

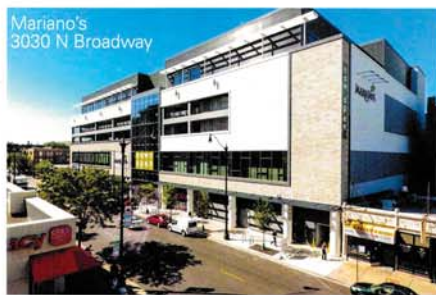
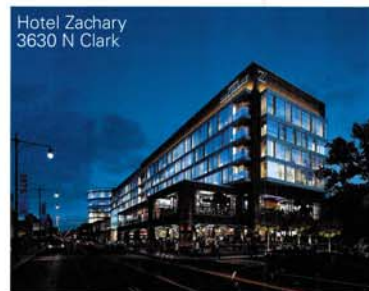
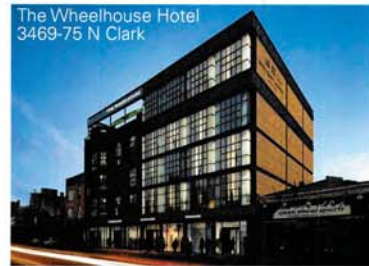
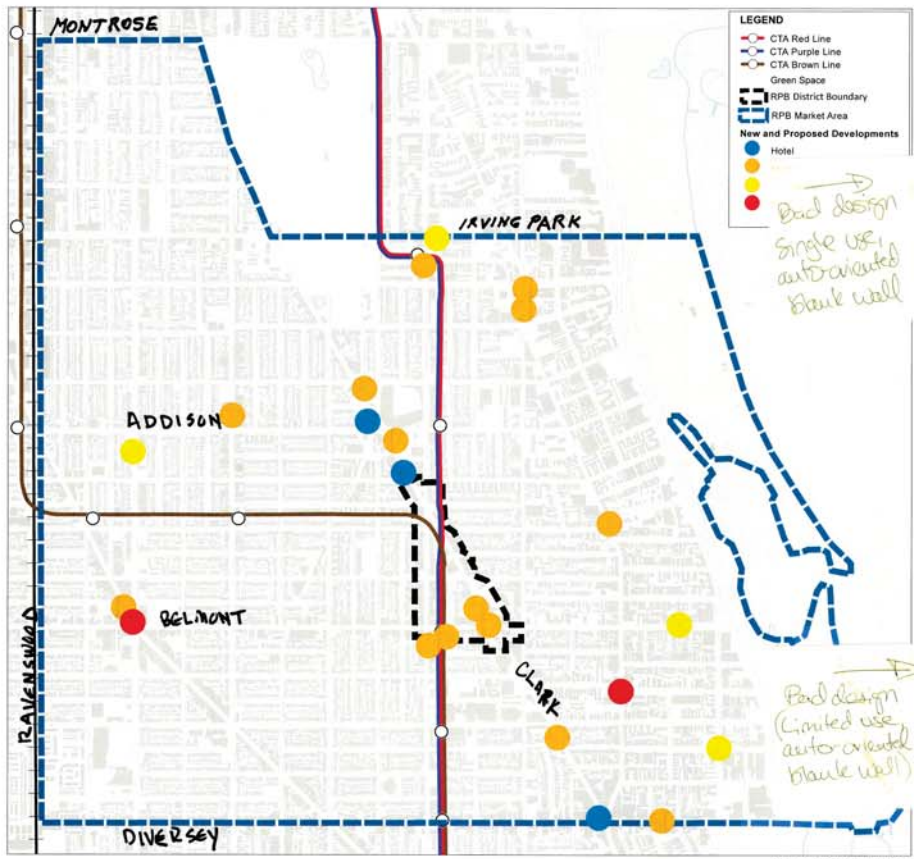
# INTRODUCTION: MARKET ANALYSIS

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.

## 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

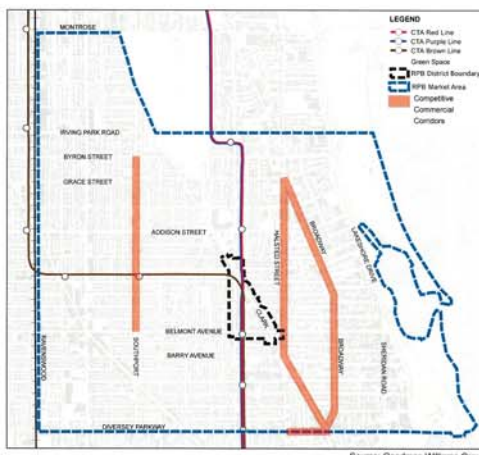
### Development Catalysts

- Wrigley Field and emerging adjacent entertainment
- 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~~ will support commercial market

### 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.

### 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 additional bars, restaurants, and specialty retail within the District.

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

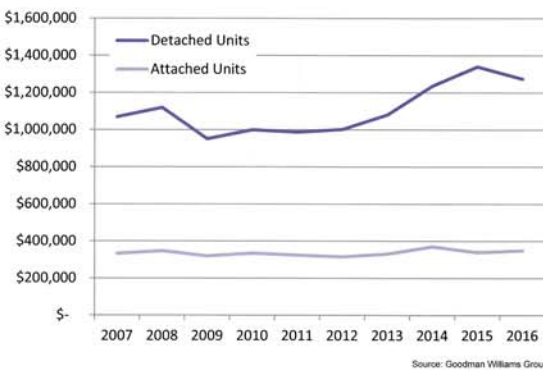
#### District Area Commercial Uses



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

### RESIDENTIAL TRENDS

#### Median Home Prices



Desirable Northside location with distinct neighborhoods.

Strongest market demand to be renters aged 25-34.

Strong apartment market (96.1% occupancy).

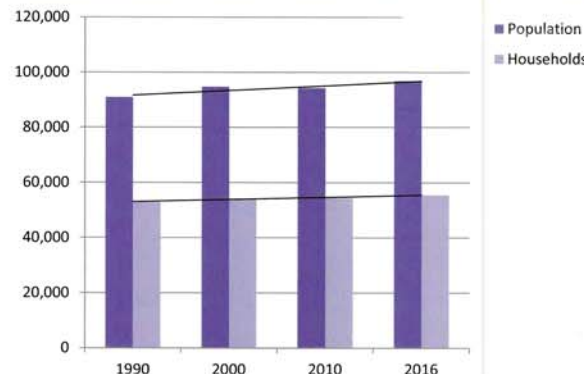
For-sale market has recovered more quickly after the recession than many other areas of the City.

### 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

Which is the expected population growth planned for housing?

# INTRODUCTION: TRANSIT-ORIENTED DEVELOPMENT

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

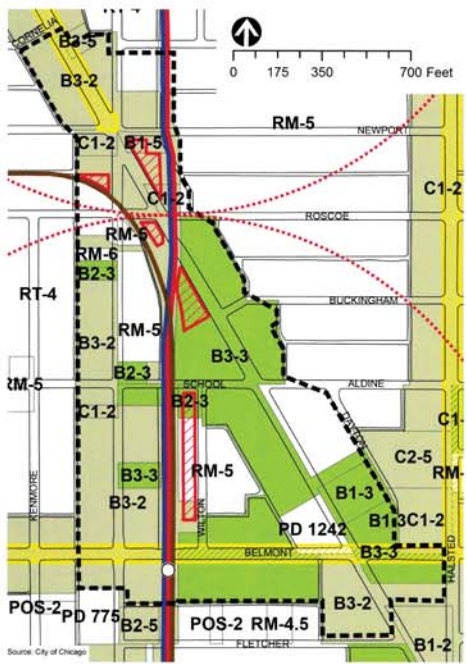
Transit-oriented development (TOD) is a type of community development that includes a combination of residences and commercial space located within a half-mile of significant public transit nodes.

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



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.

- LEGEND**
- CTA Red Line
  - CTA Purple Line
  - CTA Brown Line
  - RPB Study Area Boundary
  - 1/4 mile radius from CTA station
  - Potential Redevelopment Sites
  - "Pedestrian Street"
  - Sites Eligible for FAR Increase & Parking Reduction
  - Sites Eligible for Parking Reduction
- \*Pedestrian streets within 1/2 mile of a station (all pedestrian streets shown here) qualify for a parking reduction

## 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)

*Handwritten notes:*  
 "I've done detailed...  
 "I've been doing TODs for..."

## 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



## HOMEOWNERS:

## RENTERS:

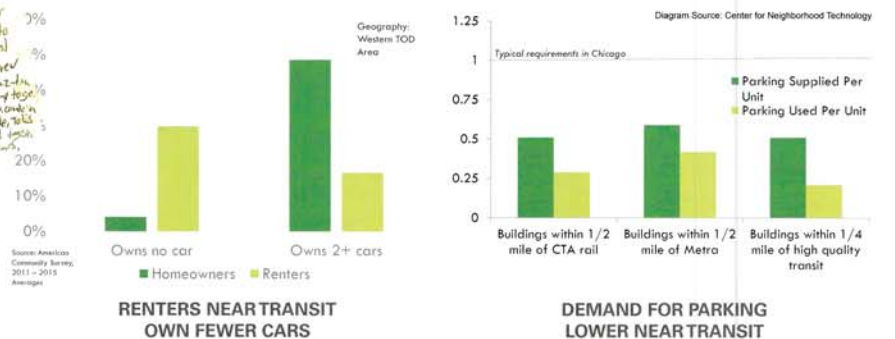
One spot increases rent 12.5% Two spots increase rent 25%

## Parking takes up a lot of space



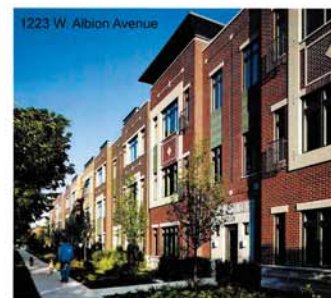
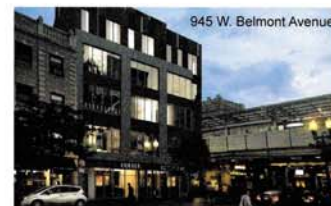
Removing parking allows land to be better developed to accommodate housing or commercial uses.

## Demand for parking is lower near transit hubs



*Handwritten note:* That means 67% do not have at least one car

## TRANSIT-ORIENTED DEVELOPMENT EXAMPLES



# 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.

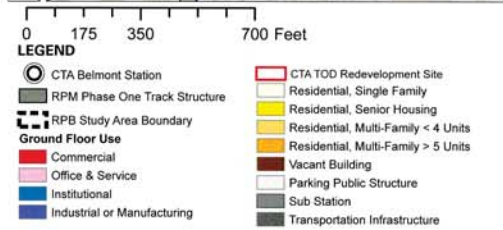
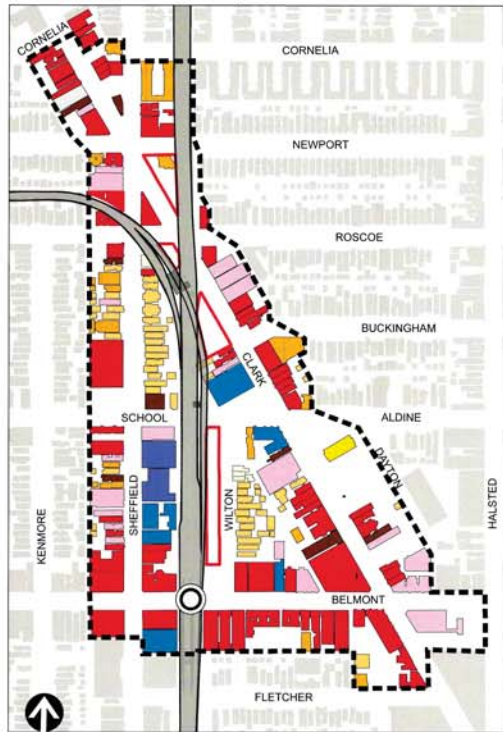
## PLANNING PRINCIPLES

- 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

*Planning is to be sure that building 1855 is high quality. The rail bike trail, the state funds currently being considered don't fit the bill. Reproposing current structures to be walkable!*

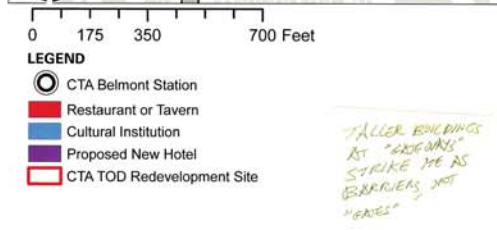
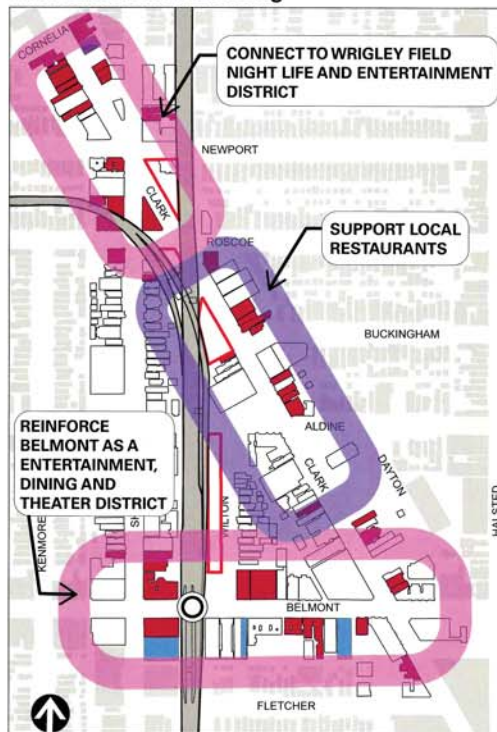
## EXISTING CONDITIONS

### Ground Floor Use Map



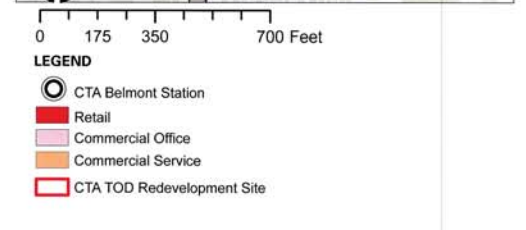
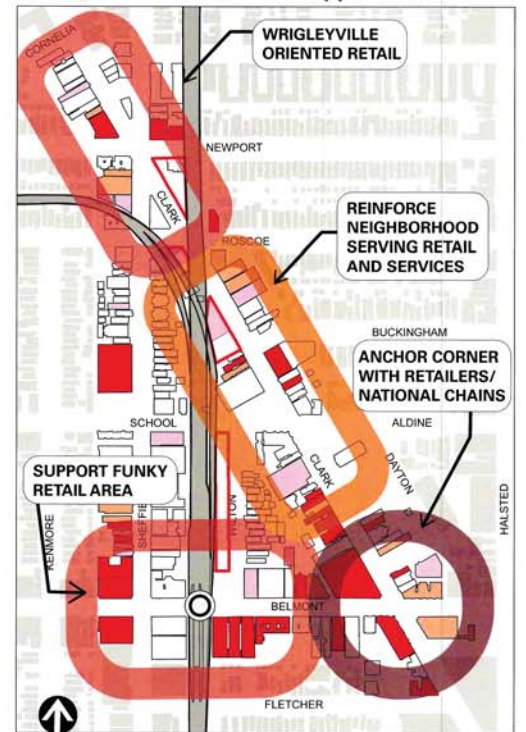
## DISTRICT DIAGRAMS

### Entertainment and Dining



*TALLER BUILDINGS AS "GATEWAYS" STRIKE ME AS BARRIERS, NOT NODES!*

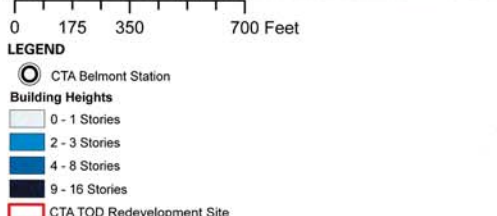
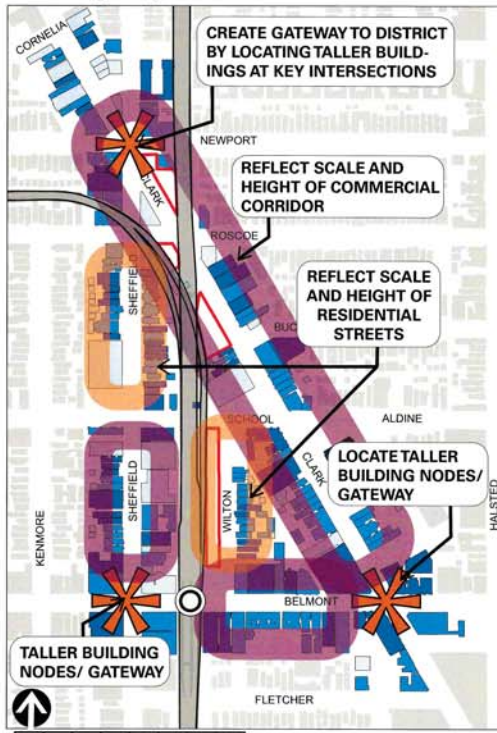
### Retail, Office and Services Opportunities



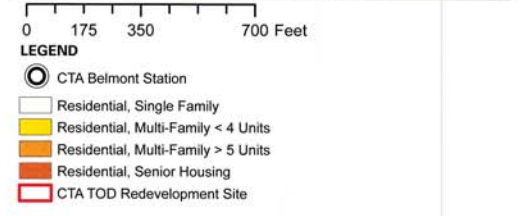
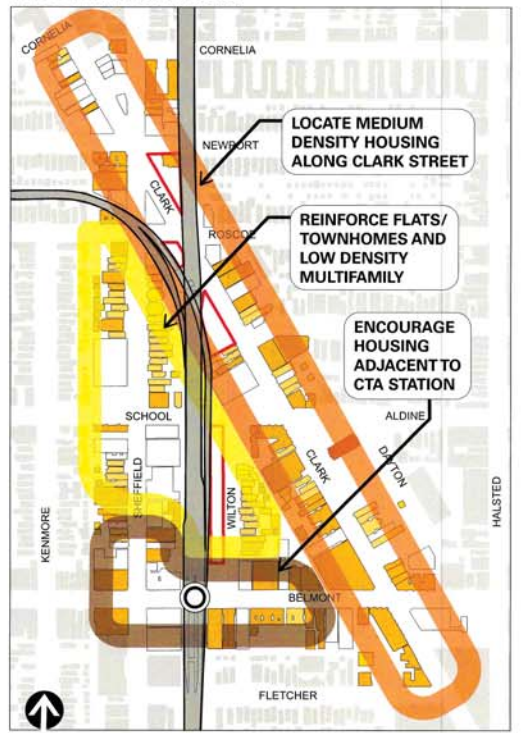
## Tell us more!

*Lake View has a strong history. But few developments near track - less desirable. Clark will be without development for quite some time - lots of demo*

### Building Heights



### Residential Character



Leave a Comment!

# 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.

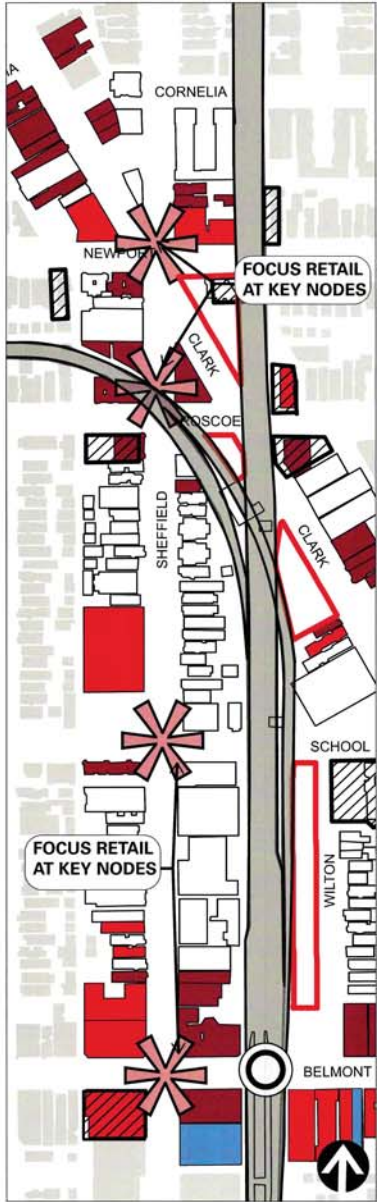
- Preserve and expand the Belmont Theater district
- Invest in existing buildings to preserve character
- Maintain affordable rents for retailers to support local small businesses

### CORRIDOR PRINCIPLES

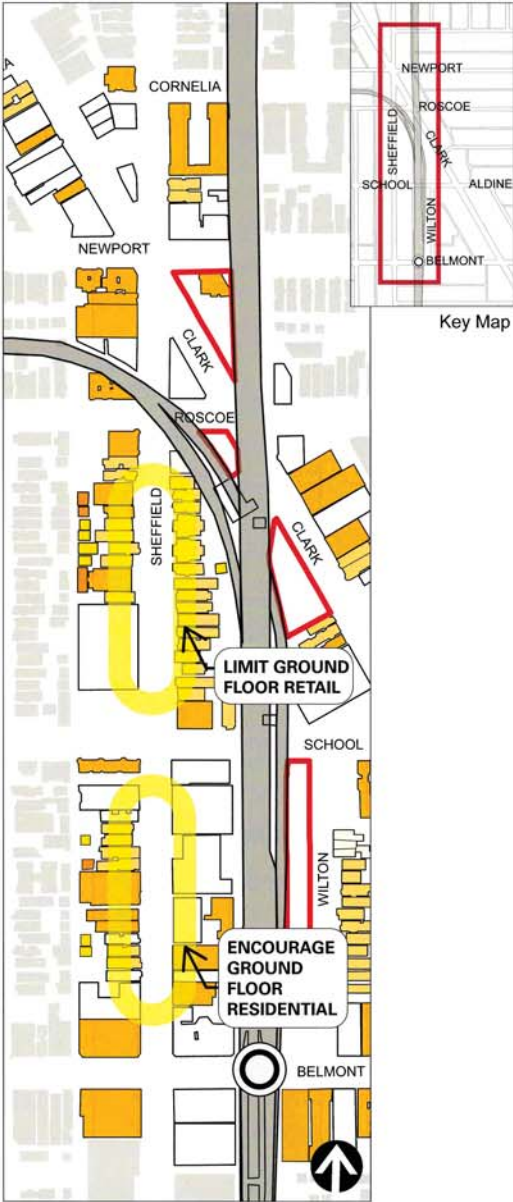
*Use similar building materials - color, style, etc.*

*All new buildings should have "safe" second floor (FEMA 362 FEMA 361)*

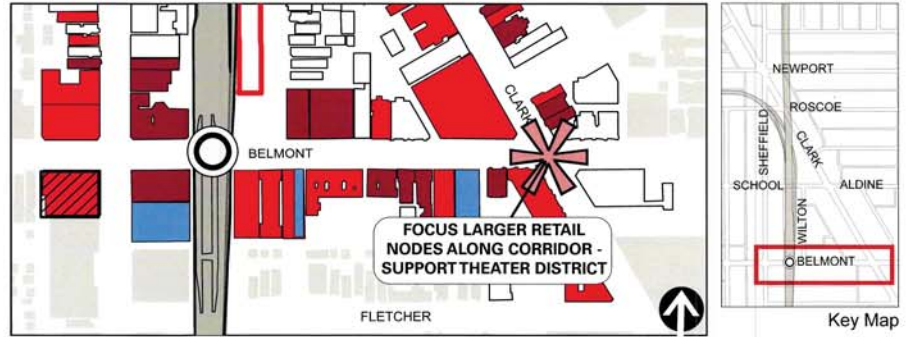
#### Entertainment and Retail



#### Residential Areas

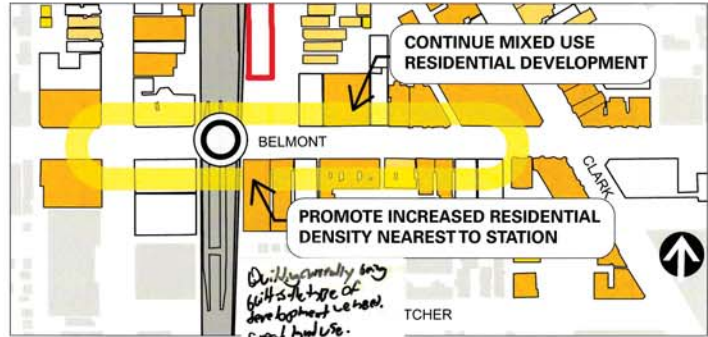


#### Entertainment and Retail



- LEGEND**
- CTA Belmont Station
  - Retail
  - Restaurant or Tavern
  - Cultural Institution (Theatre)
  - CTA TOD Redevelopment Site
- Historic Building**
- ▨ National Register Lists or Eligible

#### Residential



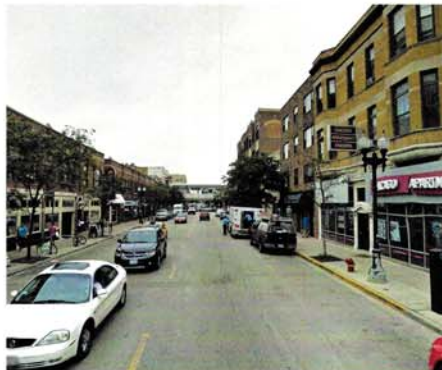
- LEGEND**
- CTA Belmont Station
  - Residential, Single Family
  - Residential, Multi-Family < 4 Units
  - Residential, Multi-Family > 5 Units
  - Residential, Senior Housing
  - CTA TOD Redevelopment Site

*Integrate art into public transit + streetscape elements*

*Development process must be transparent.*

*Make sure intersections are safe for pedestrians - esp. parents w/ strollers. Intersections along Sheffield, esp. near Clark & Roscoe.*

### EXISTING CONDITIONS



# CORRIDOR PRINCIPLES: CLARK STREET

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

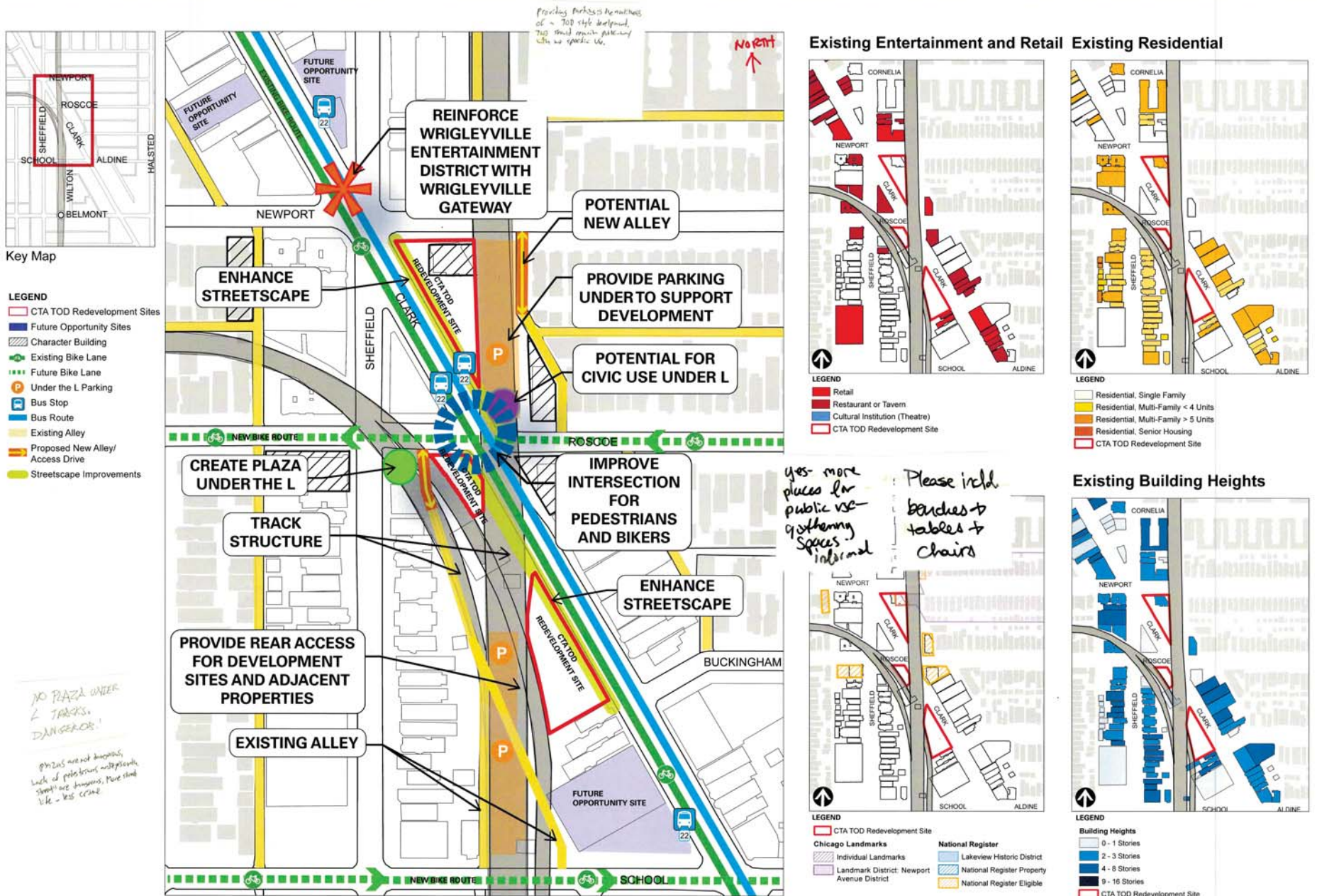
## CORRIDOR PRINCIPLES



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

## CORRIDOR STRATEGIES



## EXISTING CONDITIONS



Vautravers Building



Clark Street



Clark Street at School Street

Tell us more!

*CTA should have better & better control & generate revenue.*

Leave a Comment!

# 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



SAY "USE" INSTEAD OF "VACATE"

## 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 steps back and steps up to help maintain scale of existing street & adjacent historic Newport Avenue District
- Opportunity to develop two parcels or one consolidated parcel
- Redevelop historic Vautravers building

## 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

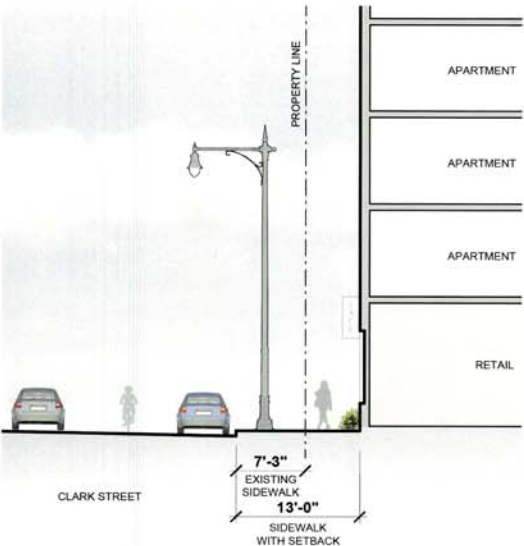
What types of building character are you interested in seeing built in this site?



The 7 different window finishes to "blend up the existing" is old and would not work well, keep the brick consistent.

This brick structure will work the best if used for planned to walk by.

this one ↑



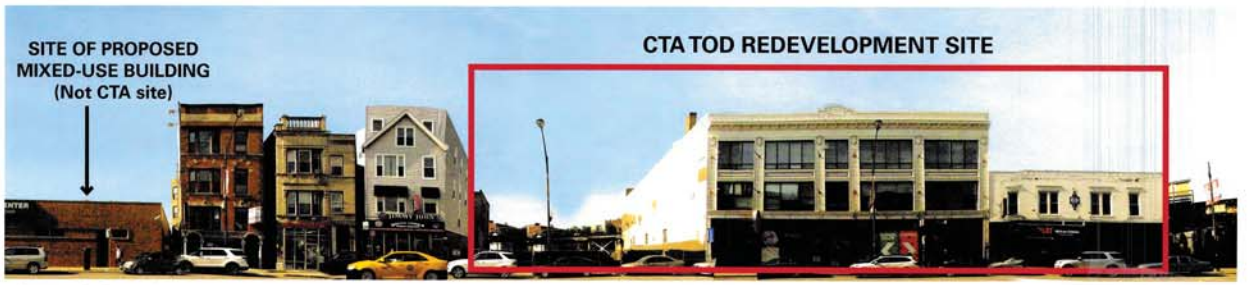
Proposed Street Section

Tell us more!

Leave a Comment!

# 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 Str
- Define street with development that reflects east side of street
- \* Truman College Redevelopment Site (outside CTA TOD scope)

CONTINUE W/ THE WHITE DECORATIVE TILE ON FACE ADJ.

Along the Term with these! These buildings are structures. They are used with signage and interior. Total size same if you can.

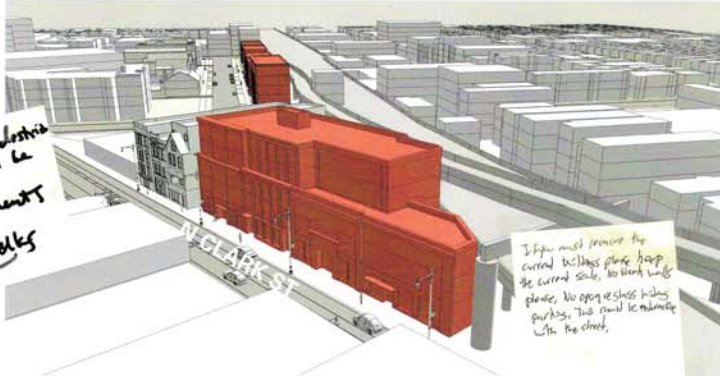
Street

## BUILDING CONCEPT

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



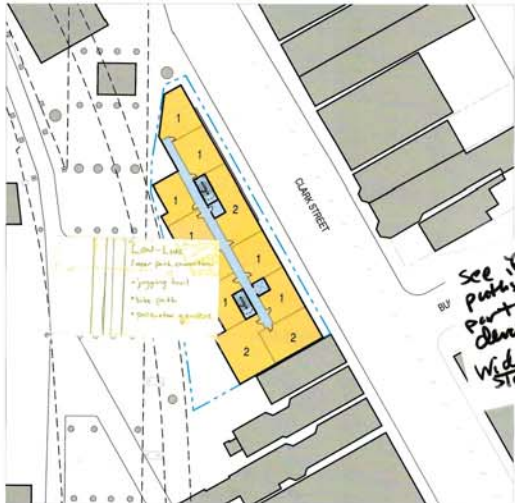
Conceptual Clark Street view looking southeast



Conceptual aerial view at Clark Street looking south



Ground Floor Plan



Upper Floors Plan

- Subdivide building m. pedestrian scale envii. scale of existing neigh
- 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

BARRIER PROTECTED BIKE LANES!

Taller + Denser!

Tell us more!

What do you think about:

- Heights for this site?

Keep within scale of the other buildings

Meet high demand with more height & setback at 40 height

Taller + Denser!

- Number of units for this site?

6 floors max  
Retail on ground level  
Yes

6+ plus floors  
avg. or minimum

- Uses for this site?

Leave a Comment!

## BUILDING CHARACTER IDEAS

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

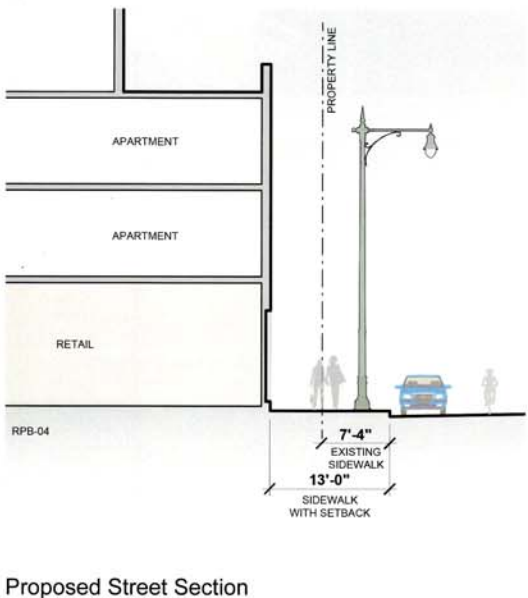


OVER things + zoning setbacks would be A +

Retail on ground level  
Apts above



HAVE SIDEWALKS BUILT TO RAPEL MINOR CARSTOPS 5-6 PARKS ON SIDEWALK SEE DISCREET CONCRETE PLACED TOP OF SIDEWALK TO AVOID USE OF CURB



Proposed Street Section

Tell us more!

affordable housing should be prioritized on site

Leave a Comment!

# CORRIDOR PRINCIPLES: ROSCOE STREET

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## CORRIDOR STRATEGIES



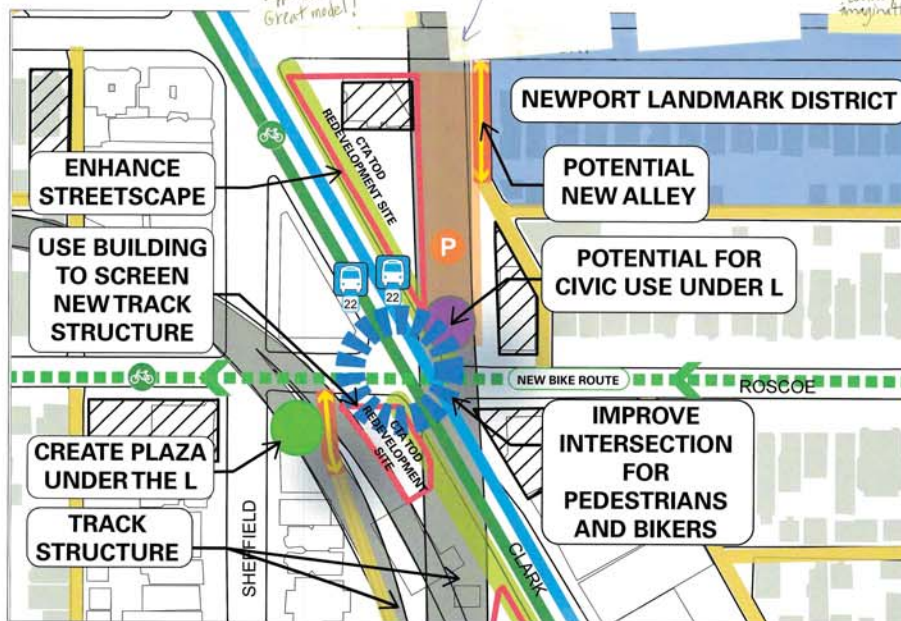
Strengthen sense of place at this key node through strategic development and enhancement of the public realm

- 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

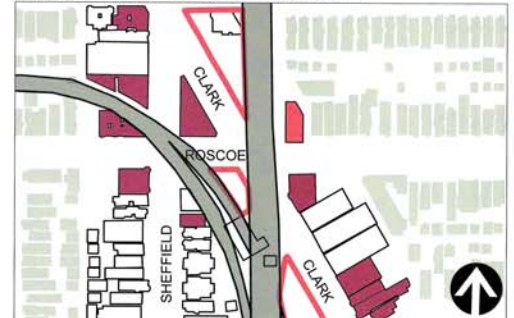
## CORRIDOR DIAGRAMS



- LEGEND
- CTA TOD Redevelopment Sites
  - Future Opportunity Sites
  - Character Building
  - Existing Bike Lane
  - Future Bike Lane
  - Under the L Parking
  - Bus Stop
  - Bus Route
  - Existing Alley
  - Proposed New Alley/ Access Drive
  - Streetscape Improvements



### Entertainment and Retail Areas

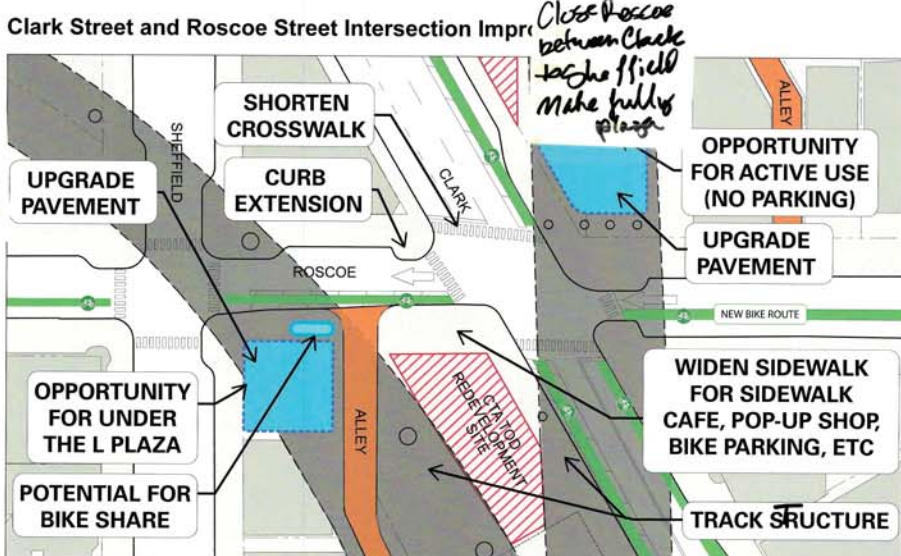


- LEGEND
- Retail
  - Restaurant or Tavern
  - Cultural Institution (Theatre)
  - CTA TOD Redevelopment Site

### Residential Areas



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



## EXISTING CONDITIONS



Roscoe Street Neighborhood



Roscoe Street and Sheffield Avenue

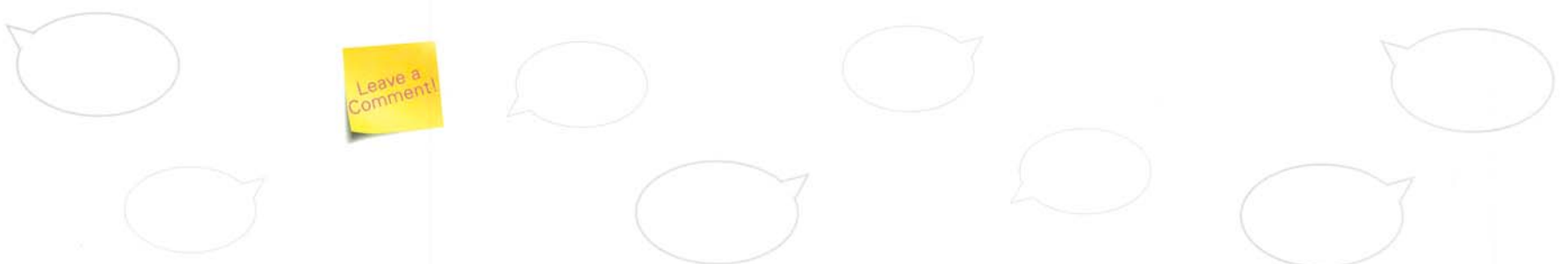


Roscoe Street at Clark Street



Roscoe Avenue at Clark Street

Tell us more!





# 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

### ALT. A COMMERCIAL DEVELOPMENT



- 4 Stories of Retail (subdivided)
- 7,600 SF Retail Total
- Potential under L parking to serve site

Ground Floor Plan



Conceptual Clark Street view looking south

- Unique site could incorporate civic, community, commercial, entertainment, or recreational uses
- Uses that drive pedestrian and transit access
- New access drive on Roscoe Street
- \* Opportunity for new under L plaza at Sheffield Street

Tell us more!

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

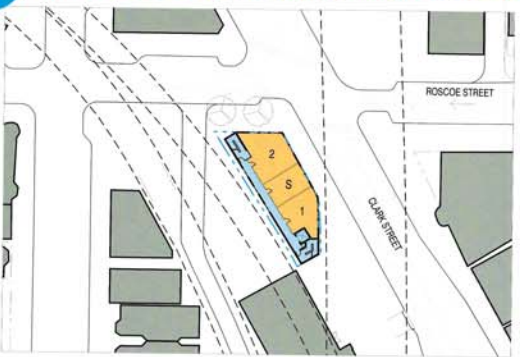
NO MORE THAN 4 STORIES  
MORE THAN 4 STORIES TO BLOCK TRAIN NOISE

Taller! 8 stories!

Make it 10!

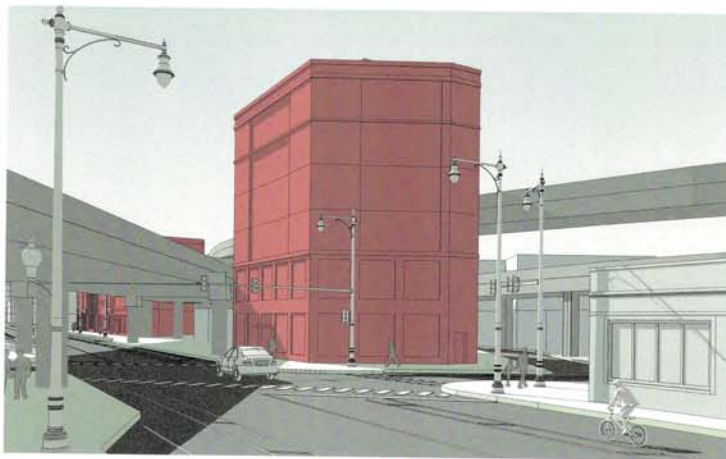
Use to block trucks and to be a centerpiece for the intersection. Taller and more density fits with character of the neighborhood.

### ALT. B MIXED USE DEVELOPMENT WITH RESIDENTIAL



- 6 Stories
- 3,800 SF Retail
- 10 Residential Units (Avg. 800 SF)
- Potential under L parking to serve site

Upper Floors Plan



Conceptual Clark Street view looking south

- Explores possibility of including residential development on site
- Unique site with challenges and 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?

1 space (let's eliminate a unique location and add a business space - actual space - corner (near-main entrance)

## 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 preferences? Another idea? Tell us more!

Keep it 10 stories with other buildings in that area

I walk by this building often and I really like the way it looks. I would like to see a building with a classic look to it, but modern or keep it old, and that's great.

My choice 1920 Milwaukee ↑

Leave a Comment!

# CORRIDOR PRINCIPLES: WILTON AVENUE

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## CORRIDOR STRATEGIES



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

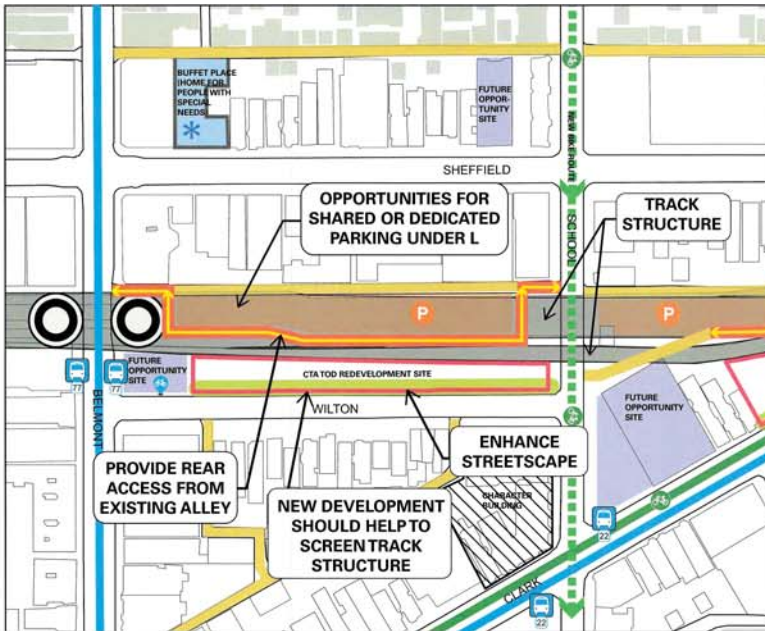
- Respond to the residential scale of the street
- Create a new streetscape that is consistent with the existing character
- Development should screen view of track structure from the public street
- Encourage architectural variety and expression, high quality building materials
- Plan for an appropriate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

## CORRIDOR DIAGRAMS

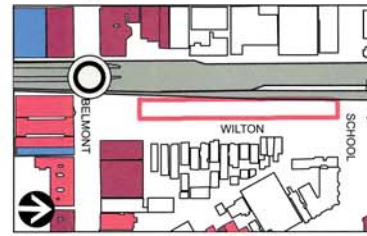


Key Map

- LEGEND**
- CTA TOD Redevelopment Sites
  - Future Opportunity Sites
  - Character Building
  - Existing Bike Lane
  - Future Bike Lane
  - Under the L Parking
  - Bus Stop
  - Bus Route
  - Existing Alley
  - Proposed New Alley/ Access Drive
  - Streetscape Improvements
  - Existing Divvy Station

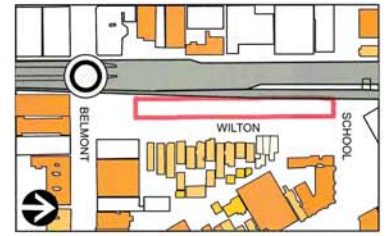


### Existing Entertainment and Retail



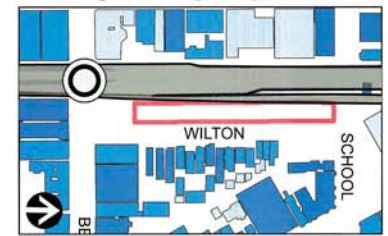
- LEGEND**
- Retail
  - Restaurant or Tavern
  - Cultural Institution (Theatre)
  - CTA TOD Redevelopment Site

### Existing Residential



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

### Existing Building Heights

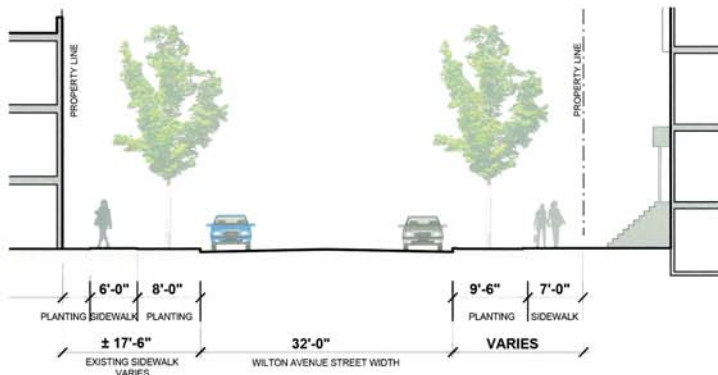


- LEGEND**
- Building Heights
  - 0 - 1 Stories
  - 2 - 3 Stories
  - 4 - 8 Stories
  - 9 - 16 Stories
  - CTA TOD Redevelopment Site

## WILTON AVENUE STREETScape



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



Wilton Street, west side sidewalk

Tell us more!

*Wilton was the center of the Swedish community 1880-1920. Preserve Res. Streetscape scale*

*yes, this is good idea*

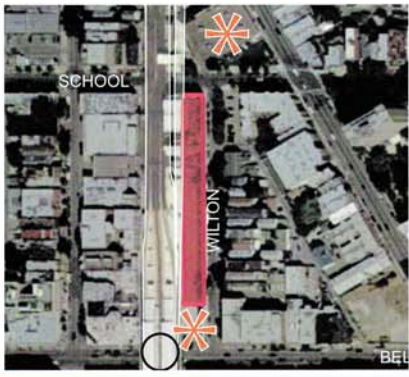
Leave a Comment!

Tell us more!

Leave a Comment!

# 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)



## BUILDING CONCEPT

### ALT. A APARTMENTS, FLATS AND TOWNHOMES



- 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.

#### Ground Floor



Apartments	Stacked Flats (2 buildings)	Townhomes (8)	Total
<ul style="list-style-type: none"> <li>• 5 Stories</li> <li>• Ground floor support space</li> <li>• 16 Residential Units (Average 730 SF)</li> </ul>	<ul style="list-style-type: none"> <li>• 4 Stories</li> <li>• 7 Residential Units (Average 860 SF)</li> <li>• 3 Residential Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 3 Floors</li> <li>• 3 bed /1,750 SF Residential</li> <li>• 2 Residential Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 38 units</li> </ul>

Leave a Comment!

MAPS NEED NDR TH ARROWS

### ALT. B 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

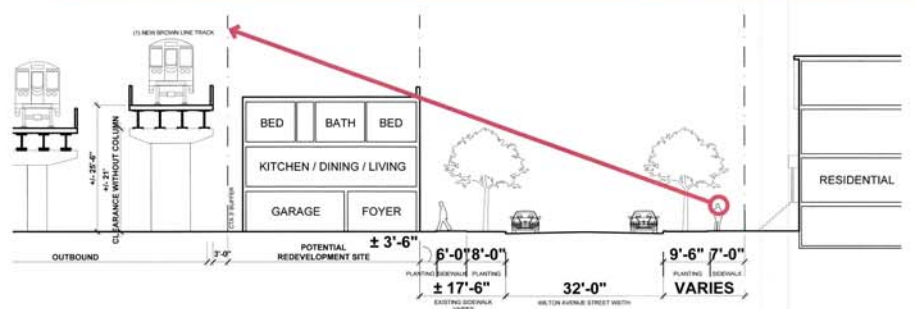
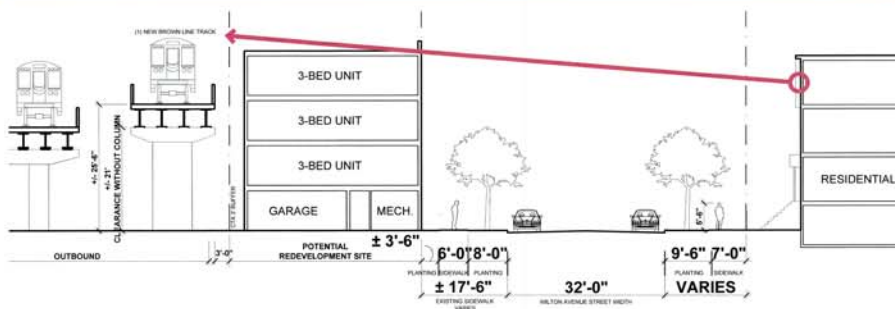
#### Ground Floor



Apartments	Stacked Flats (4 buildings)	Total
<ul style="list-style-type: none"> <li>• 5 Stories</li> <li>• Ground floor support space</li> <li>• 16 Residential Units (Average 730 SF)</li> </ul>	<ul style="list-style-type: none"> <li>• 4 Stories</li> <li>• 7 Residential Units (Average 860 SF)</li> <li>• 3 Residential Parking Spaces</li> <li>• Common open space</li> </ul>	<ul style="list-style-type: none"> <li>• 44 units</li> </ul>

Leave a Comment!

## BUILDING HEIGHT CONSIDERATIONS



## CONCEPTUAL BUILDING FLOORPLANS

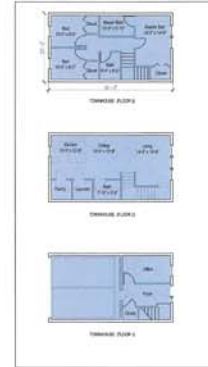
### Apartment Concept for Site



### Flats Concept for Site



### Townhomes Concept for Site



## BUILDING CHARACTER

### Townhomes Examples



Preserve trees - move east into restred typ. CoC Parkway

# URBAN DESIGN AND PUBLIC SPACE

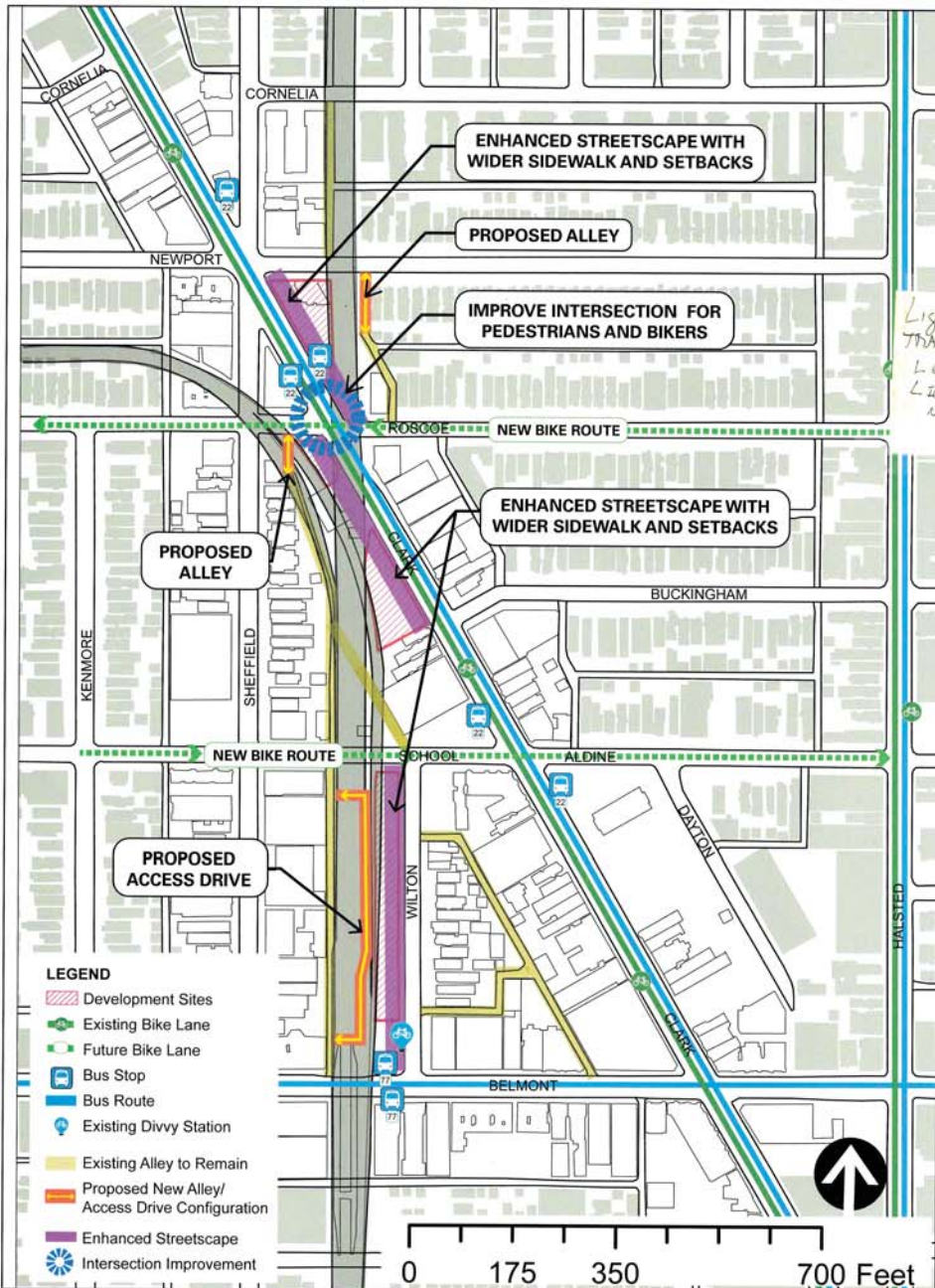
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## URBAN DESIGN AND PUBLIC SPACE STRATEGIES



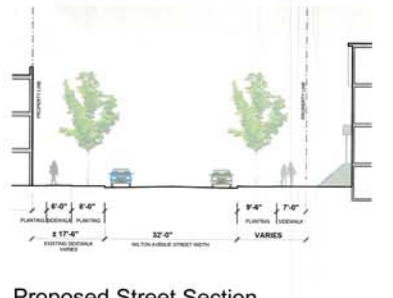
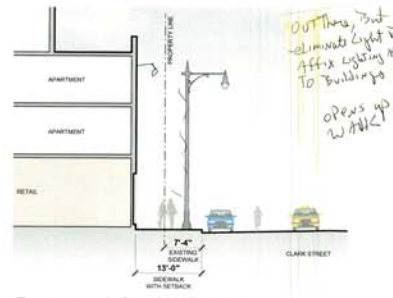
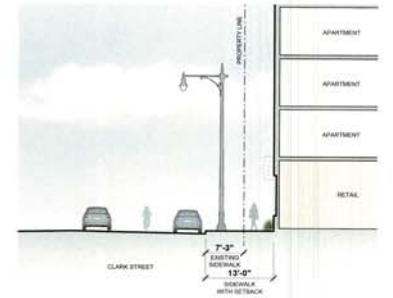
- A** • Provide a cohesive urban environment that celebrates the neighborhood context within a transit rich pedestrian-oriented environment
- B** • Streets should welcome pedestrians, bicyclist and transit users
  - Promote transit use through strong pedestrian, bike, and bus to rail connections
  - Identify locations under the L that could be well suited for public uses or activated by adjacent business

## TRANSPORTATION DIAGRAM

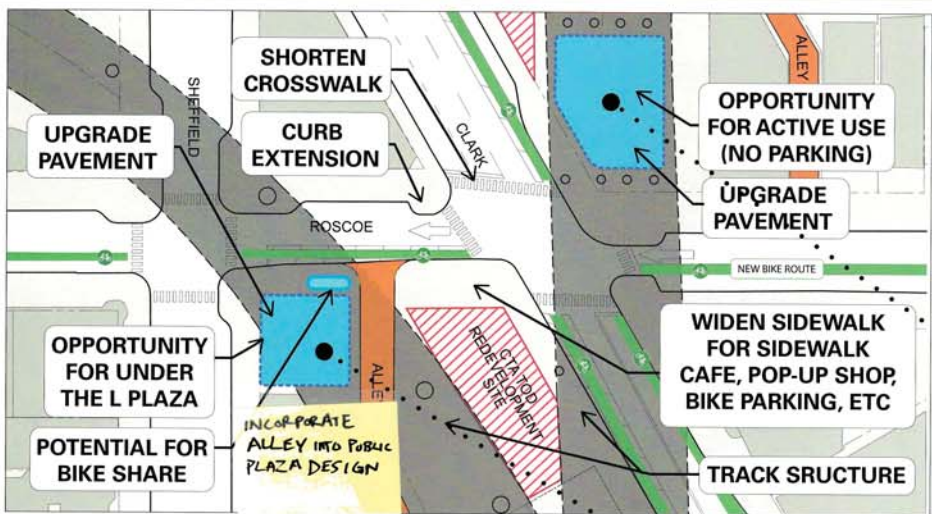


## STREET SECTIONS IMPROVEMENTS

- C** • 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



## INTERSECTION IMPROVEMENTS



Clark Street and Roscoe Street Intersection Improvements

## PUBLIC USES OF UNDER L SPACES

- D** • 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
  - Requires commitment from community or vested stakeholder



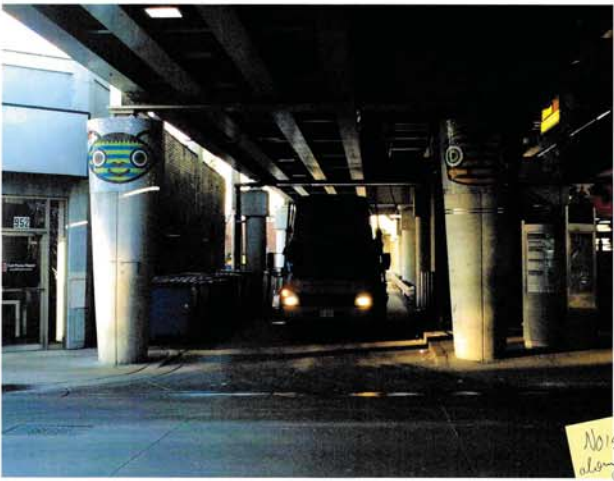
DON'T PUT BUILDING OVER L TRACKS. BUILDING STRADDLES MORE PEOPLE. DON'T SERVE. USE WORD "A PROPOSED LANGUAGE"

Leave a Comment!

# UNDER L

CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

## 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

Noise Abatement along all track  
- Sides like wall  
- Part also vision all view/old track

SPY "USE"  
NOT "UTILIZE"

Proposed bike rack  
- S.P.K.S  
- NOTINGATE

### UNDER L USE

Color of steel  
16' long double row  
over

### EXISTING UNDER L USES

Bike Parking  
- Not Divis  
- Proposed RACKS



Parking under the el is a good idea but it should be maintained - it isn't now

prioritize pedestrian circulation



Tell us more!

Leave a Comment!