INTRODUCTION: MARKET ANALYSIS

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 RBP Market Area is bounded by:
- Irving Park Road on the North
- Diversey on the West
- Lake Michigan on the East
- Wrigley Field and emerging adjacent entertainment destination at Clark and Belmont

Development Catalysts
- Wrigley Field and emerging adjacent entertainment destination at Clark and Belmont
- Lakeview 3200 - new luxury apartment mixed-venture at Clark

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 will support commercial market

MARKET AREA COMMERCIAL CORRIDORS

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.

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

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.

Residential Trends

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.
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 Oriented Locations" to receive parking reductions, increased development density, and other benefits. For projects located in the Business (B), Commercial (C), and Downtown (D) zoned districts and located within 3,000 feet (1/2 mile) of a rail station entrance, off-street parking ratios for residential may be reduced. Projects located in S-4 and S-5 zones are eligible for increases in building height and development square footage. Additional incentives 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)

Transit-Oriented Development Examples

Demand for parking is lower near transit hubs

Parking is expensive

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

Renters:
Spot in an exclusive lot = $4,200
Spot in an indoor lot = $73,300

Parking takes up a lot of space

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

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

Demand for Parking is Lower Near TRANSIT HUBS

RENTERS NEAR TRANSIT往往 FEWER CARS

DEMAND FOR PARKING LOWER NEAR TRANSIT

That's 67% of all
have one+ cars!

3400 N Lincoln Avenue

Typical Residential Floor Plan

Typical Residential Floor Plan
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.

EXISTING CONDITIONS

Ground Floor Use Map

DISTRICT DIAGRAMS

Entertainment and Dining

Retail, Office and Services Opportunities

Building Heights

Residential Character

Tell us more!
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

LEGEND
CTA Belmont Station
Restaurant or Terrace
Cultural Institution (Theater)
CTA TOD Redevelopment Site
National Register Listed on Eligible

EXISTING CONDITIONS
PREVIOUS MAPPING
CORRIDOR PRINCIPLES: CLARK STREET

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 streetscape 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

EXISTING CONDITIONS

Tell us more!
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
- 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.
- 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 Vaufrairs building

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

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

Tell us more!
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 iil Street
- Define street with development that reflects east side of street
- Truman College Redevelopment Site (outside CTA TOD scope)

BUILDING CONCEPT
- 5 Stories
- 9,800 SF Retail (subdivided)
- 30-35 Residential Units (Avg. 850 SF)
- Potential under L parking to serve site
- Subdivide building to promote pedestrian scale environs, reflect scale of existing neighbors
- 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

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

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

EXISTING CONDITIONS

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

**COMMERCIAL DEVELOPMENT**
- 4 Stories of Retail (subdivided)
- 1200 SF Retail/Total
- Potential under L parking to serve site

Ground Floor Plan

Conceptual Clark Street view looking south

**MIXED USE DEVELOPMENT WITH RESIDENTIAL**
- 6 Stories
- 3,800 SF Retail
- 90 Residential Units (avg. 800 SF)
- Potential under L parking to serve site

Upper Floors Plan

Conceptual Clark Street view looking south

- Unique site could incorporate civic, community, commercial, entertainment, or recreational use
- 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?

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 other ideas? Tell us more!
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 AVENUE STREETSCAPE**

- 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

**CORRIDOR STRATEGIES**

**CORRIDOR DIAGRAMS**

[Diagram showing key map, existing entertainment and retail, existing residential, and existing building heights]

**Tell us more!**

- We're committed to making Wilton Avenue the center of the community. Thank you for your feedback!

- Developers to comply with city landscape standards
SITE: WILTON AVENUE
CTA RED AND PURPLE MODERNIZATION PHASE ONE - TOD REDEVELOPMENT PLAN

BUILDING CONCEPT

**ALL 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 (5 stories)
  - 5 Stories
  - Ground floor support space
  - 16 Residential Units (Average 720 SF)

- Stacked Flats (2 buildings)
  - 4 Stories
  - 2 Residential Units (Average 900 SF)
  - 3 Residential Parking Spases

- Townhouses (8)
  - 3 Stories
  - 3 bed / 1,750 SF Residential
  - 2 Residential Parking Spaces

- Total 30 units

**ALL 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 (5 stories)
  - 5 Stories
  - Ground floor support space
  - 18 Residential Units (Average 720 SF)

- Stacked Flats (4 buildings)
  - 4 Stories
  - 2 Residential Units (Average 900 SF)
  - 3 Residential Parking Spases
  - Common open space

- Total 44 units

BUILDING HEIGHT CONSIDERATIONS

CONCEPTUAL BUILDING FLOORPLANS

- Apartment Concept for Site
- Flat Concept for Site
- Townhomes Concept for Site
- Townhomes Examples

BUILDING CHARACTER
**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

**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**

- **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

**PUBLIC USES OF UNDER L SPACES**
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 accessible 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 accommodate rear access to redevelopment areas for loading, service and parking
- Reserve space for CTA rail operations

Tell us more!