inform the goals, strategies, and recommendations of the plan moving forward.

COMMUNITY MEETING SCHEDULE

Meeting 1 - Held May 11, 2017



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

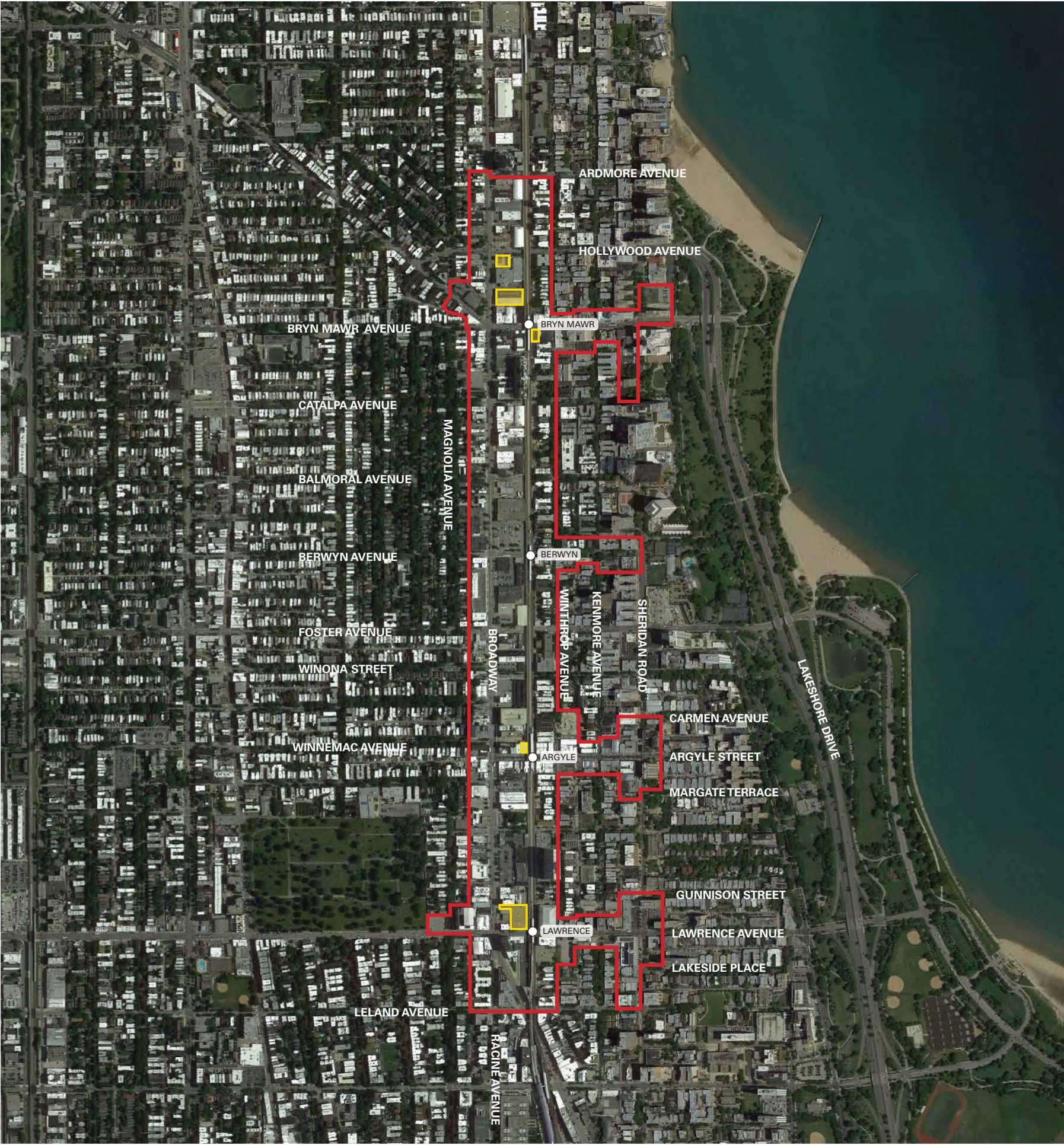
Meeting 2 - Tonight

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

Meeting 3 - Spring/Summer 2018

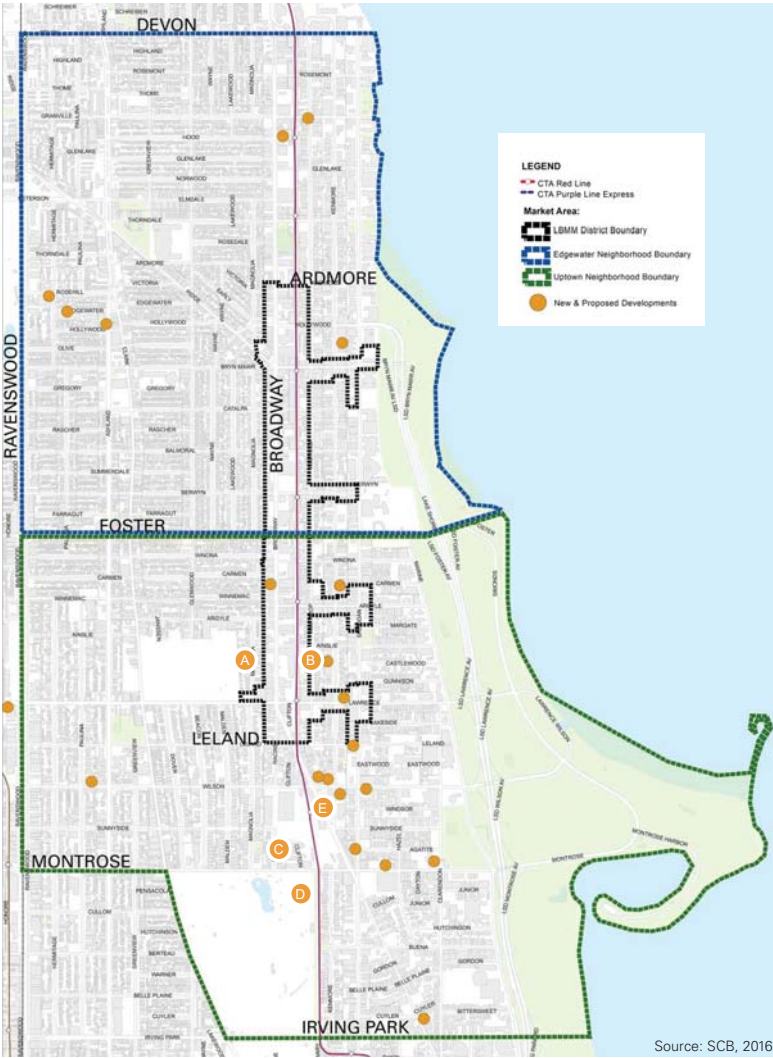
- Final plan recommendations
- Next steps and implementation strategies

 LAWRENCE TO BRYN MAWR MODERNIZATION DISTRICT BOUNDARY
 SITES REQUIRED FOR CONSTRUCTION



INTRODUCTION: MARKET ANALYSIS

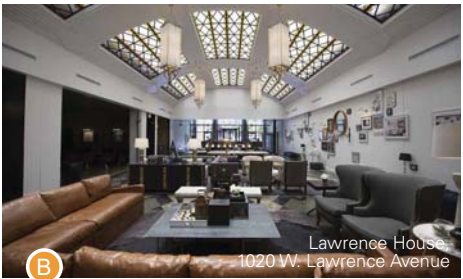
CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN



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

MARKET AREA NEW / PROPOSED DEVELOPMENT

- 2,900 residential units
- 140,000 SF commercial space:



Development Catalysts

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

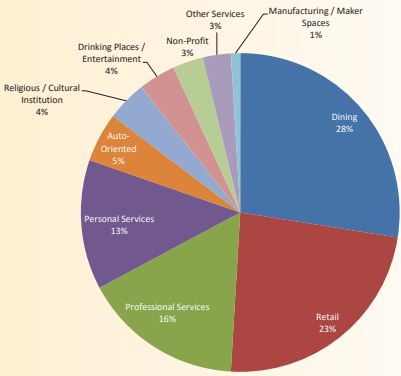
COMMERCIAL TRENDS IN THE DISTRICT

81% of Storefronts in the Lawrence to Bryn Mawr District are Occupied (Nov. 2016)

Dining is the highest category of use across the LBMM District (27.5%). Edgewater has more personal service businesses.

A total of 76 vacant storefronts are evenly distributed across the district.

District Area Commercial Uses



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

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

Net absorption of space in the Market Area has been limited. Recent commercial deliveries have been limited; new deliveries are expected to be driven by Montrose & Clarendon (36,000 SF) and 5050 N. Broadway (50,000 SF).

EMPLOYMENT TRENDS

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

Nearly all residents commute outside Market Area for employment (94.1%); more than one third of residents commute to the Chicago Central Area and West Loop.

The largest employment categories include Healthcare & Social Assistance, Accommodations & Food Service, Retail Trade and Education Services.

RESIDENTIAL TRENDS

Median Home Prices



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

Apartment market occupancy is relatively tight overall

- Class A: 96.6% (excluding Lawrence House lease-up)
- Class B/C: 95.4%

For sale market has stabilized

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

DEMOGRAPHIC TRENDS

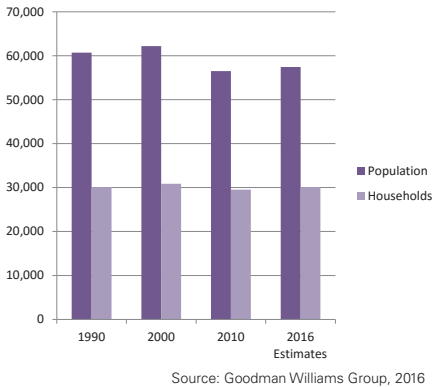
Market Area has lost population since 2000, however modest growth is estimated between 2010 to 2016

- Edgewater 7.6% decline
- Uptown 10.3% decline

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

- Median income
- Educational attainment
- Ethnic profile

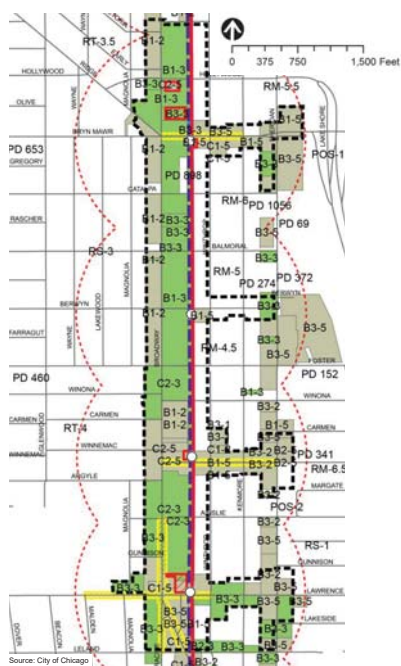
LBMM Market Area Population/Household Change



Transit-oriented development (TOD) is a type of community development that includes a combination of residences and commercial space located within a half-mile of significant public transit nodes.

ADVANTAGES OF TRANSIT-ORIENTED DEVELOPMENT

- ## LBMM DISTRICT TOD ELIGIBLE PARCELS



The City of Chicago Zoning Ordinance permits “Transit Served Locations” to receive parking reductions, increase development density, and other benefits. For projects located in Business (B), Commercial (C), and Downtown (D) zoned districts and located within 1,320 feet (1/4 mile) of a rail station entrance, off-street parking ratios for residential may be reduced. Projects located in B-3 and C-3 districts are eligible for increases in building height and development square footage. Additional bonuses exist for the inclusion of on-site affordable housing.

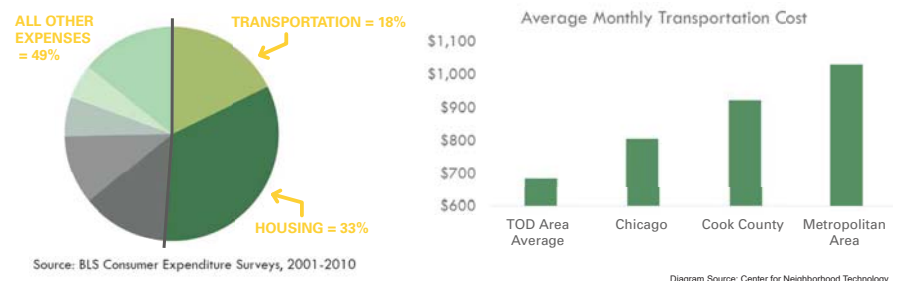
BRYN MAWR TOD AREA STATISTICS

Within 1/4 mile of the Bryn Mawr CTA Station:

- **0.7** vehicles per household
- **49%** of households have zero cars
- **56%** of residents commute via transit
- **11** transit rides taken on average each week per household
- **697,099** jobs accessible within a 30 min. transit trip
(193,797 jobs for the avg. non-TOD Cook County location)

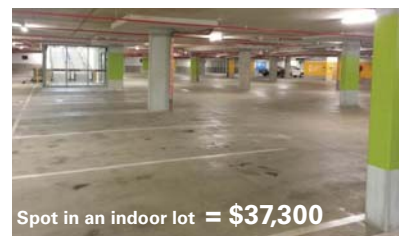
Transit-oriented development (TOD) can play a major role in improving community affordability, reducing greenhouse gas emissions, increasing accessibility to jobs, and enhancing quality of life. Living near transit allows households to spend less on transportation and more at local businesses. Vehicle miles traveled and greenhouse gases go down, low-income households are better connected to economic opportunity, and tax bases expand. (Source: Center for Neighborhood Technology)

The second largest household expense is transportation



Parking is expensive

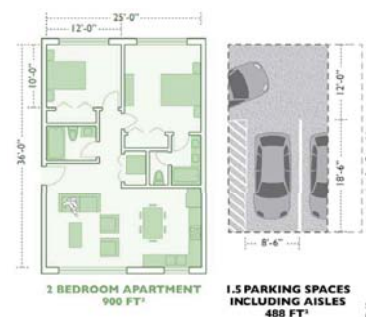
HOMEOWNERS:

**RENTERS:**

One spot increases rent 12.5%

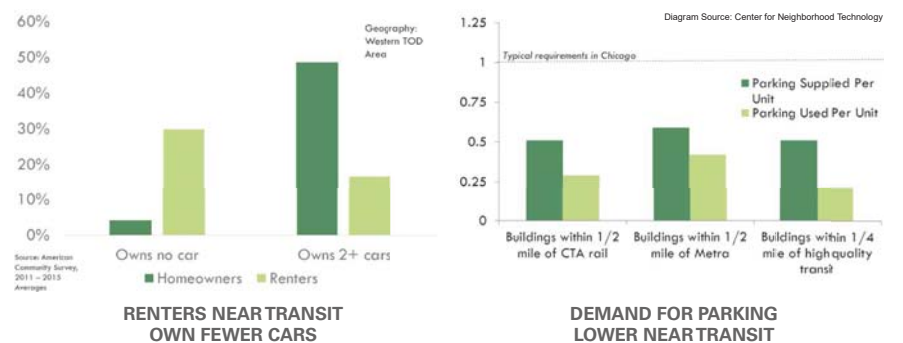
Two spots increase rent 25%

Parking takes up a lot of space

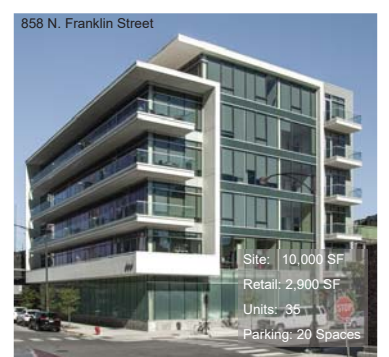
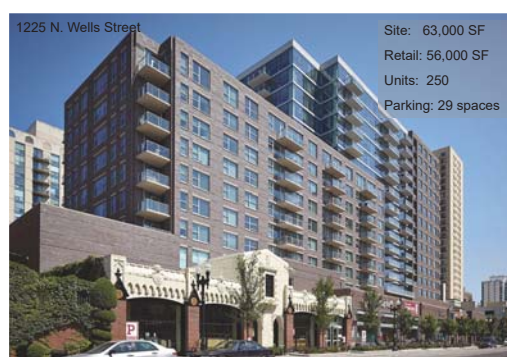


Removing parking allows land to be better developed to accommodate housing or commercial uses.

Demand for parking is lower near transit hubs



CHICAGO TRANSIT-ORIENTED DEVELOPMENT EXAMPLES



DISTRICT PRINCIPLES

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

DISTRICT VISION STATEMENT

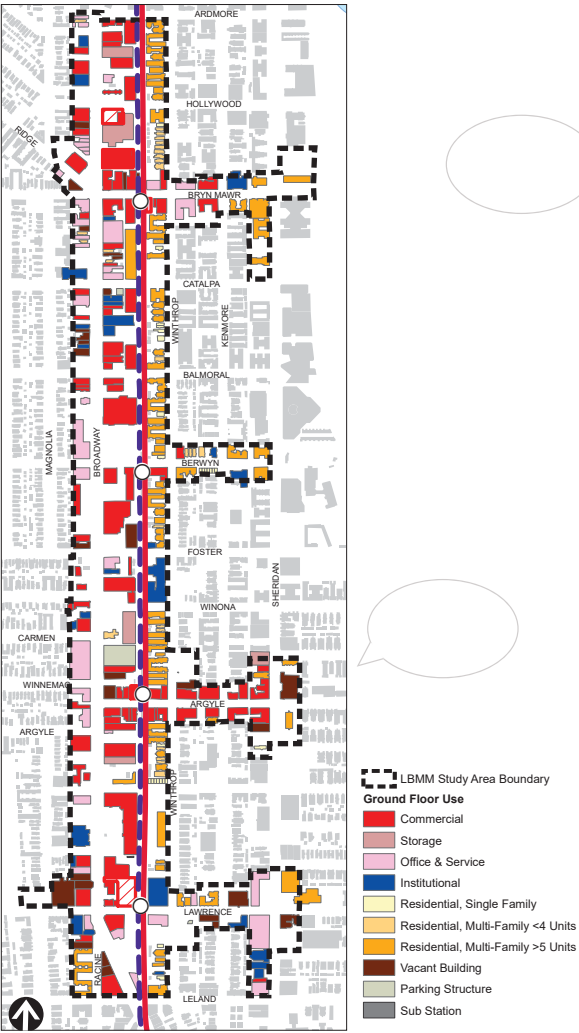
The Lawrence to Bryn Mawr district has a rich cultural legacy and is home to a multicultural community that seeks to celebrate and ensure its social and economic diversity. New development must build upon the assets of the community, in a sustainable and equitable manner.

PLANNING PRINCIPLES

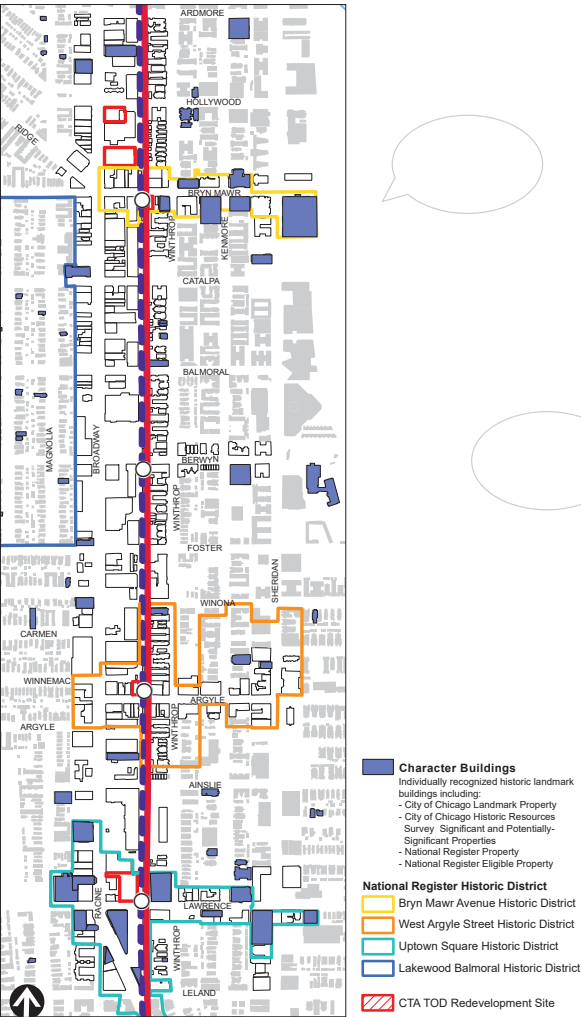
- Reinforce distinctive characteristics of each neighborhood
- Respect character of historic districts
- Enhance cultural assets with complimentary development
- Improve access to transit, promote all modes of transportation including walking and biking
- Include housing for seniors, low-income residents, and those with disabilities

EXISTING URBAN PATTERNS

Existing Ground Floor Use



Historic District

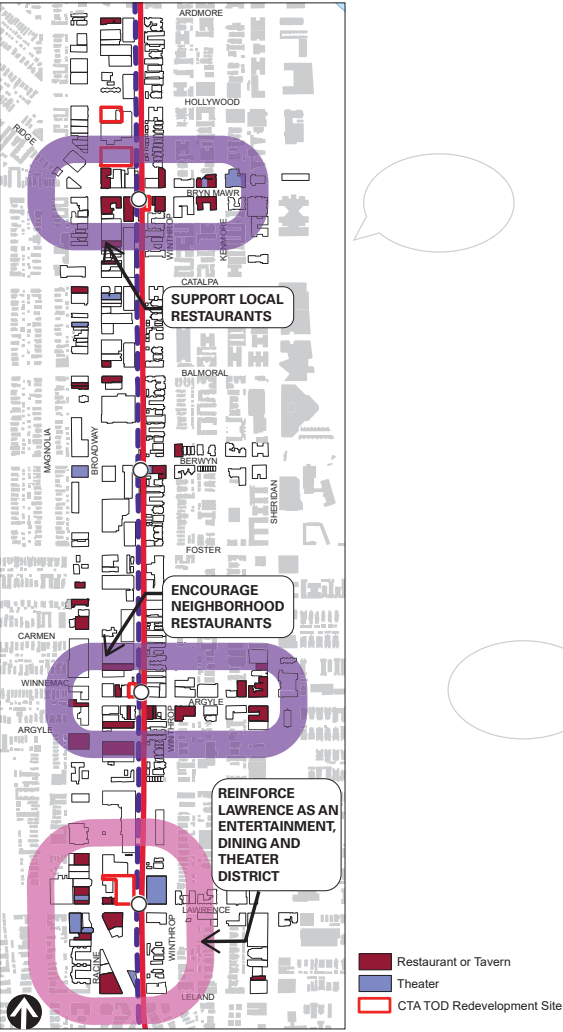


Existing Building Heights

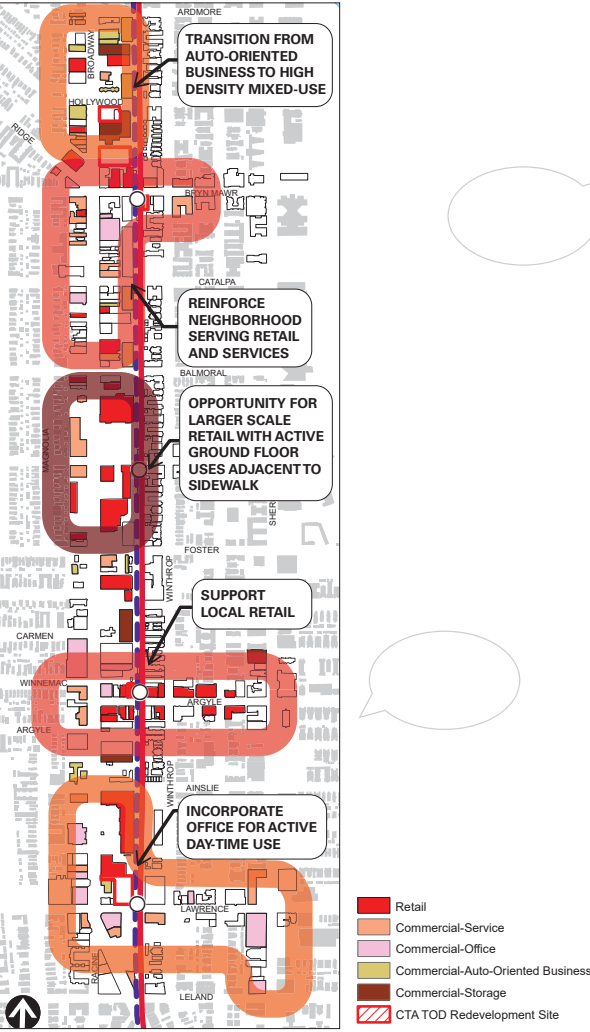


DISTRICT OPPORTUNITIES

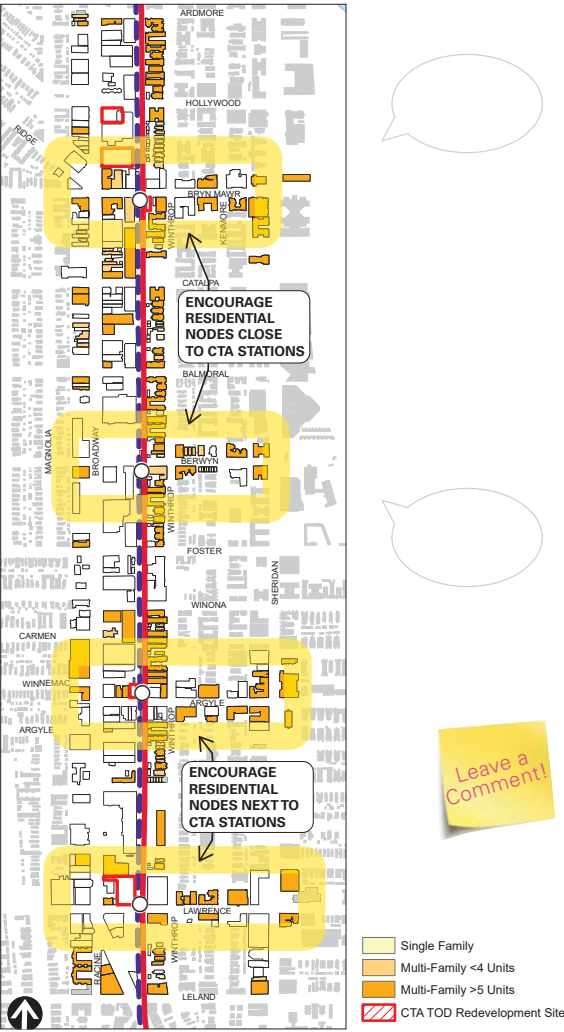
Entertainment and Dining



Retail, Office and Services



Residential Areas



BRYN MAWR PRINCIPLES

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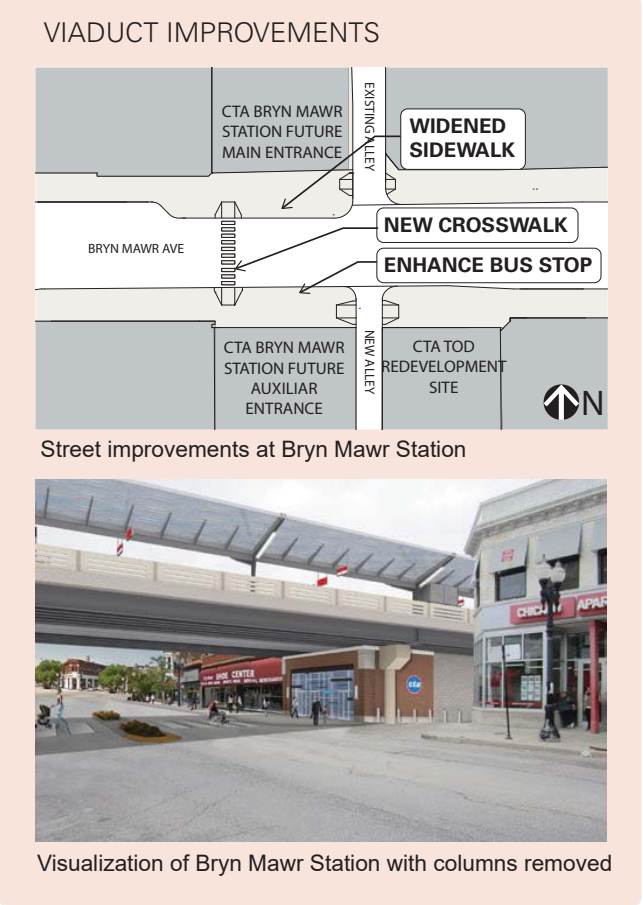
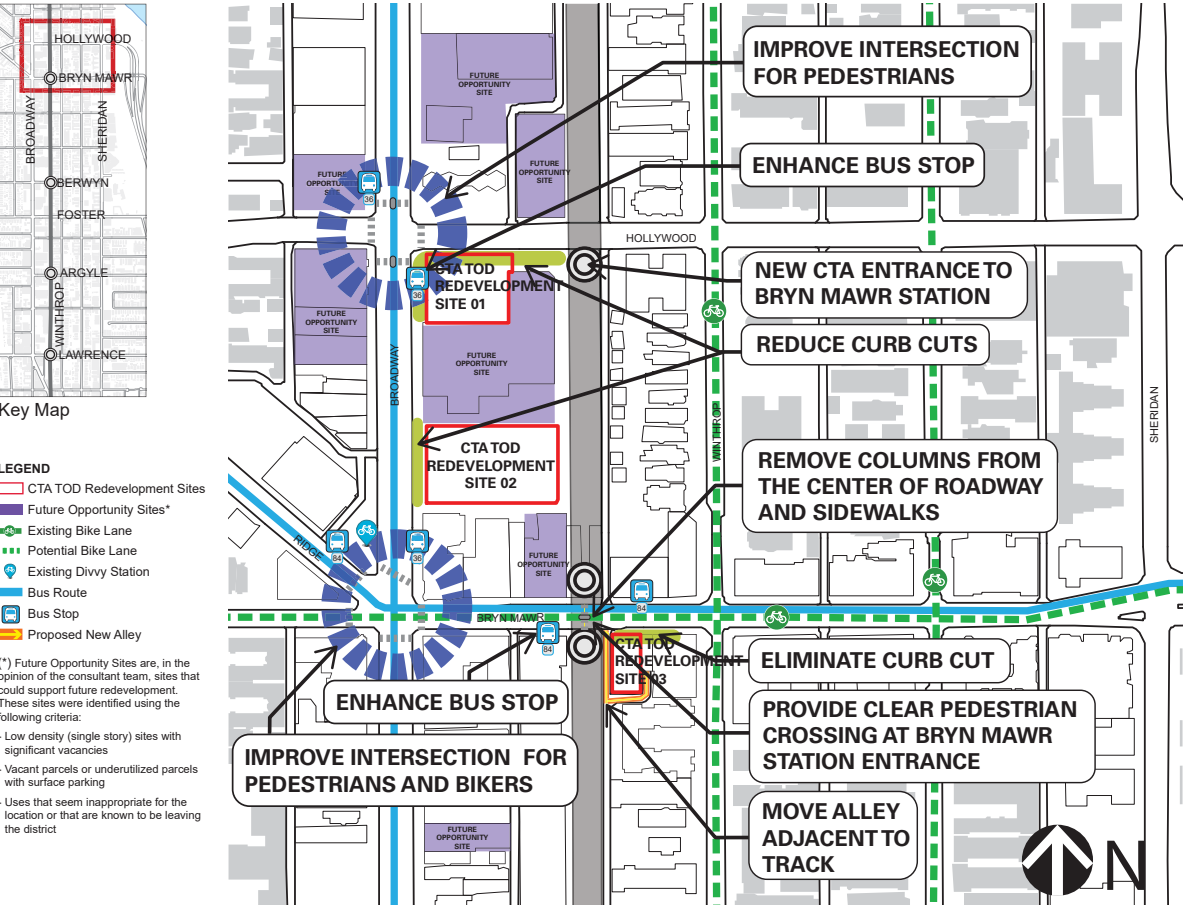
CORRIDOR PRINCIPLES



Bryn Mawr Avenue is a neighborhood commercial street that integrates historic elements of the past with contemporary elements of today.

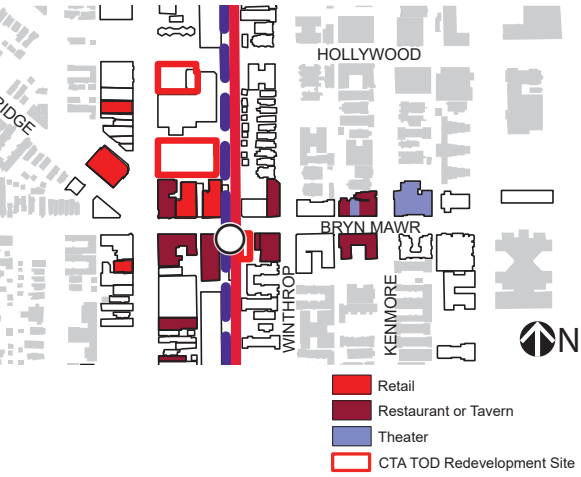
- Integrate contemporary elements within the historic context that are consistent with the historic district guidelines and character
- Strengthen the commercial street with local businesses, small shops and restaurants
- Support multi-family residential development and housing for seniors, low-income residents
- Improve access to open space along the lakefront and in the district

CORRIDOR STRATEGIES

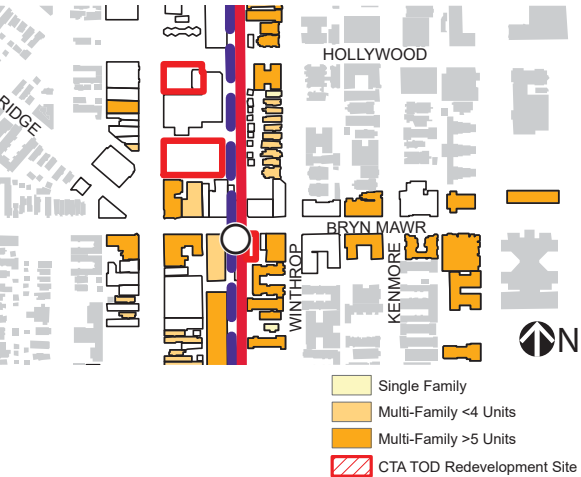


EXISTING URBAN PATTERNS

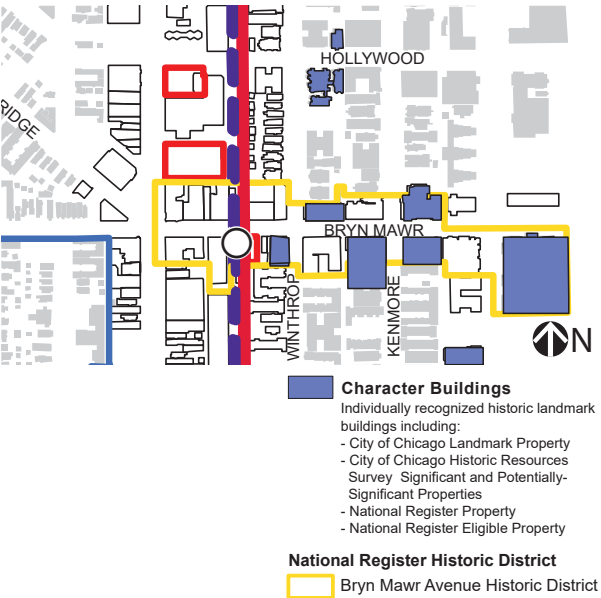
Existing Entertainment, Retail and Dining



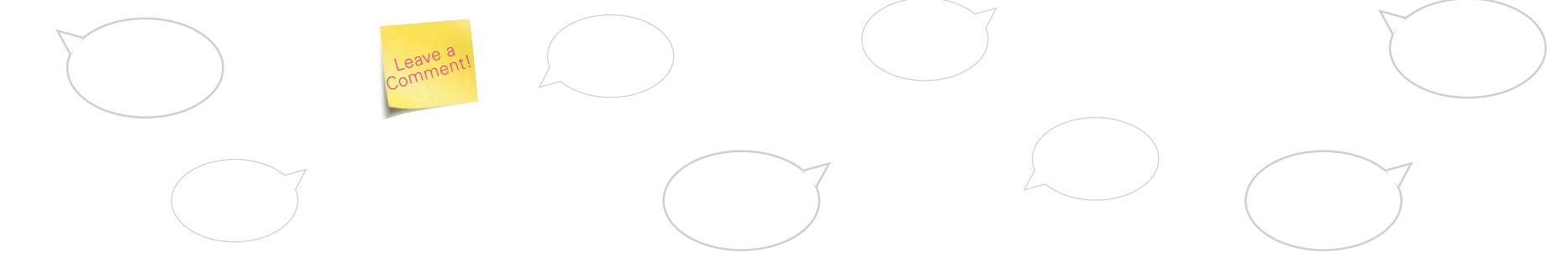
Existing Residential Density



Historic Districts and Landmarks

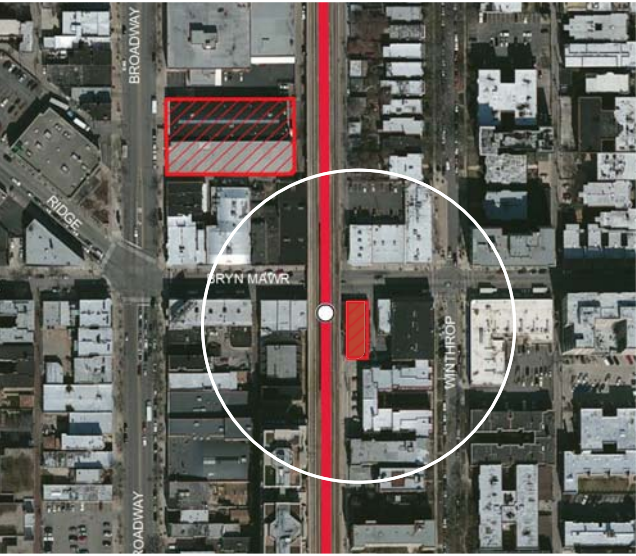


Tell us more!



BRYN MAWR AVENUE SITE

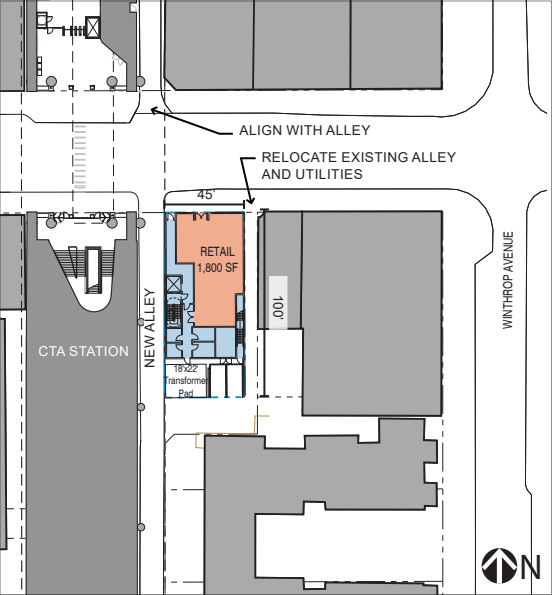
CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN



- Adjacent to CTA station
- Bryn Mawr Historic District
- Along existing mixed use corridor
- Development along the street is comprised primarily local retailers on ground floor and residential units on upper floors
- Stand alone retail can struggle and is likely not financially viable



DEVELOPMENT CONCEPT



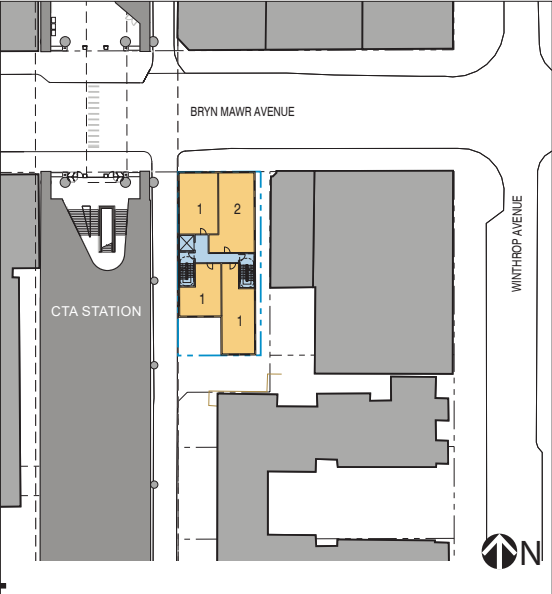
Ground Floor

- 5 Stories
- 1,800 SF Retail
- 16 Residential Units
- 2 Residential or Retail Parking Spaces

- Alley realignment supports new track design; creates more viable development site; consolidates curb cuts; improve street character
- Responds to higher density development nearby and existing zoning
- Small sites are cost sensitive for new construction
- Parking/loading/service options considered for rear of property



Conceptual Bryn Mawr Avenue street view looking west



Upper Floors



Conceptual aerial at Bryn Mawr Avenue looking south

Tell us more!

What do you think about:
- Heights for this site?

- Number of units for this site?

- Uses for this site?

Leave a Comment!

BUILDING CHARACTER IDEAS

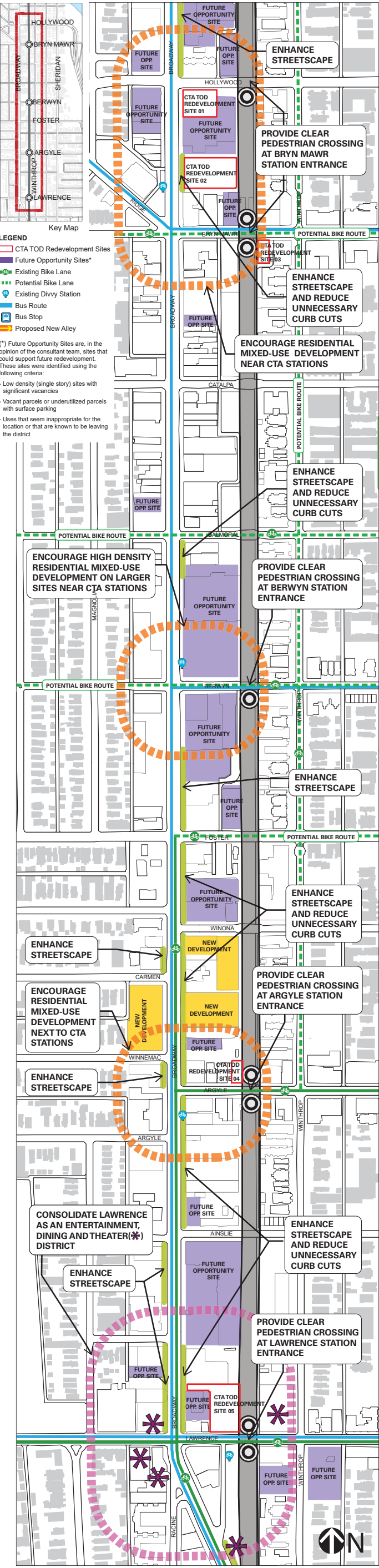
What types of building character are you interested in seeing built in this site?



BROADWAY PRINCIPLES

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

CORRIDOR STRATEGIES



A mixed-use district with residential and commercial development that supports balance of small independent shops and select national chains to serve community needs.

- Fill in gaps along the street and tie corridor together
- Increase density along the eastern side of Broadway
- Locate residential near transit
- Incorporate restaurants and retail
- Improve walkability and enhance streetscape
- Extend the bike network
- Reduce curb cuts

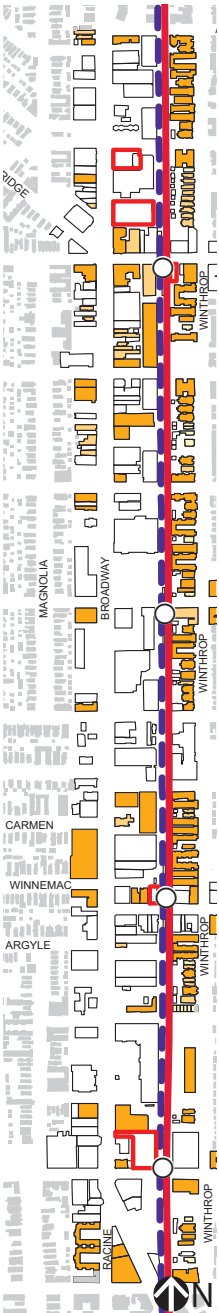
EXISTING URBAN PATTERNS

Existing Entertainment, Retail and Dining



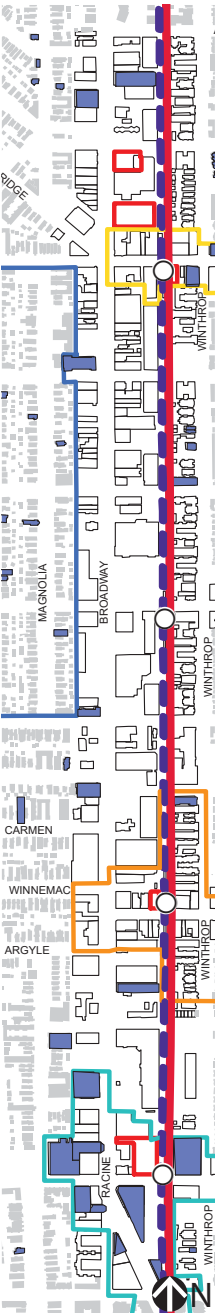
- Retail
- Restaurant or Tavern
- Theater
- CTA TOD Redevelopment Site

Existing Residential Density



- Single Family
- Multi-Family <4 Units
- Multi-Family >5 Units
- CTA TOD Redevelopment Site

Historic Districts and Landmarks



- Character Buildings**
 - Individually recognized historic landmark buildings including:
 - City of Chicago Landmark Property
 - City of Chicago Historic Resources Survey Significant and Potentially-Significant Properties
 - National Register Property
 - National Register Eligible Property
- National Register Historic District**
 - Bryn Mawr Avenue Historic District
 - West Argyle Street Historic District
 - Uptown Square Historic District
 - Lakewood Balmoral Historic District

Existing Building Heights



- Building Heights**
 - 0 - 2 Stories
 - 3 - 6 Stories
 - 7 - 14 Stories
 - 15 - 22 Stories

Tell us more!

Leave a Comment!

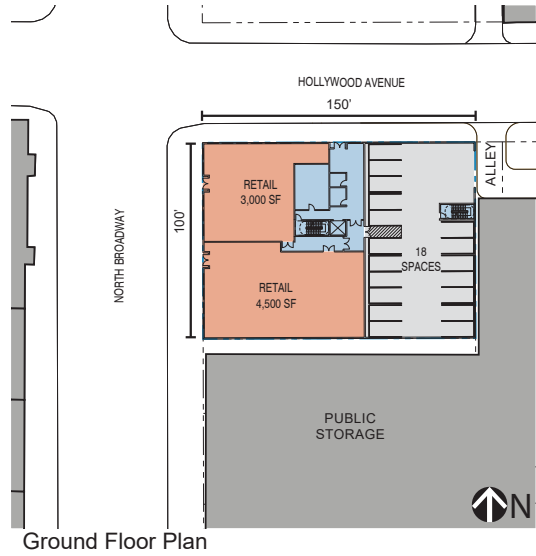
BROADWAY AND HOLLYWOOD AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

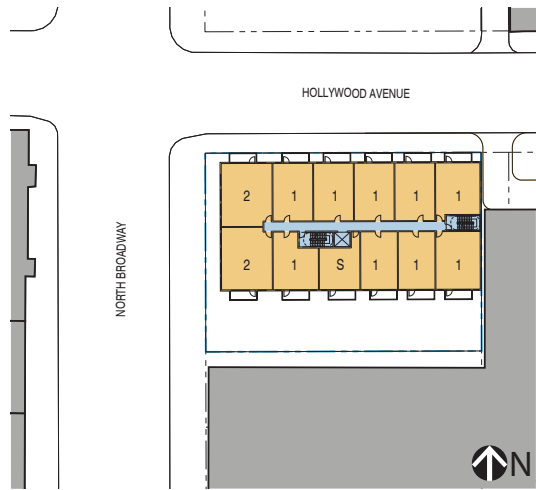


DEVELOPMENT CONCEPT

- Height defines gateway to district at corner of Broadway and Hollywood Avenue
- Activate Broadway with retail
- New CTA entrance is an asset and will increase residential demand at this intersection
- Easy access to Lake Shore Drive
- Lot size limits on site parking



Ground Floor Plan



Upper Floors Plan

ALT. A MEDIUM DENSITY CONCEPT



Conceptual Broadway street view looking south



Conceptual aerial at Broadway looking east

- 5 Stories
- 7,800 SF Retail
- 48 Residential Units
- 18 Residential Parking Spaces 0.3/ residential units

Tell us more!

What do you think about:

- Heights for this site?
- Number of units for this site?
- Uses for this site?

ALT. B HIGHER DENSITY CONCEPT

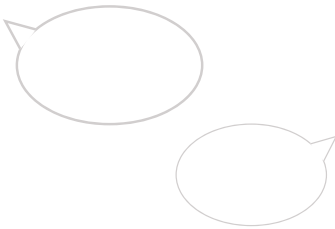
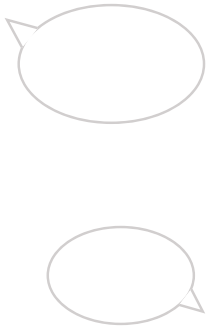


Conceptual Broadway street view looking south

- Shared parking on site to the south (5619 N. Broadway) to accommodate more residential units
- 9 Stories
- 7,800 SF Retail
- 96 Residential Units

BUILDING CHARACTER IDEAS

What types of building character are you interested in seeing built in this site?

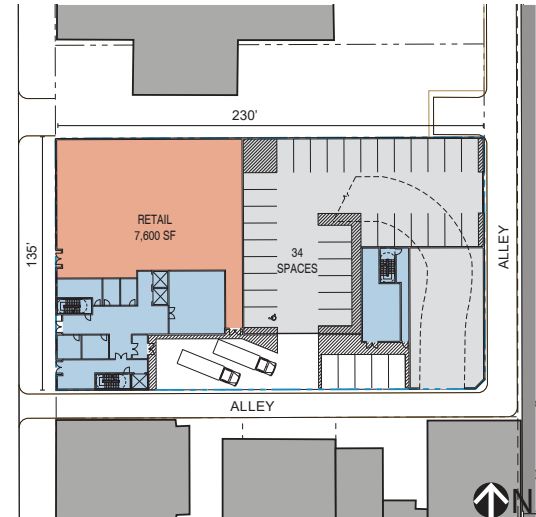


5619 N BROADWAY

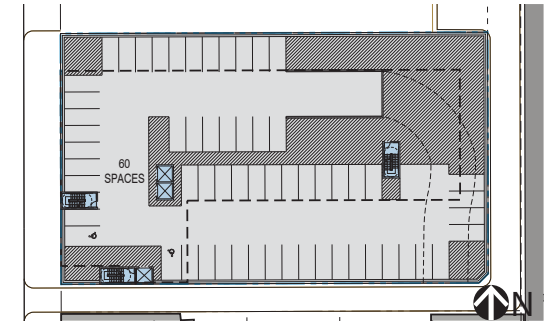
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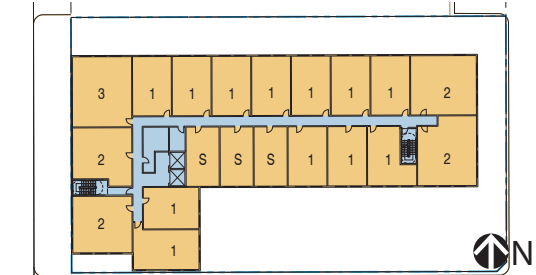
DEVELOPMENT CONCEPT



Ground Floor Plan



Floor 2 Plan

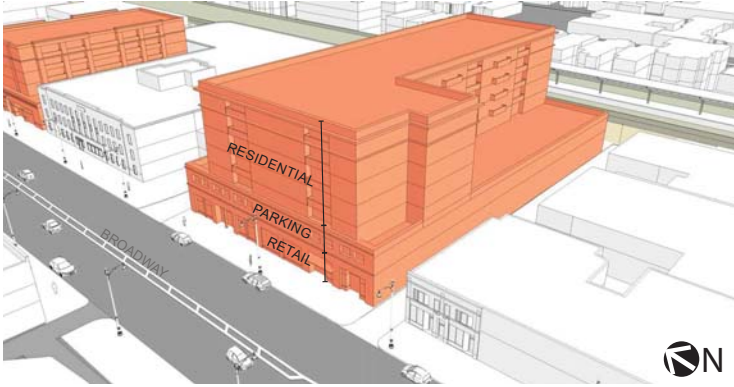


Upper Floors Plan

- 7 Stories
- 7,600 SF Retail
- 14 Retail Parking Spaces
- 100 Residential Units
- 80 Residential Parking Spaces (.8/residential units)
- Deep site accommodates parking structure, and ground level retail
- Activate street level with retail
- Increase residential near CTA and Bryn Mawr district
- Access to Lake Shore Drive entrance suggests site would attract above average auto usage
- Could provide off street parking for the site at the corner of Hollywood Avenue and Broadway



Conceptual Broadway street view looking south



Conceptual aerial at Broadway looking northeast

Tell us more!

What do you think about:

- Heights for this site?
- Number of units for this site?
- Uses for this site?

Leave a Comment!

BUILDING CHARACTER IDEAS

What types of building character are you interested in seeing built in this site?



LAWRENCE AVENUE PRINCIPLES

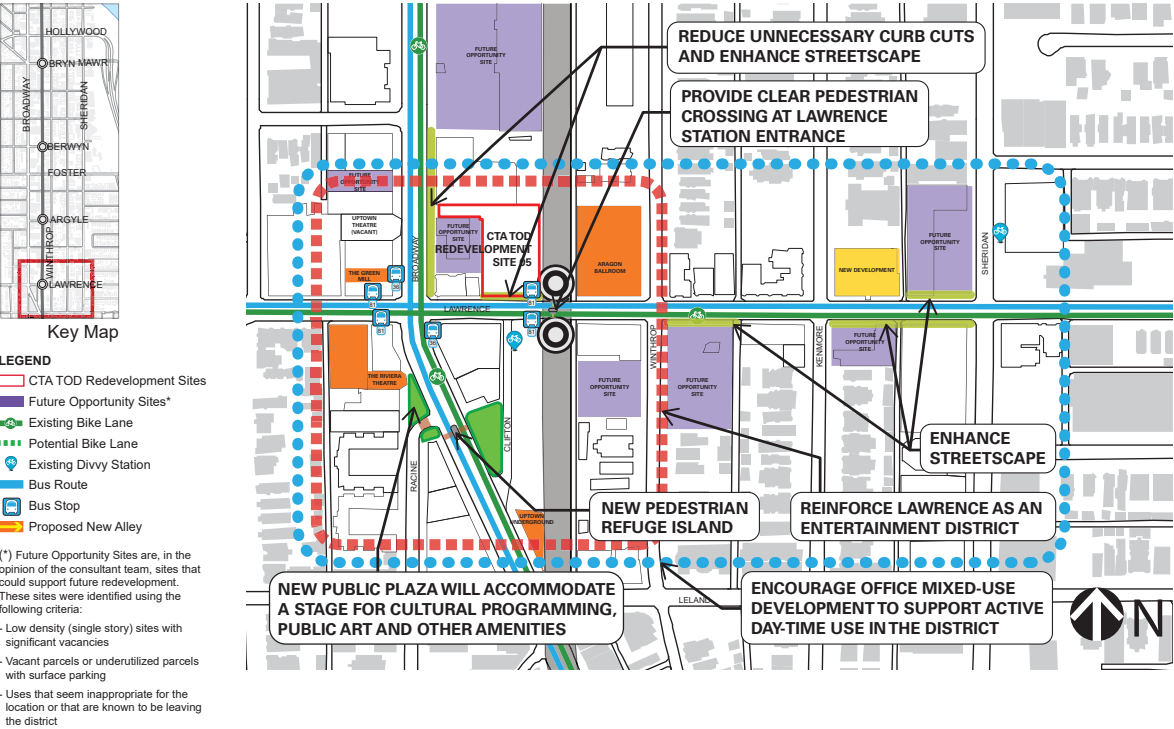
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CORRIDOR PRINCIPLES

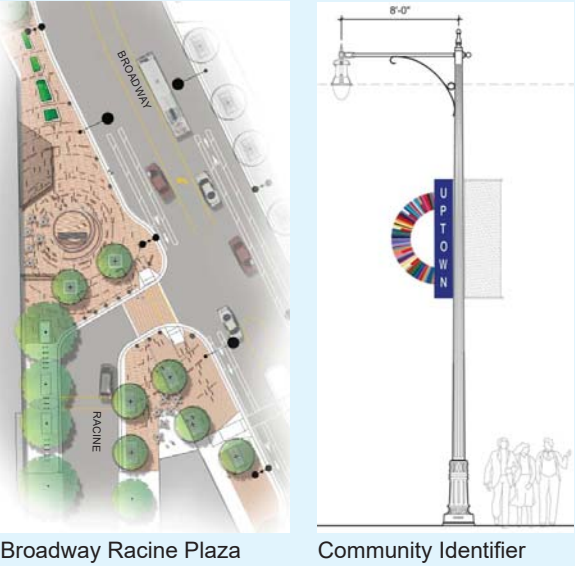


- Lawrence Avenue is a mixed-use entertainment district set among a dense residential community that is economically and socially diverse.
- Include housing for seniors, low-income residents, and those with disabilities
 - Support entertainment district
 - Activate street to improve feeling of safety
 - Promote a walkable, green pedestrian environment

CORRIDOR STRATEGIES

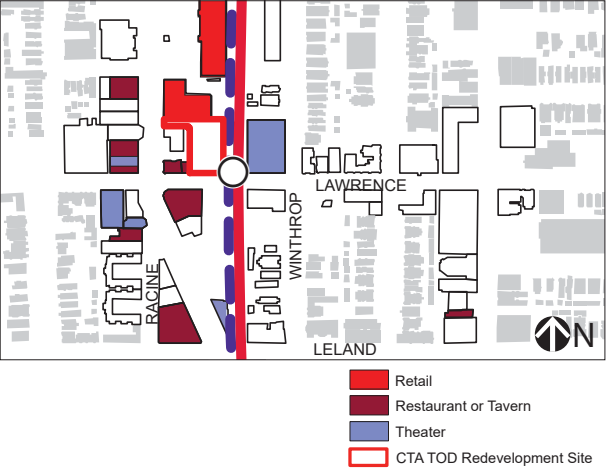


STREETSCAPE IMPROVEMENTS

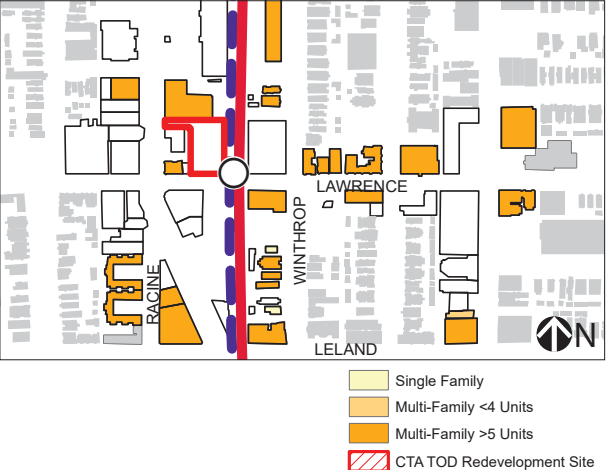


EXISTING URBAN PATTERNS

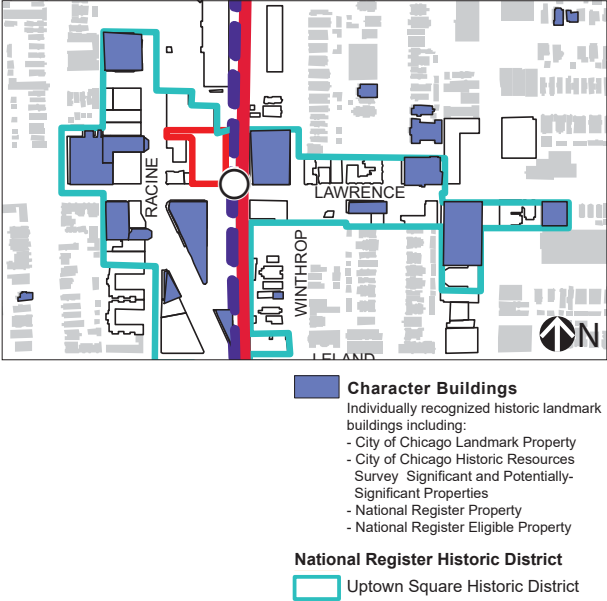
Existing Entertainment, Retail and Dining



Existing Residential Density



Historic Districts and Landmarks



Tell us more!

Leave a Comment!

LAWRENCE AVENUE SITE

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN



- City-owned property adjacent to CTA station
- Uptown Historic District
- Theater District
- Existing public parking lot with 83 spaces
- ✦ New Uptown entertainment plaza adjacent to Riviera Theatre



DEVELOPMENT CONCEPT

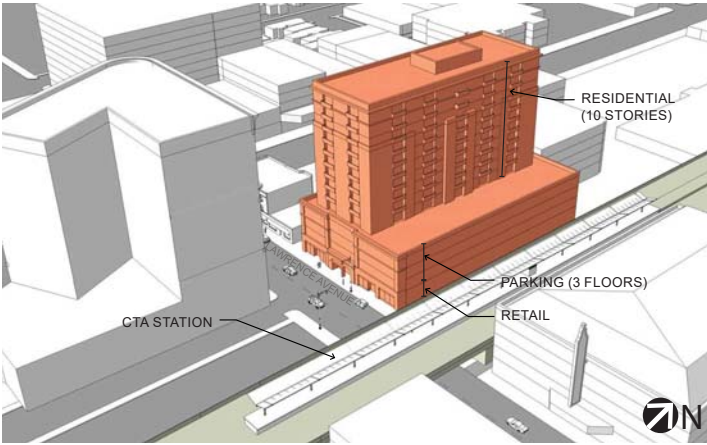


- 14 Stories
- 8,600 SF Retail
- 175 Residential Units
- 83 Public Parking Spaces
- 73 Residential Parking Spaces (0.4/residential units)

- Support theater district and locate residential density next to transit
- Incorporates public parking, replaces all existing parking spaces
- Ground floor commercial space large enough to accommodate small theater space
- Building height reflective of surrounding area



Conceptual Lawrence Avenue street view looking east



Conceptual aerial view over Lawrence Avenue looking northwest

Tell us more!

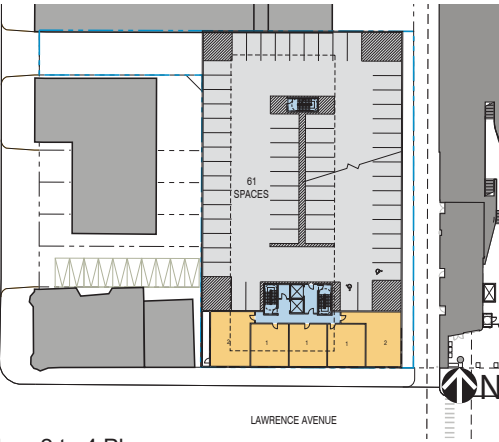
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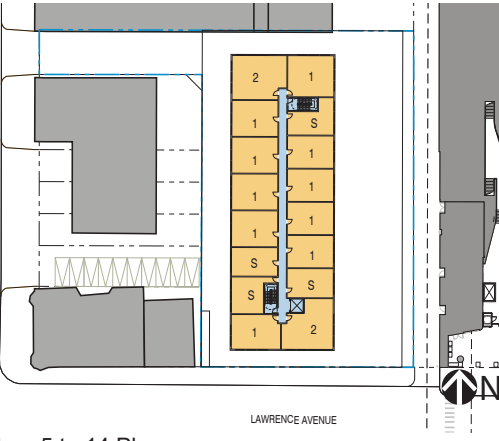
- Uses for this site?



Ground Floor Plan



Floor 2 to 4 Plan



Floor 5 to 14 Plan

BUILDING CHARACTER IDEAS

What types of building character are you interested in seeing built in this site?



ARGYLE STREET PRINCIPLES

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

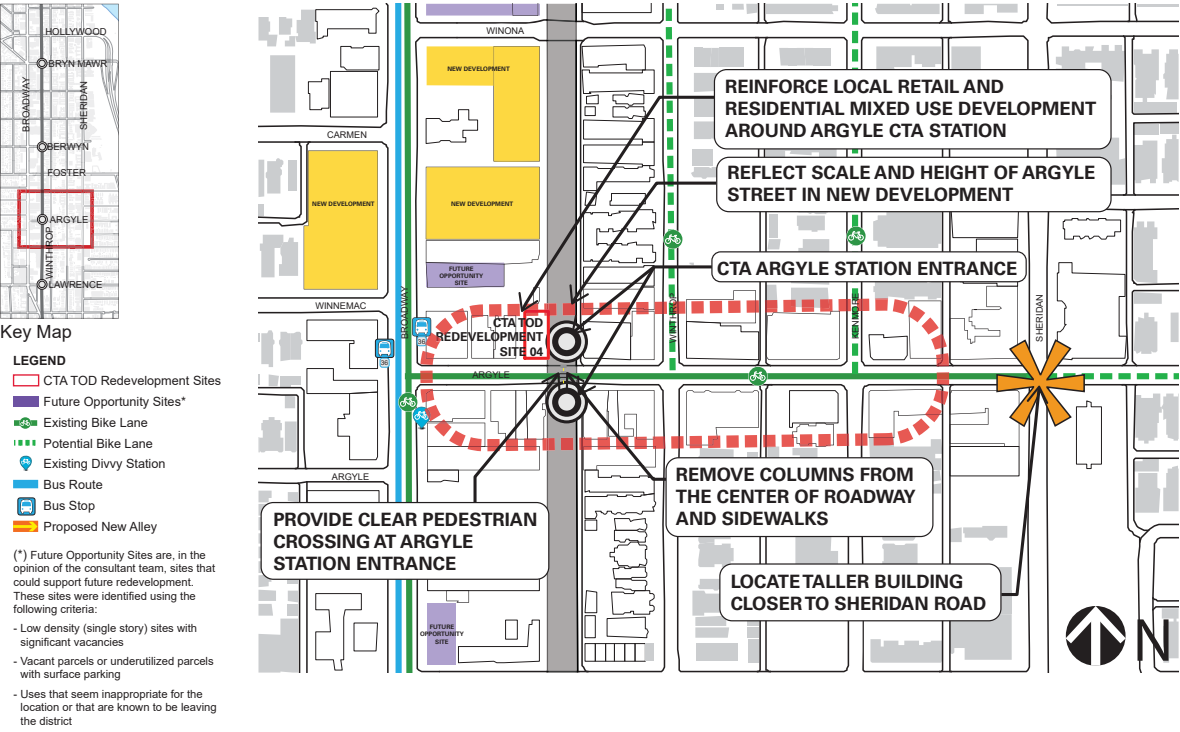
CORRIDOR PRINCIPLES



A neighborhood mixed-use street with small independent shops and restaurants on the ground floor and residential above. Celebrate the “Asia on Argyle” brand.

- Grow the residential development
- Support housing for seniors and low-income residents
- Integrate contemporary elements within the historic context
- Promote local businesses, small shops and restaurants through marketing
- Improve access to open space along the lakefront and in the district

CORRIDOR STRATEGIES



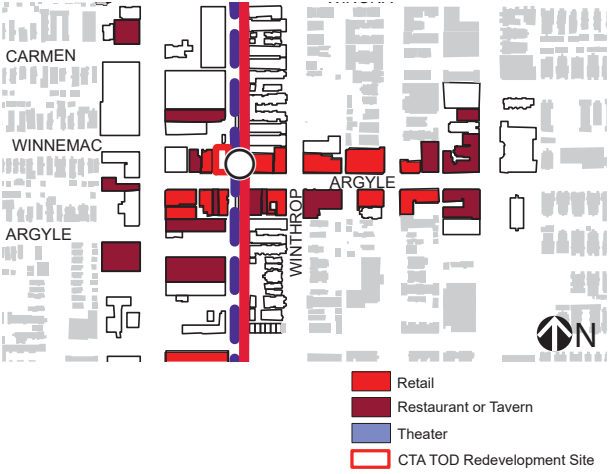
STREETSCAPE EXAMPLE



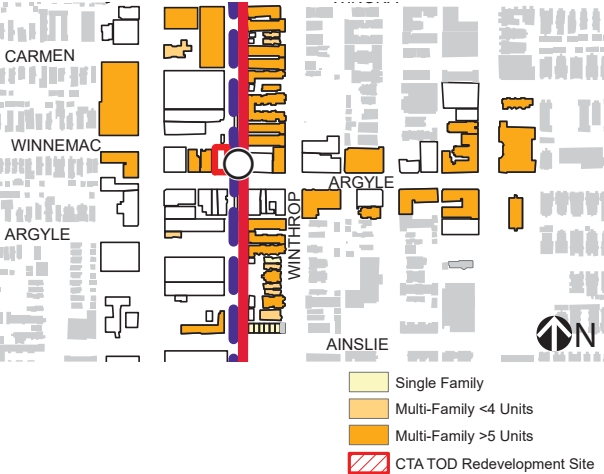
Existing Conditions of Argyle Street

EXISTING URBAN PATTERNS

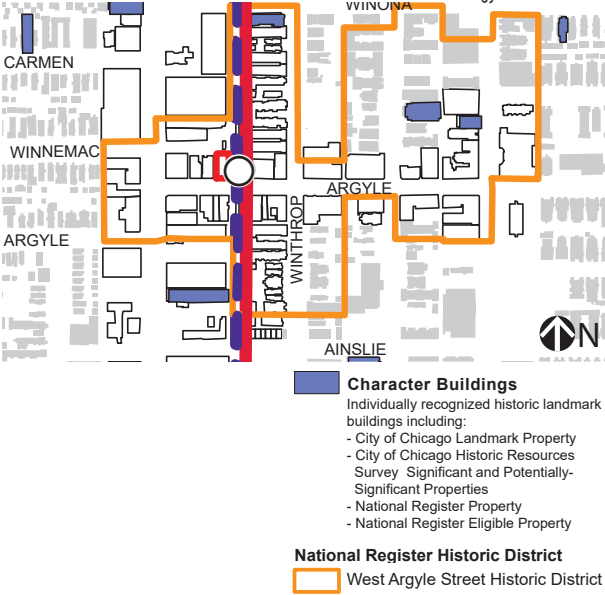
Existing Entertainment, Retail and Dining



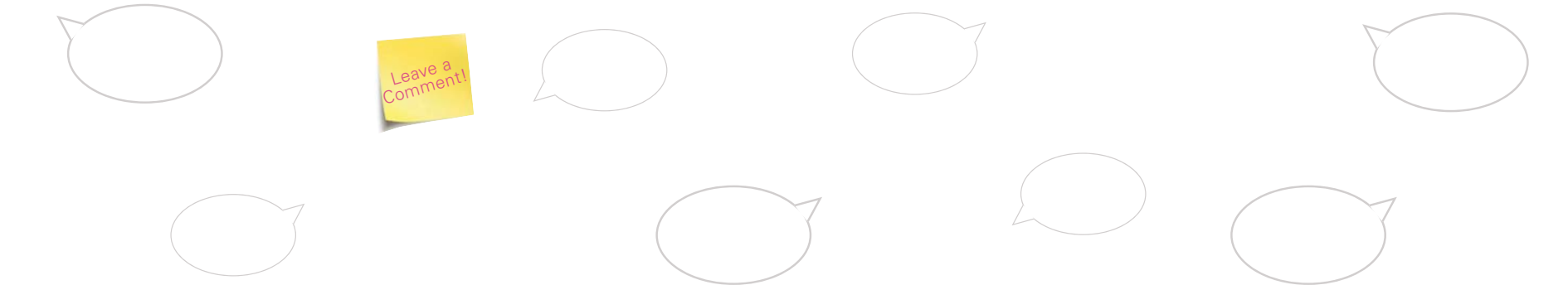
Existing Residential Density



Historic Districts and Landmarks



Tell us more!



ARGYLE STREET SITE

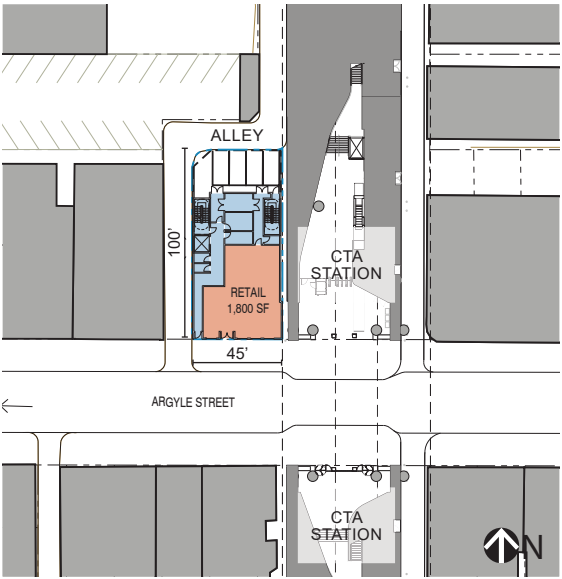
CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN



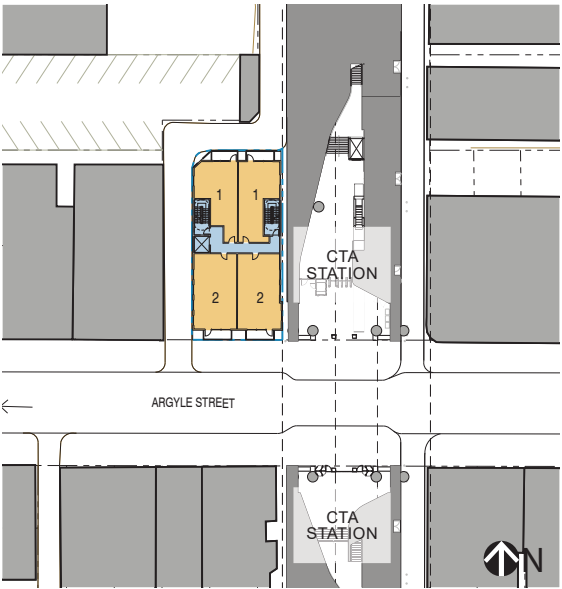
- Adjacent to CTA station
- West Argyle Historic District
- Along existing mixed use corridor
- Development along the street is comprised primarily local retailers on ground floor and residential units on upper floors



DEVELOPMENT CONCEPT



Ground Floor Plan



Upper Floors Plan

- 5 Stories
- 1,800 SF Retail
- 16 Residential Units
- 4 Residential or Retail Parking Spaces

- Site has struggled as stand alone retail
- Existing street is comprised of residential units above retail storefront
- Small sites like this one are cost sensitive for new construction
- 4 on-site parking spaces could be removed to allow for larger retail space



Argyle Street conceptual street view looking east



Conceptual aerial view looking north

Tell us more!

What do you think about:
- Heights for this site?

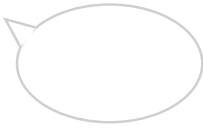
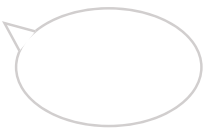
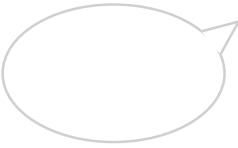
- Number of units for this site?

- Uses for this site?

Leave a Comment!

BUILDING CHARACTER IDEAS

What types of building character are you interested in seeing built in this site?



PUBLIC REALM

CTA RED AND PURPLE MODERNIZATION PHASE ONE -TOD REDEVELOPMENT PLAN

MODERNIZING THE TRACK STRUCTURE

VIADUCT IMPROVEMENTS

Concrete columns on street and sidewalks will be removed, improving sightlines and safety for pedestrians, drivers, and bicyclists.



Existing Viaduct at Bryn Mawr Station



Visualization of Bryn Mawr Station without columns

ALLEY

Tracks will be widened over streets & alleys along the east side of the current track alignment.



Existing Alley



Alley Span Visualization

STREETSCAPE IMPROVEMENTS



Broadway & Racine Plaza



Community Identifier

BRYN MAWR AND BROADWAY INTERSECTION

The Draft North Broadway 2014 Plan identified potential improvements at the intersection of Bryn Mawr and Broadway, what do you think about it?



Existing Conditions



Source: North Broadway Plan (2014)

POTENTIAL BIKE NETWORK ENHANCEMENT

What do you think about these new bike routes?



Source: CDOT (Edgewater Neighborhood Bike Network Community Meeting June 24, 2017)

WILSON STATION IMPROVEMENTS

Recent improvements to the Wilson Station are a catalyst for redevelopment within the larger district



Rendering looking west on Wilson Avenue



Rendering looking northwest on Wilson Avenue and Broadway



Rendering at the platform level

Leave a Comment!

Tell us more!