## **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 create a bypass to unclog a 100-year-old junction where the Red, Purple and Brown Line trains currently intersect at the Belmont Station, and rebuild four of the oldest Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr), making them fully ADA accessible.

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.

### 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



- 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

## **RED-PURPLE BYPASS DISTRICT - CTA TOD REDEVELOPMENT SITES**

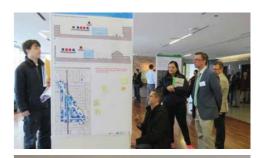
## TOD REDEVELOPMENT PLAN

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.

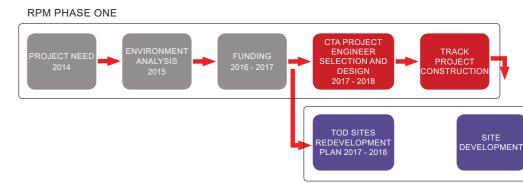
The TOD Redevelopment Plan focuses on specific redevelopment strategies for land needed during construction phase operations to support the RPM Phase One Project and may become available for redevelopment after construction is complete.

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

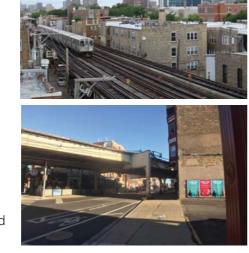
- Proactive approach
- Community driven plan
- Market based
- Create a vision for remnant parcels
- Build support for future rezoning
- Inform developer selection process
- Streamline redevelopment after CTA construction project
- Concepts presented do NOT represent architecture or developer proposals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

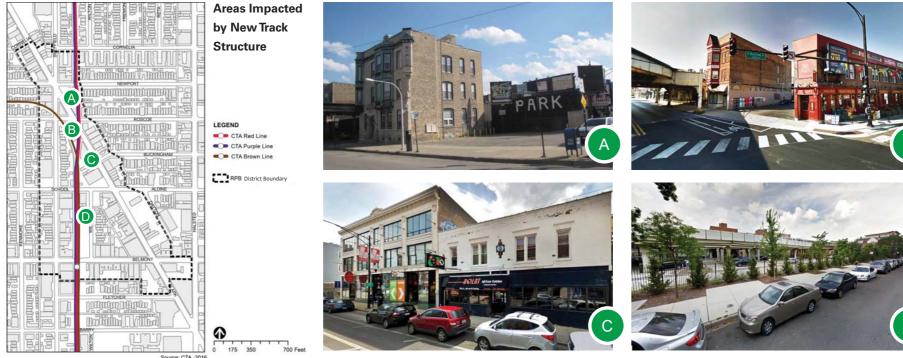






TOD REDEVELOPMENT PLAN











## **INTRODUCTION: COMMUNITY MEETINGS**

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## **TODAY'S MEETING**

## **Red-Purple Bypass 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 neighborhood around the Belmont Station 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.

The public meeting for the Lawrence to Bryn Mawr Study Area will take place November 8 at the EDGE Theatre (5451 N. Broadway) at 6:00 PM.

## **COMMUNITY MEETING SCHEDULE**

## Meeting 1 - Held May 4, 2017

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

## -X- Meeting 2 - Tonight

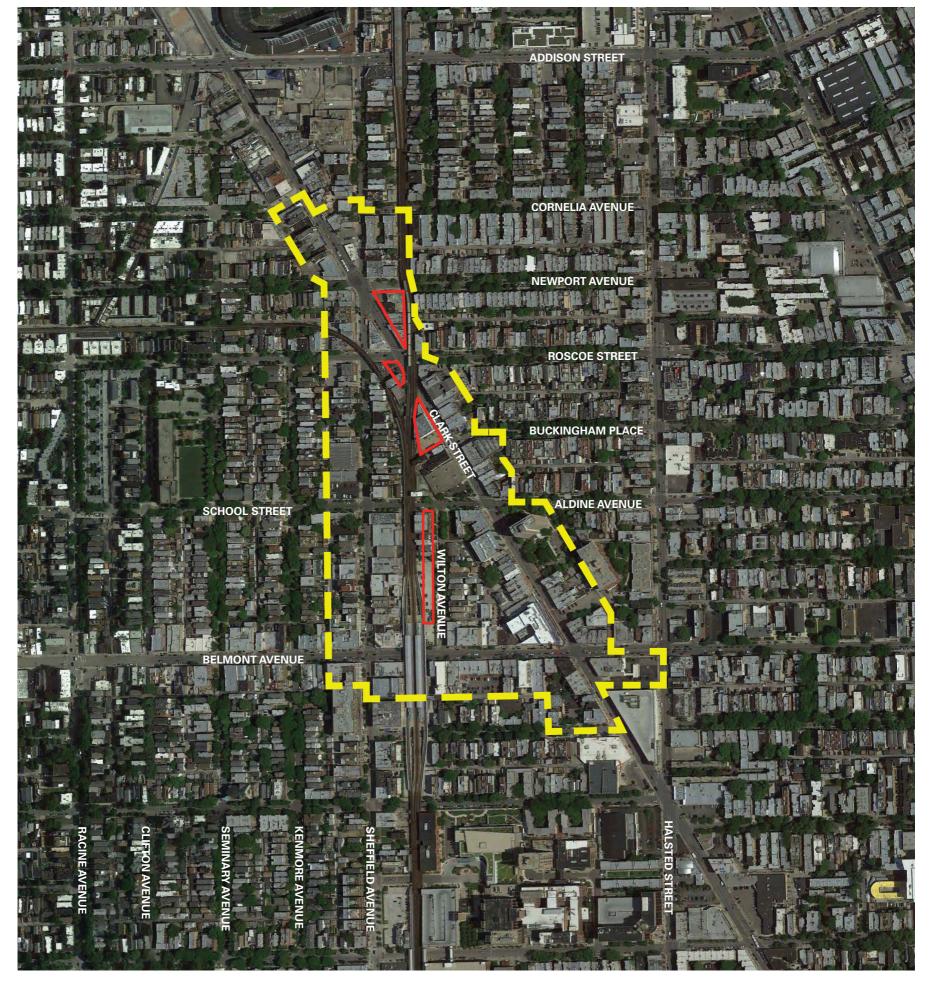
- · Preliminary vision for neighborhood development for review and comment
- · Preliminary site development concepts for review and comment

## Meeting 3 - Spring/Summer 2018

- · Final plan recommendations
- · Next steps and implementation strategies



RED-PURPLE BYPASS DISTRICT BOUNDARY TOD REDEVELOPMENT SITES



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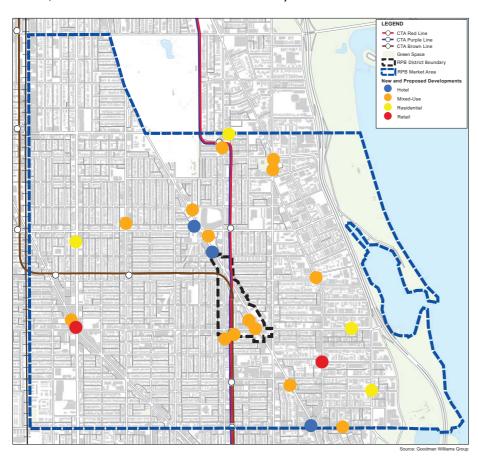
## **INTRODUCTION: MARKET ANALYSIS**

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

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

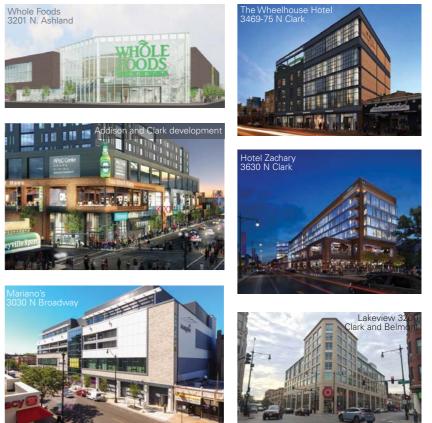


• 1,200 residential units • 650,000 S.F. commercial space:



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 development at Clark and Belmont

## **MARKET ANALYSIS TAKE-AWAYS**

- Market Area has gained population
- Additional growth is forecasted
- More than half of the residents work downtown Chicago therefore transit is an important asset
- Market Area is desirable Northside residential location
- Wrigleyville is a year-round entertainment destination and may support commercial market

## COMMERCIAL TRENDS IN THE RED-PURPLE BYPASS DISTRICT

## 91% of Storefronts in the District are Occupied

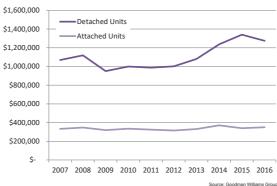
Nearby Clark and Addison development as entertainment destination will support

## 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.

Desirable Northside location with distinct neighborhoods.

Strongest market demand to be renters aged 25-34.

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.

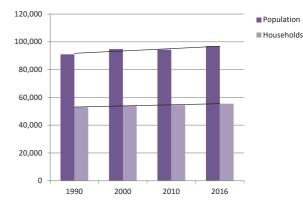
Strong apartment market (96.1% occupancy).

For-sale market has recovered more quickly after the recession than many other areas of the City.

## 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





СВ

## **INTRODUCTION: TRANSIT-ORIENTED DEVELOPMENT**

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

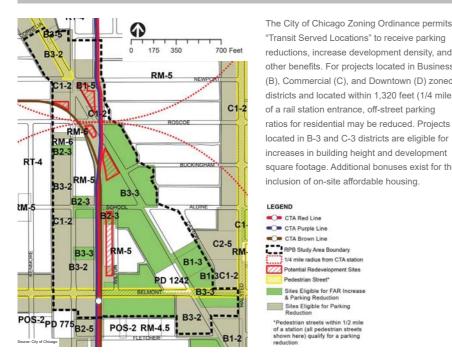
Transit-oriented development (TOD) is a type of community development that includes a combination of residences and commercial space located within a half-mile of significant public transit nodes.

TOD is typically characterized by higher density near transit stations and lower dependency on automobiles.

## ADVANTAGES OF TRANSIT-ORIENTED DEVELOPMENT

- Increases residential density in commercial districts
- Supports neighborhood retail
- Fosters more walkable neighborhoods
- Increases access to jobs
- Encourages a less car-dependent lifestyle, fostering a cleaner environment

## **RPB DISTRICT TOD ELIGIBLE PARCELS**



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



## **BELMONT TOD AREA STATISTICS**

Within 1/4 mile of the Belmont CTA Station:

- 0.9 vehicles per household
- 33% of households have zero cars
- 52% of residents commute via transit
- 13 transit rides taken on average each week per household
- 951,495 jobs accessible within a 30 min. transit trip (193,797 jobs for the avg. non-TOD Cook County location)

## WHY TRANSIT-ORIENTED DEVELOPMENT?

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



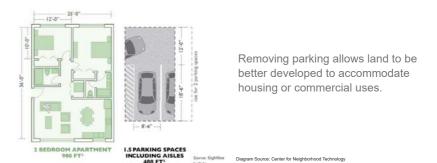
### Parking is expensive



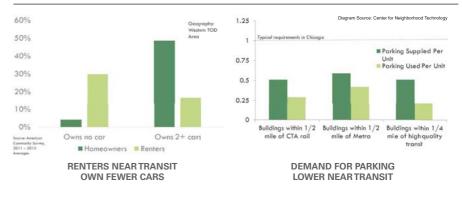
**RENTERS** 

One spot increases rent 12.5% Two spots increase rent 25%

## Parking takes up a lot of space



## Demand for parking is lower near transit hubs



CHICAGO TRANSIT-ORIENTED DEVELOPMENT EXAMPLES

### 3420 N Lincoln Avenue





3400 N Lincoln Avenue

















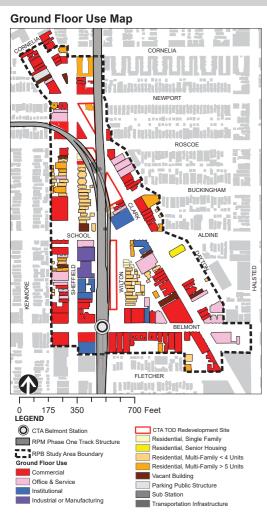


## DISTRICT PRINCIPLES AND DIAGRAMS

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## **ANALYSIS**

- Distinct development patterns exist within the district, often clustered into nodes around common themes. The characteristics of these nodes inform the recommendations for future development within the **TOD Redevelopment Plan. Each** development should reinforce and support these themes
- · Infill development should respond to existing context
- · Future land uses should support and strengthen existing land uses

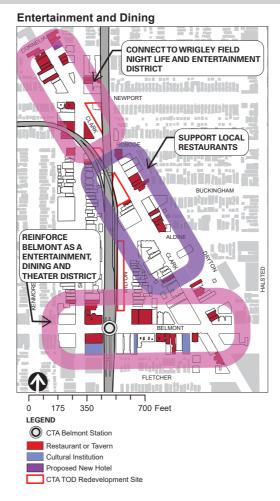


## **DISTRICT VISION STATEMENT**

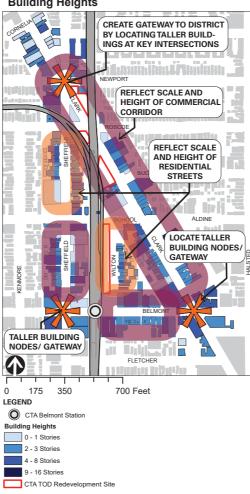
The district is a traditional, walkable, multicultural urban neighborhood. Assets include sports, theater, dining and entertainment venues welcoming visitors into the district. This community supports and celebrates its social and cultural diversity and seeks new development that will enhance overall quality of life.

## **PLANNING PRINCIPLES**

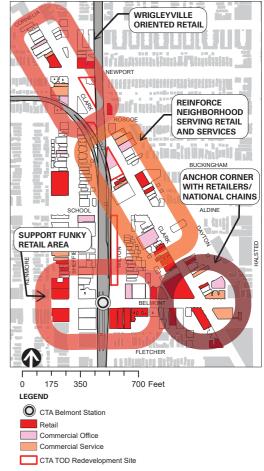
- Celebrate the vibrancy of the district by encouraging active land uses, and a welcoming public realm
- Reinforce the distinctive characteristics of the neighborhood
- Enhance existing cultural assets with complementary new development
- Improve long-term viability of the commercial corridors
- Diversify housing by expanding choices for families, seniors, low-income residents, and those with disabilities



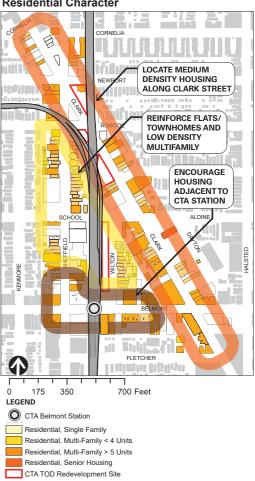
## **Building Heights**



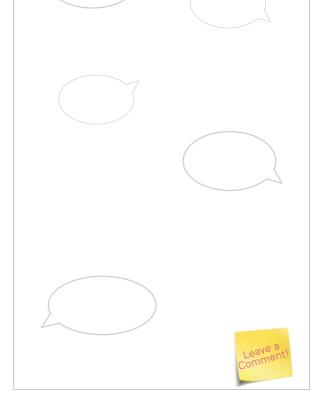
## **Retail, Office and Services Opportunities**



### **Residential Character**











## **CORRIDOR PRINCIPLES**

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## SHEFFIELD CORRIDOR PRINCIPLES



Sheffield Avenue is a neighborhood residential mixed-use street with neighborhood serving shops and restaurants.

- Maintain existing neighborhood scale and density
- Increase neighborhood oriented retail and restaurants
- Locate retail opportunities at key nodes to preserve character of street and not "over retail" the street
- Preserve residential character of streets and continue to allow ground floor residential

## **BELMONT CORRIDOR PRINCIPLES**



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

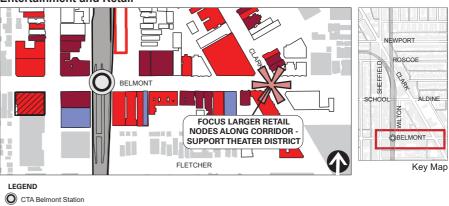
- Preserve and expand the Belmont Theater district
- Invest in existing buildings to preserve character
- Maintain affordable rents for retailers to support local small businesses

## **Entertainment and Retail**





### **Entertainment and Retail**





Retail Restaurant or Tavern

Cultural Institution (Theatre) CTA TOD Redevelopment Site

Historic Building

National Register Listes or Eligible

### Residential

O CTA Belmont Station

Residential, Single Family

Residential, Multi-Family < 4 Units

Residential, Multi-Family > 5 Units

Residential, Senior Housing CTA TOD Redevelopment Site











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# **CORRIDOR PRINCIPLES: CLARK STREET**

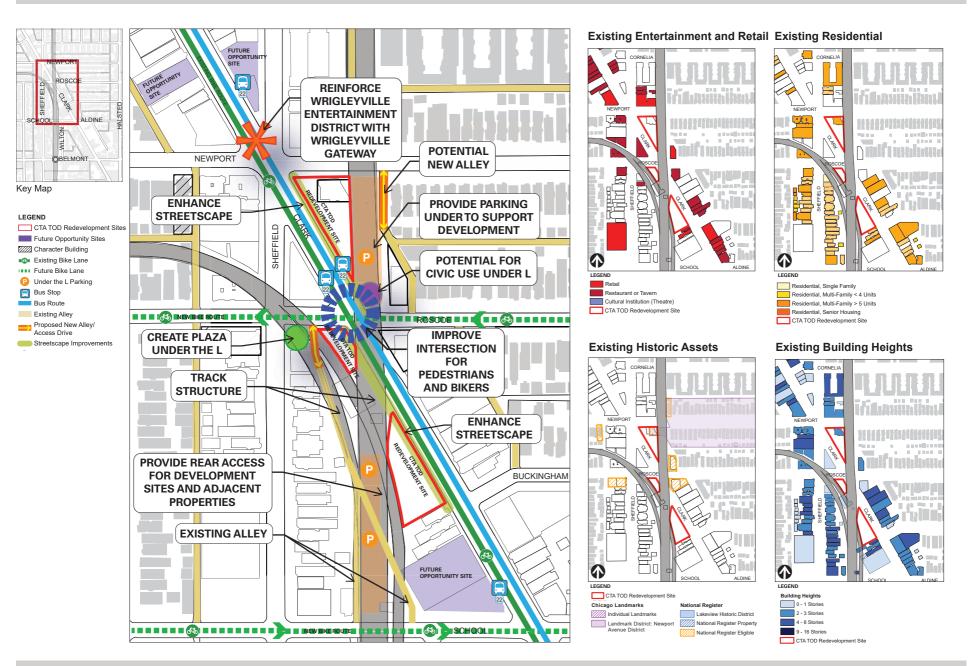
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## **CORRIDOR PRINCIPLES**



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 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
- New residential development responds to community demographics and incomes





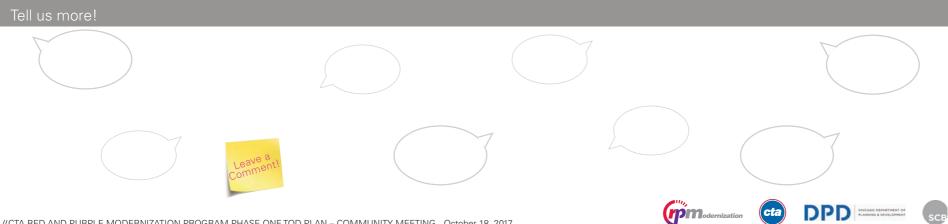




Vautravers Building

Clark Street

Clark Street at School Street



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# SITE: CLARK STREET AND NEWPORT AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN



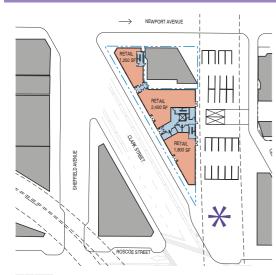


## SITE GOALS

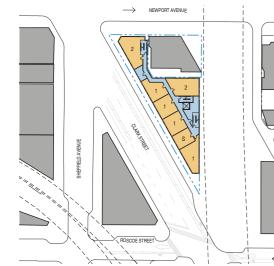
- Complete key corner in district
- Activate Clark Street with retail
- Development density that responds to market demand and existing context
- Opportunity to utilize under L parking



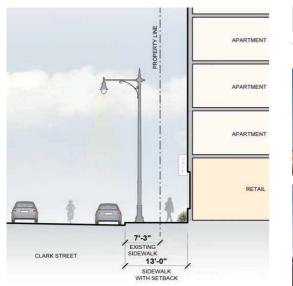
## **BUILDING CONCEPT**



Ground Floor Plan



Upper Floors Plan



- 6 Stories
- 5,400 SF Retail (subdivided)
- 25-30 Residential Units (Avg. 800 SF)
- Potential under L parking to serve site
- \* Opportunity to engage community on under L plaza or community space at corner of Roscoe St.



Conceptual Clark Street view looking southeast at Newport Avenue



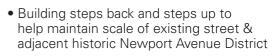
Conceptual aerial view at Clark Street and Newport Avenue looking southeast

## **BUILDING CHARACTER IDEAS**

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





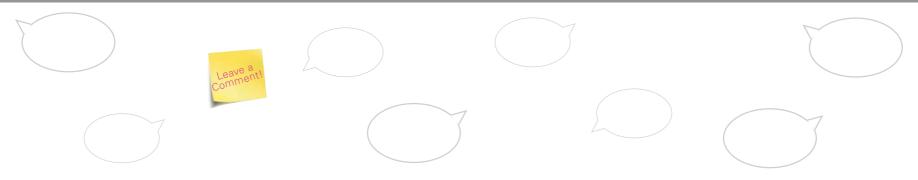


- Opportunity to develop two parcels or one consolidated parcel
- Redevelop historic Vautravers building

- What do you think about:
- Heights for this site?
- Number of units for this site?
- Uses for this site?



Proposed Street Section







# SITE: 3300 BLOCK OF CLARK STREET

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN





## SITE GOALS

- 200' of continuous street frontage
- Large site replaces 3 parcels
- Additional new development potential at the corner of Clark Street and School Street
- Define street with development that reflects east side of street
- \* Truman College Redevelopment Site (outside CTA TOD scope)

## **BUILDING CONCEPT**



Ground Floor Plan



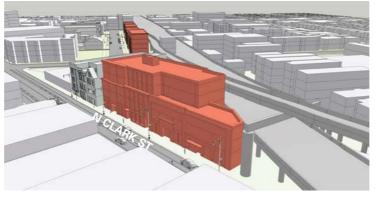
Upper Floors Plan



- 5 Stories
- 9,800 SF Retail (subdivided)
- 30-35 Residential Units (Avg. 850 SF)
- Potential under L parking to serve site



Conceptual Clark Street view looking southeast



Conceptual aerial view at Clark Street looking south

## **BUILDING CHARACTER IDEAS**

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

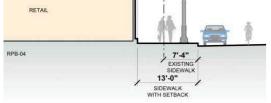


- Subdivide building massing to promote pedestrian scale environment and reflect scale of existing neighborhood
  - Prime location near Wrigley Field, vibrant in a neighborhood and next to CTA L station – suggests strong residential market interest that offsets impact of adjacent track structure

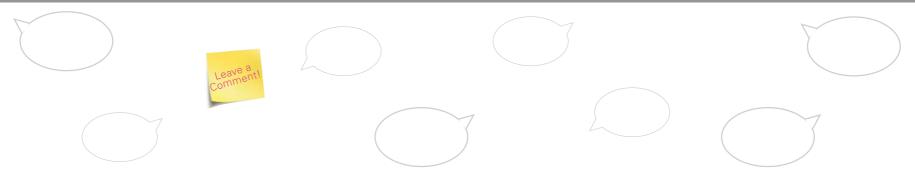
- What do you think about:
- Heights for this site?
- Number of units for this site?
- Uses for this site?







Proposed Street Section









## **CORRIDOR PRINCIPLES: ROSCOE STREET**

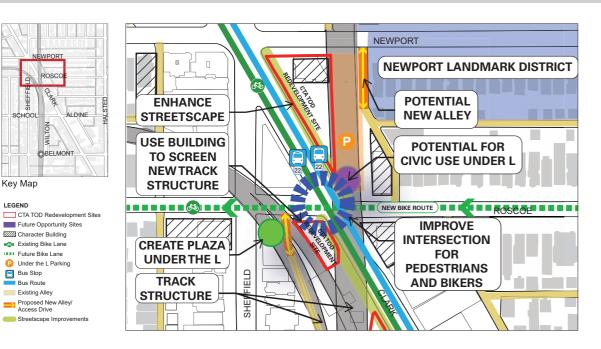
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## **CORRIDOR STRATEGIES**

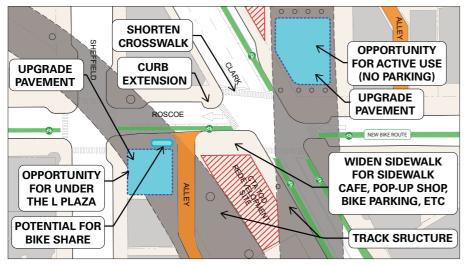


## Strengthen sense of place at this key node through strategic development and enhancement of the public realm

- •Integrate new development into the existing urban fabric
- •Create development that complements the historic structures
- Provide the appropriate scale and density, consistent to the district
- Develop an overall sense of place through cohesive urban design and public realm improvements
- Improve pedestrian and bicycle access throughout the district



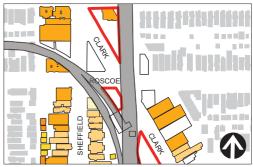
### **Clark Street and Roscoe Street Intersection Improvements**





Retail Restaurant or Taverr Cultural Institution (Theatre) CTA TOD Redevelopment Site

### **Residential Areas**



Residential, Single Family Residential, Multi-Family < 4 Units Residential, Multi-Family > 5 Units Residential, Senior Housing CTA TOD Redevelopment Si





Roscoe Street Neighborhood

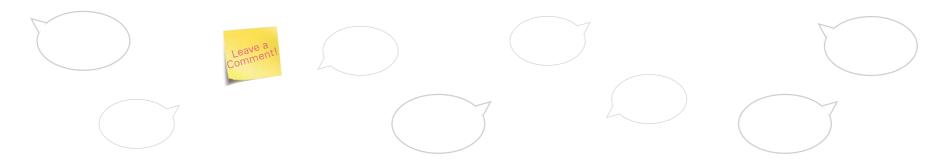


Roscoe Street and Sheffield Avenue



Roscoe Street at Clark Street

Roscoe Avenue at Clark Street







## **SITE: ROSCOE STREET**

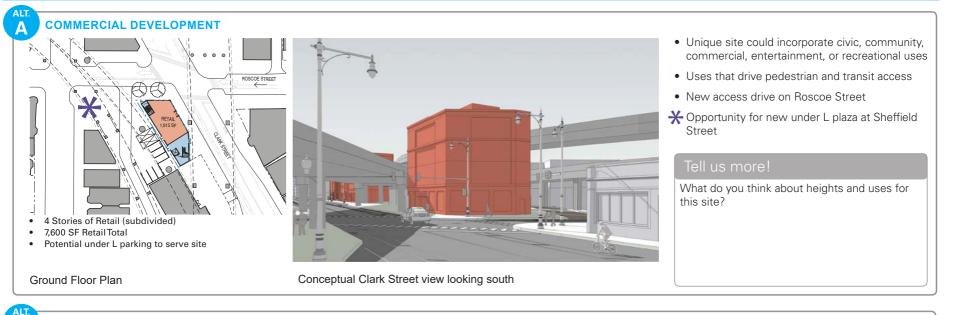
## CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN



- Located between Red Line and new bypass structure
- Primary street frontage on Roscoe Avenue
- Limited Clark Street frontage
- Development should screen view of track structure from the public street
- Extend Roscoe Street street wall and pedestrian environment with new building and streetscape
- New bike lane/ neighborhood greenway on Roscoe Street



## **BUILDING CONCEPT**





- Explores possibility of including residential development on site
- Unique site with challenges presents opportunity for creative development strategies
- Land uses should capitalize on high levels of pedestrian and transit access
- Requires height to achieve minimum number of residential units to offset construction costs

### Tell us more

What do you think about heights and uses for this site?

## **BUILDING CHARACTER IDEAS**

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









3357 N. Lincoln Avenue

1714 W. Roscoe Street



1920 Milwaukee Avenue

2060 W. North Avenue

Do you have any preference? Another idea? Tell us more!







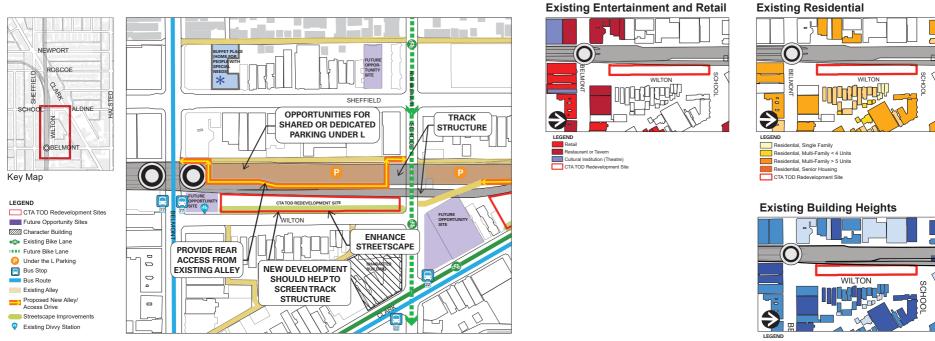
## **CORRIDOR PRINCIPLES: WILTON AVENUE**

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN



Wilton Avenue is a quiet leafy residential street with a pleasant walking environment and great access to transit.

- 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, high quality building materials
- Plan for an appropriate range and mix of residential development options

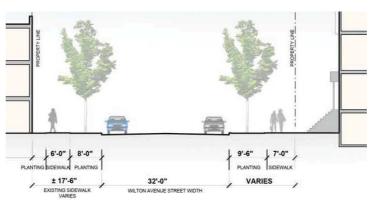






Wilton Street, east side sidewalk



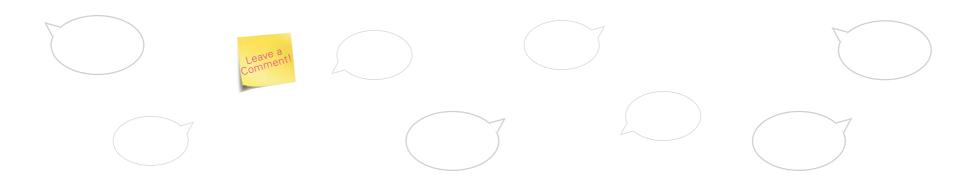


- Existing buildings on western side extend over the public way
- Opportunity to restore traditional residential streetscape with landscaped parkway once buildings are removed

Wilton Street, west side sidewalk

- Match existing streetscape context on east side of street
- Developers to comply with city landscape standards







# **SITE: WILTON AVENUE**

## CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN



- Residential street with some mixed-use on the • corner near Belmont
- Sufficient depth for development. Minimal room for front or rear yards
- Lower scale from high density mixed-use residential on Sheffield Street and Clark Street
- \*Future development sites (outside the CTA TOD plan area)



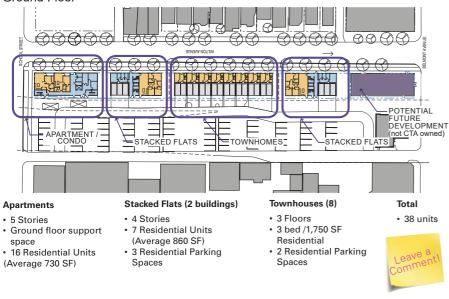


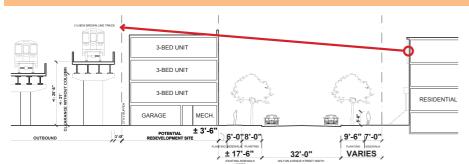


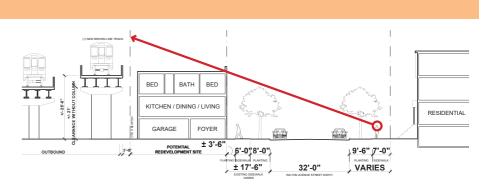


- Traditional Chicago neighborhood block configuration
- Creates variety and flexibility for developer(s)
- Consider small neighborhood oriented retail at the corner of Belmont Avenue and/or School Street.







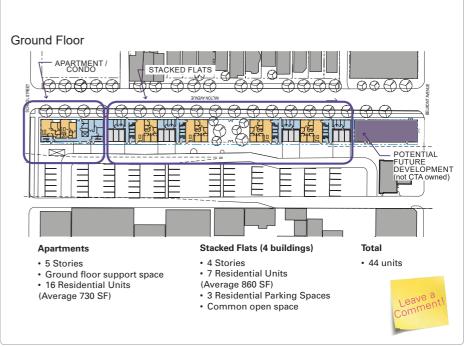


### R **APARTMENTS AND FLATS**



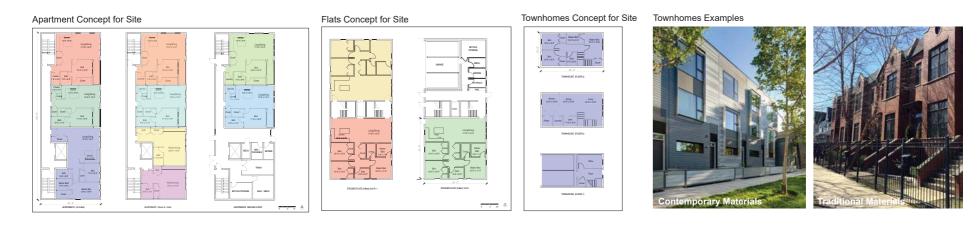


- Shared side-yard replaces individual yards, creating a space large enough for play area and gardens
- Multi-family unit types may best align with market demands



### CONCEPTUAL BUILDING FLOORPLANS

### BUILDING CHARACTER









# **URBAN DESIGN AND PUBLIC SPACE**

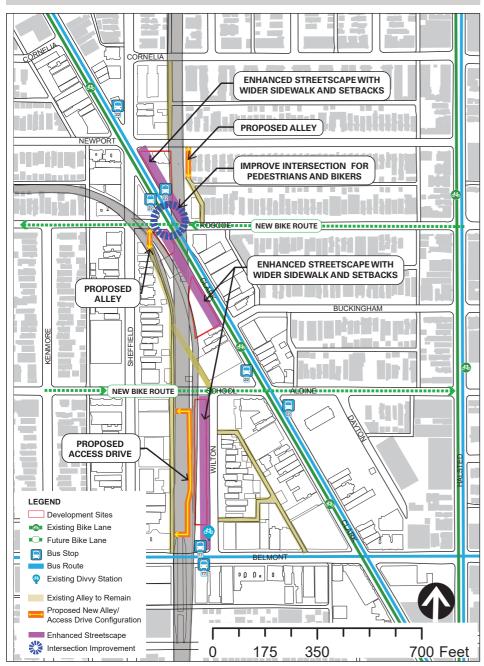
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## URBAN DESIGN AND PUBLIC SPACE STRATEGIES



- Provide a cohesive urban environment that celebrates the neighborhood context within a transit rich pedestrian-oriented environment
- B Streets should welcome pedestrians, bicyclist and transit users
  - 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

## TRANSPORTATION DIAGRAM



## INTERSECTION IMPROVEMENTS



## STREET SECTIONS IMPROVEMENTS

- Setback new development to provide wider effective sidewalks
  - Restore streetscape on residential streets
  - Redesign intersections to improve pedestrian safety by shortening crossing distances, improving visibility, and providing areas for pedestrians to wait



Clark Street north of Roscoe Street

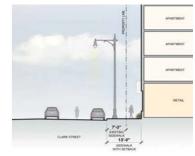


Clark Street south of Roscoe Street

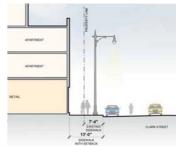


## PUBLIC USES OF UNDER L SPACES

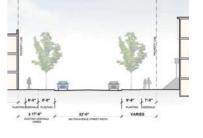
- Areas where you can easily see into and out of the space
  - Adjacent to areas with high pedestrian activity
  - Open to sidewalk on multiple sides



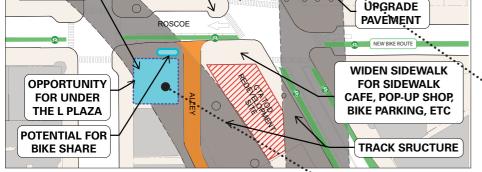
Proposed Street Section



Proposed Street Section



Proposed Street Section



Clark Street and Roscoe Street Intersection Improvements.

• Requires commitment from community or vested stakeholder



Existing Conditions (track structure to be replaced)

Existing Conditions (track structure to remain)



Public Space Opportunity



Open Space Opportunity









## **ACCESS/ SERVICE STRATEGIES**



- Provide off-street parking opportunities for redevelopment sites
- Realign existing alleys to improve access for loading and service
- Secure and light areas under L
- Provide clear safe pedestrian routes within publically accesible areas (i.e.parking lots) under L
- Where opportunities exist, partner with adjacent land owners, vendors, car share, bike share, and parking reservation companies to utilize underutilized spaces
- Coordinate design of new track structure to accomodate rear access to redevelopment sites for loading, service and parking
- Preserve space for CTA rail operations

