



TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS

CTA Red and Purple Modernization Phase One

April 2017

Preface September 2018

ACKNOWLEDGEMENTS



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PREFACE

THE TRANSIT-ORIENTED DEVELOPMENT PLAN PROCESS

The CTA's Transit-Oriented Development (TOD) Plan began in late 2016 with an extensive review of the study area's existing conditions that entailed data gathering, site visits, demographic research, site analysis, real estate market research, and early outreach with stakeholders regarding key issues. This initial data gathering formed the foundation of the Existing Conditions Analysis presented in this report and a companion report addressing the Market Analysis.

Based on the Existing Conditions Analysis, the Market Analysis, and input from the community at the first public meeting, the District/Study Area vision, goals, and site-specific objectives were established. Subsequently, the district level recommendations and preliminary site-specific test concepts were prepared to address these goals and strategies. These district recommendations and test concepts were then reviewed with stakeholders and the public at the second public meeting in October 2017. Building upon the input from the second public meeting, and supported by detailed zoning and financial analysis, the test concepts were refined in greater detail. These test concepts were further vetted with the community in the third and final public meeting in May 2018.

TOD PLAN STUDIES

The TOD Plan in its entirety is comprised of a series of studies conducted in advance of, or concurrently with, the creation of the final plan recommendations presented in the TOD Plan Summary Report. Below is a brief overview of these studies.

Existing Conditions Analysis

The Existing Conditions Analysis was conducted at the onset of the TOD Plan and provides a basis for the final recommendations. The Existing Conditions Analysis includes an inventory and assessment of the existing land uses, zoning regulations, building and track structures, local businesses, street design, pedestrian facilities, bicycle facilities, transit facilities, transit services, community facilities, public open space, and public parking. The Existing Conditions Analysis was prepared in the spring of 2017 using City of Chicago, Cook County, and Chicago Metropolitan Agency for Planning (CMAP) GIS data and supplemented with field reconnaissance. The Existing Conditions Analysis also reflects public input based on the first public meeting in May 2017.

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Figure A: New streetscape in front of the Wilton Avenue Site (RPB 05), August 2018.

RPM Phase One Transit Project Restrictions

Early in the planning process, the consultant team reviewed the existing right-of-way and preliminary engineering documents for RPM Phase One. The consultant team drafted guidelines to help protect and enhance the development potential of the sites remaining after construction and to support the site-specific test concepts in the TOD Plan.

Market Analysis

The Market Analysis, conducted in the spring of 2017, includes a review of demographic, land use and economic conditions, interviews with developers and other stakeholders, review of existing and possible updated zoning of development parcels, and an analysis of each station's residential and commercial development potential. The Market Analysis informs both site planning decisions and an implementation plan. The full report is available on the CTA website at www.transitchicago.com/rpm/todplan.

Zoning and Financial Analyses

In tandem with the preparation of the site-specific test concepts, Zoning and Financial Analyses were conducted. The test concepts were analyzed relative to their zoning and financial feasibility. The Zoning Analysis looked specifically at how the March 2018 City of Chicago Zoning Ordinance provides parking relief and density bonuses for "Transit-Served Locations", as well as how zoning provisions can improve the marketability of the potential developments for these sites. The Financial Analysis compared key market indicators with the development concepts. The full Zoning Report is available on the CTA website at www.transitchicago.com/rpm/todplan. The Financial Analysis contains proprietary and confidential data and is not publicly available; however, key recommendations are incorporated into the final TOD Plan recommendations.

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Figure B: New development at 945 W Belmont Avenue adjacent to the Belmont station, August 2018.

The TOD Plan Summary Report

This TOD Plan Summary Report provides the public with a clear, concise document that represents the synthesis of the site and corridor recommendations based on public input, detailed research, and extensive site analysis prepared by the multi-disciplinary team.

The TOD Plan Summary report can be found on the CTA website at www.transitchicago.com/rpm/todplan.

EXISTING CONDITION REPORT UPDATES AUGUST 2018

Changes within the District (referred to as the Study Area in subsequent reports) were monitored throughout the course of the project. Relevant updates were folded into subsequent studies, reports and recommendations. Below is a brief summary of the significant changes experienced since the publication of the Existing Conditions Report.

The area continues to thrive as a vibrant mixed-use residential and commercial district. The most significant changes since the completion of the Existing Conditions Analysis are reflective of the continued interest in this area as an entertainment district, as a desirable place to live, and as a result of the advance work for RPM Phase One construction.

Expansion of the entertainment district around Wrigley Field is ongoing and is comprised primarily of hotel, entertainment and dining venues. Noteworthy projects include the recent completion of Hotel Zachary at 3630 N Clark Street, The Park at Wrigley Field office and entertainment development, and a proposed new 3 story commercial building anchored by a climbing gym at 1111 W. Addison Street.

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Major residential mixed-use development continues with completion of The Residences at Clark and Addison, completion of Lakeview 3200 at 3200 N Clark Street, new development under construction on site of the former Lakeview Learning Center at 3300 N Clark Street, and a new 7-story 33-unit building nearly complete on Belmont Avenue directly adjacent to the south side of the Belmont station.

Additional information about development in the District can be found in the Market Analysis on the CTA website at www.transitchicago.com/rpm/todplan.

Advance work for RPM Phase One includes acquisition and demolition of the majority of the property needed for RPM Phase One in the District, with the remainder of the buildings expected to be demolished in the fall of 2018. CTA has installed an ornamental metal fence along the sites adjacent to the sidewalks and has installed a new landscaped parkway adjacent to the recent demolition on Wilton Avenue.

Additional information about RPM Phase One can be found on the CTA website at www.transitchicago.com/rpm



Figure C: Northeast corner of Clark Street and Roscoe Street (RPB 01), August 2018.



Figure D: Southwest corner of Clark Street and Roscoe Street (RPB 03), August 2018.



Figure E: 3330 N Clark Street (RPB 04), August 2018.

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INTRODUCTION

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RED AND PURPLE MODERNIZATION (RPM) TRANSIT-ORIENTED DEVELOPMENT (TOD) PLAN OVERVIEW

RPM is a multi-stage Chicago Transit Authority (CTA) capacity expansion program aimed at accomplishing extensive transit system improvements using a strategically phased implementation approach. This RPM TOD Plan is a development-focused study to be completed as part of the RPM Phase One Initiative. The RPM Phase one project requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. The TOD Plan scope is focused on specific redevelopment strategies for portions of the properties that may no longer be needed for CTA operations after construction. The final design for the construction project has not been completed. Thus, the TOD Plan develops concepts based on approximate property shapes and sizes that may change once the design and construction is complete. (see Figure 1.1)

The TOD Plan focus area encompasses the Red-Purple Bypass Area (see Figure 1.1) referred to as “the RPB District” and the Lawrence to Bryn Mawr Modernization District (covered in a separate document).

RED-PURPLE BYPASS PROJECT BACKGROUND

As part of the first phase of the Red and Purple Modernization (RPM) Program, CTA will construct a Red-Purple Bypass north of the Belmont Station. Currently there is a flat intersection, and all northbound Brown Line trains cross over the four tracks used by northbound and southbound Red and Purple line trains. This outdated track configuration results in inefficient train operations that constrain the CTA's ability to add train service.

With the new bypass, northbound Brown Line trains will proceed along a dedicated, grade-separated rail line above the Red and Purple line tracks. This improvement will allow CTA to significantly increase the number of trains it

runs along the Red Line to reduce overcrowding and meet growing demand for transit service. Benefits of building the Red-Purple Bypass include:

- The addition of up to eight more Red Line trains per hour during rush periods
- Accommodate up to 7,200 additional customers per hour during rush hour
- Increase Red and Purple line train speeds by 60 percent through this intersection
- Customers are saved a half-million travel hours each year

More information about the RPM Phase One track level improvements can be found at <http://www.transitchicago.com/rpmproject/>

SUMMARY OF THE DISTRICT

The RPB District, is comprised of entertainment destinations along Belmont Avenue, major City commercial corridors such as Clark Street, and adjacent residential areas. It lies one quarter mile south of Wrigley Field and covers roughly 42 acres with a broad range of densities and uses. The Belmont CTA station anchors the southern portion of the RPB District and was recently rebuilt as part of the Brown Line Capacity Enhancement Project. The Belmont Avenue station serves as a major transportation hub for the Red, Brown, and Purple train lines and connecting bus lines. A primarily residential corridor along Sheffield Avenue defines the western portion of the District, while Clark Street serves as the focus for the neighborhoods to the east. The RPB District is a lively, and well visited destination in the City, but is also a vital residential neighborhood within the Lakeview community. With the recent construction of higher density residential / mixed-use developments near Wrigley Field, along Clark Street, and adjacent to the Belmont CTA station, the neighborhood is clearly growing.

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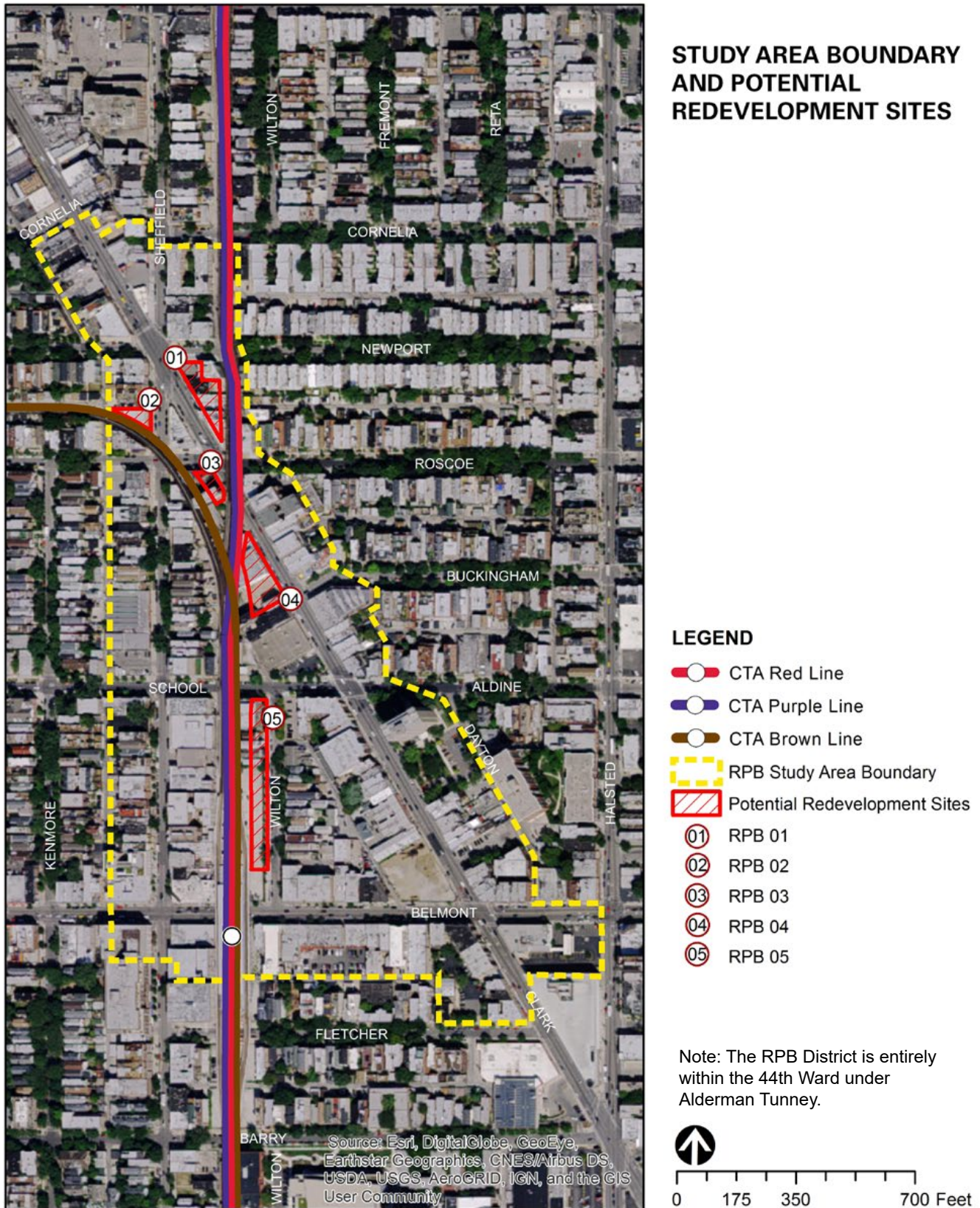


Figure 1.1: District Boundary and Sites

Source: CTA, 2016

EXISTING CONDITIONS

The Existing Conditions Report is a compilation of background information, data, initial assessments, mapping, site research, and review of previous documents and serves as the basis for the more detailed TOD Plan analysis and recommendations. CTA provided the planning team with informational resources from past planning and development work, which was augmented with updated map data from the City of Chicago, and extensive field data collection and verification completed in December 2016. The following maps, diagrams, and photographs provide a snapshot in time of the RPB District characteristics to help inform future real estate decision making.

DISTRICT BOUNDARY AND LOCATION OF REDEVELOPMENT SITES

Prior to initiation of the TOD Plan, the CTA developed an acquisition plan for properties that will be required for the track infrastructure construction project. The CTA also inventoried and assessed land under current CTA ownership. These properties are identified for three primary reasons:

1. Portions of properties previously acquired for the Brown Line Capacity Enhancement Project that are required for construction of the Red-Purple Bypass.
2. Properties where new tracks and structures need to be located, thereby requiring demolition of existing buildings.
3. Properties required to stage the complicated construction process in a constrained urban area.

The selection and acquisition of these properties was the result of an extensive National Environmental Policy Act (NEPA), environmental impact analysis process that included extensive public and property owner outreach (starting in 2009). The NEPA requirements were finalized and approved prior to the start of this TOD Planning process. The TOD Plan is focused on redevelopment strategies for portions of these properties that may no longer be needed for CTA operations after construction. The TOD sites are shown in Figure 1.1.

Additional information is available for download from the CTA's website
<http://www.transitchicago.com/rpmproject/>

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LAND USE OVERALL

The RPB District consists of a broad mix of land uses ranging from small scale healthcare and community facilities to boutique hotels and local retail (see Figure 1.2). The dominant land use in the District is mixed use, with other supporting uses arranged in a fine-grained pattern. Streets such as Sheffield Avenue, that appear to have a more residential character, in fact also contain a broad mix of local businesses, offices, community facilities, restaurants, and night life establishments. These characteristics contribute to the unique and vibrant atmosphere of the RPB District.

DETAILED BUILDING USE DIAGRAMS

Detailed building uses were field collected by the consultant team and mapped using a GIS database. The resulting diagrams illustrate the specific building activities within the RPB District for both the ground/first floor (Figure 1.3) and for floors two and above (Figure 1.4).

BUILDING GROUND FLOOR USE

The diverse array of existing building uses within the District is evident in Figure 1.3. The majority of building ground floors in the RPB District contain commercial and service uses. Most businesses and services in this area are small-scale, locally owned establishments. There are some larger national anchor retailers located south of Belmont Avenue (outside of the district) as well as a large scale retailer under construction at the intersection of Belmont

Avenue and Clark Street. Belmont Avenue contains a mix of fast-casual restaurants, entertainment, retail, and small unique businesses. Similar commercial areas define Clark Street between Belmont Avenue and Roscoe Street. The northern portion of the RPB District contains more transitional uses, with a stronger relationship to serving Wrigley Field visitors than to the activities in the Belmont Avenue station area. Some vacant buildings and parcels exist north of Newport Avenue.

BUILDING UPPER FLOOR USE

Residential multifamily units occupy a majority of upper floors of buildings within the RPB District (see Figure 1.4). Higher density residential apartments are focused along Clark Street, while flats and townhome style condominiums define the Sheffield Avenue corridor. Though many ground floor vacancies exist, most upper residential floors of buildings appear to be actively leased, suggesting a strong demand for housing in this area. Refer to the Market Analysis Report for additional information.

OPEN SPACE

This district has a limited amount open space. What does exist are a few pocket parks and tot lots. Nearby schools provides additional outdoor recreational opportunities. The lake front, approximately three-quarters of a mile to the east serves as the primary open space for the neighborhood.

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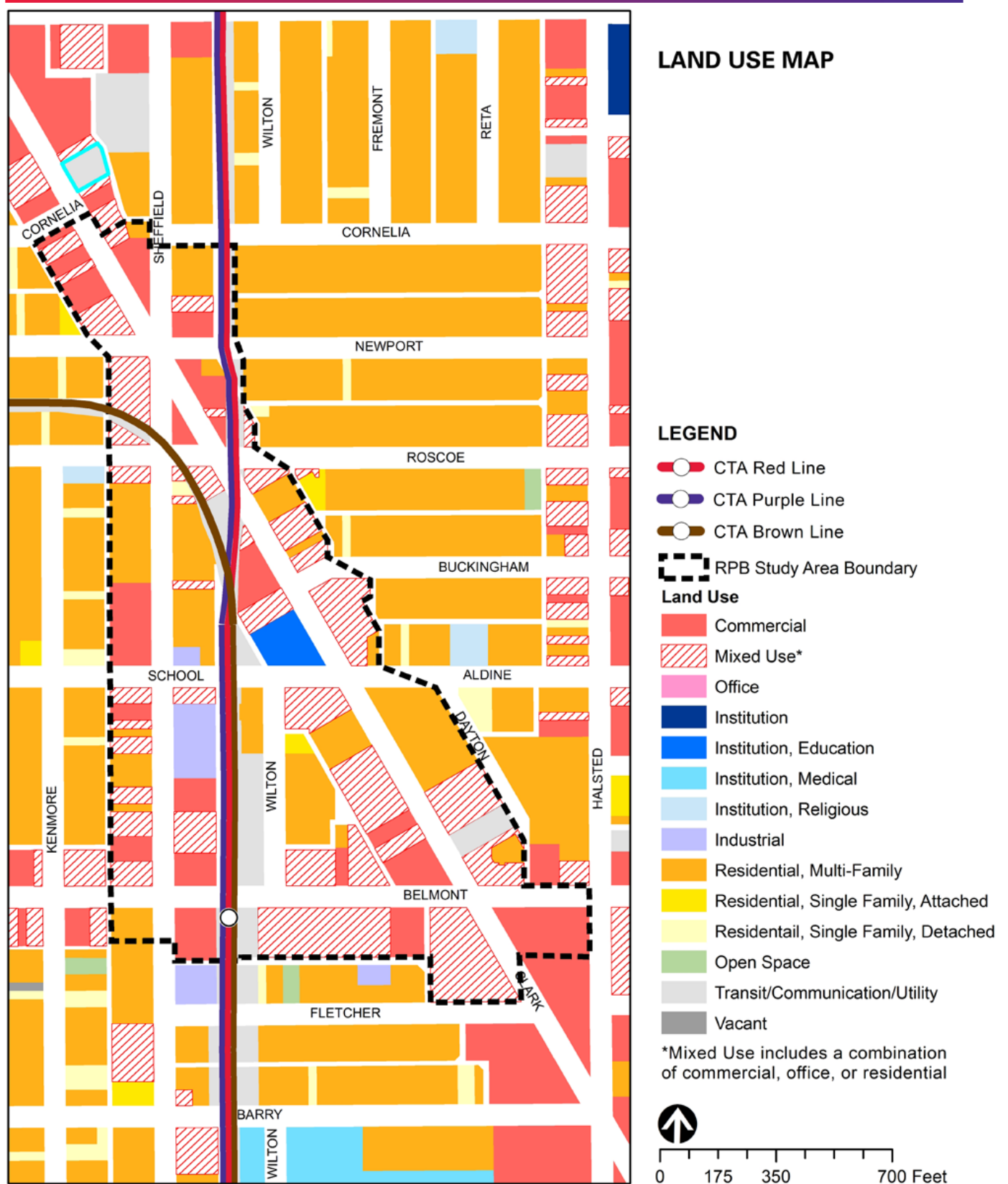


Figure 1.2: Land Use Overall

Source: CMAP, 2010

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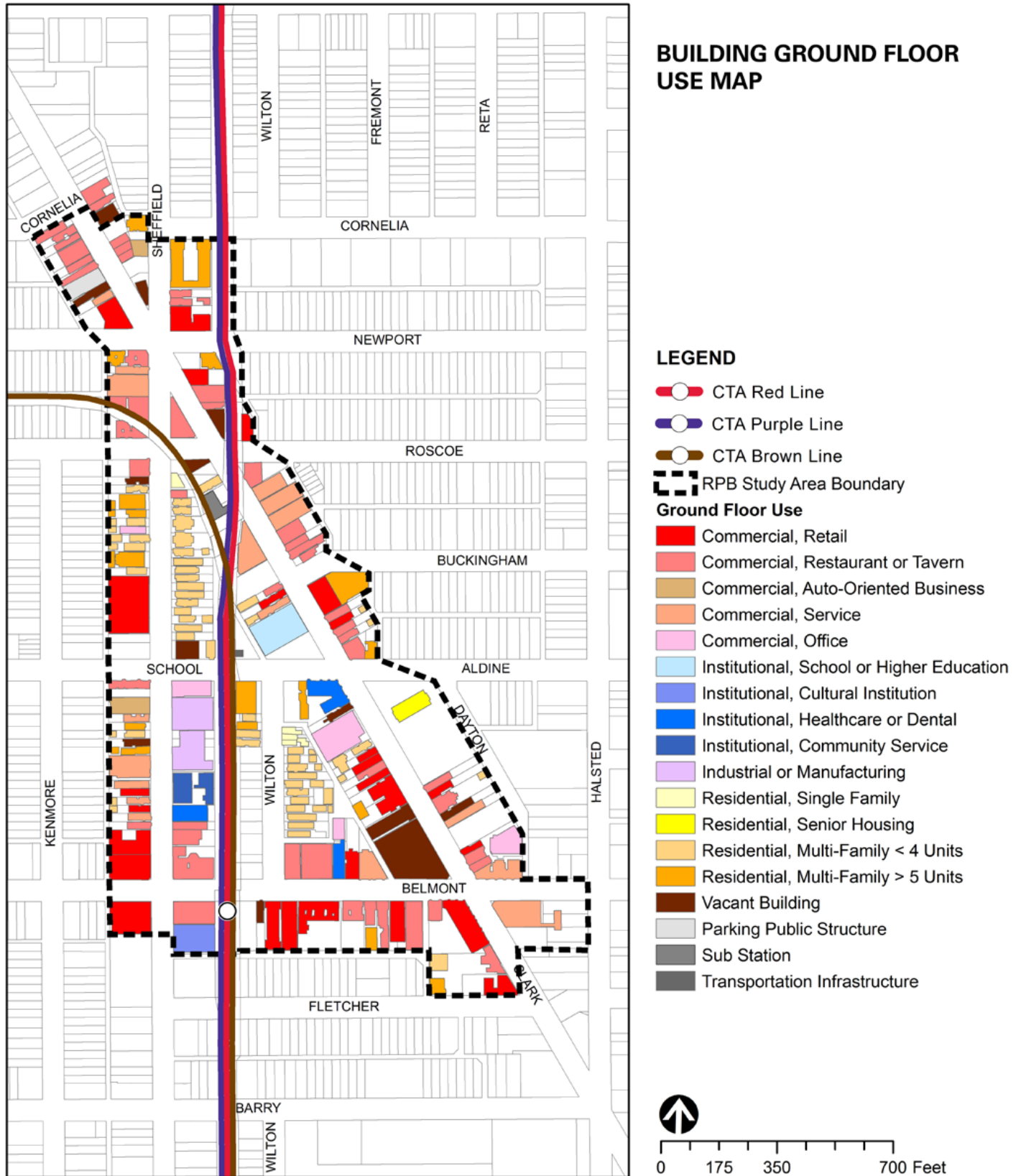


Figure 1.3: Building Ground Floor Use

Source: SCB, 2016

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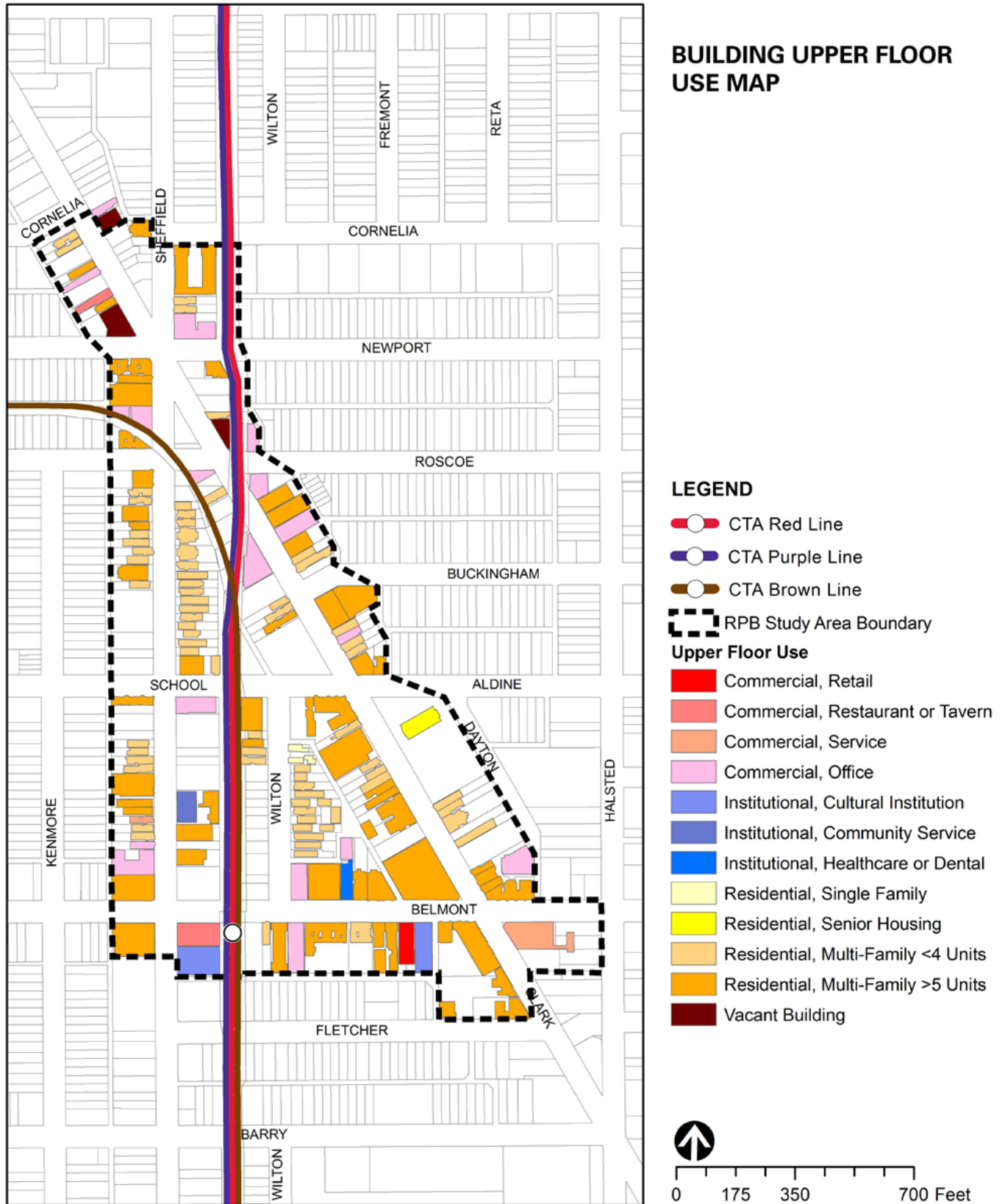


Figure 1.4: Building Upper Floor Use

Source: SCB, 2016

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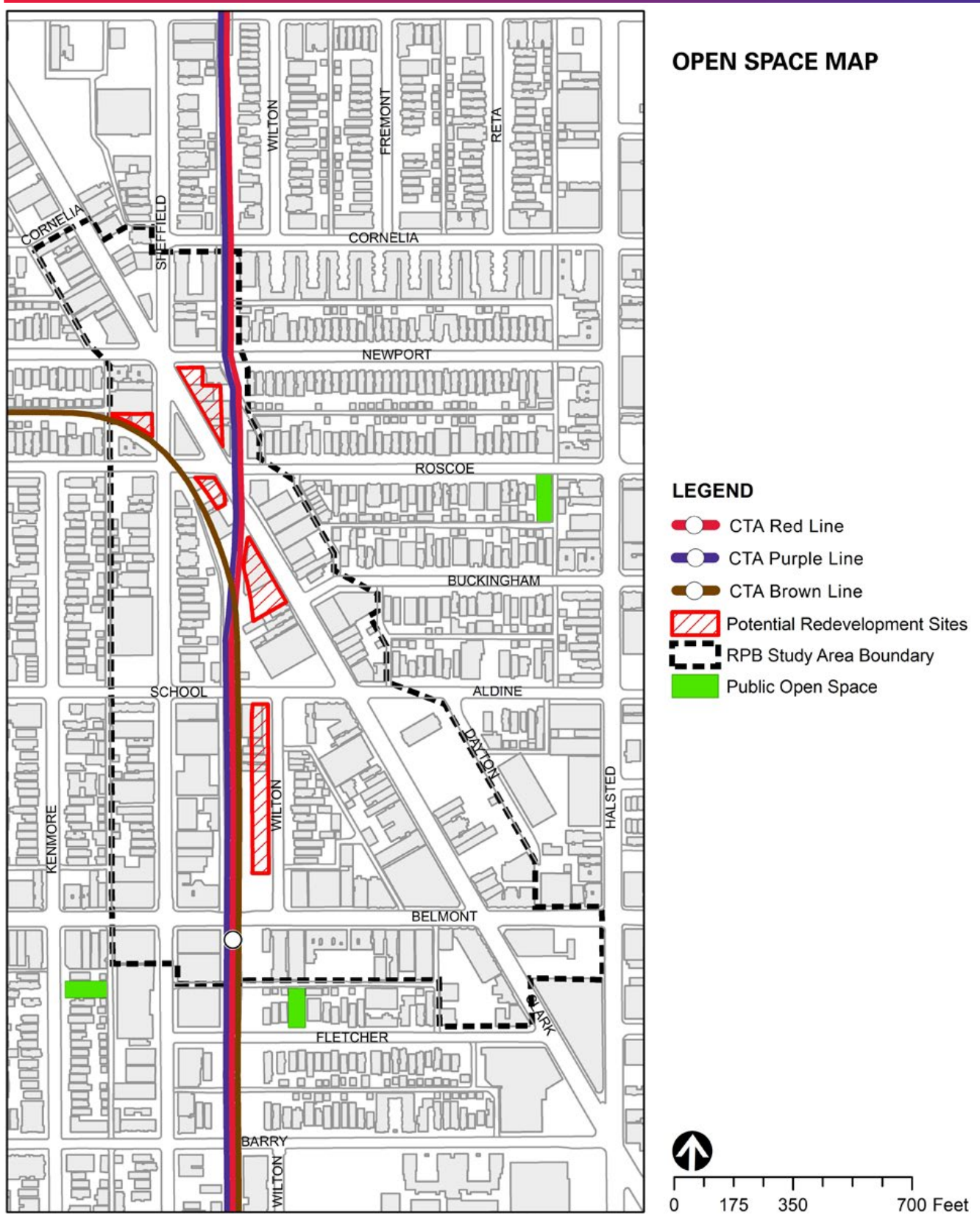


Figure 1.5: Open Space

Source: City of Chicago, 2012

ZONING

The RPB District is primarily zoned Business (B) (refer to Figure 1.6 and Table 1.1). Pockets of single use oriented Residential Multi-Unit Districts (RM) zoning are located away from the commercial corridors. Beyond the District boundary, extensive Residential Multi-Unit District (RM) designated residential neighborhoods exist. One Planned Development (PD-1242) is located within the District at the intersection of Belmont Avenue and Clark Street, which is currently under construction.

ZONING BENEFITS FOR “TRANSIT SERVED LOCATIONS” PARCELS

The City of Chicago Zoning Ordinance and Land Use Ordinance permits “Transit Served Locations” to receive certain parking reductions, Floor Area Ratio (FAR) bonuses, and other benefits. Generally, for projects located in Business (B), Commercial (C), and Downtown (D) zoned districts, minimum off-street automobile parking ratios for residential uses may be reduced if located within 1,320

feet of a CTA or METRA rail station entrance or within 2,640 feet of a CTA or METRA rail station entrance along a pedestrian street or a pedestrian retail street. Additionally, projects located in B-3 and C-3 districts located within the same boundaries are eligible for increases in maximum building height and allowable development square footage known as FAR. Additional incentives include reduction in the Minimum Lot Area (MLA), which allows for an increase in the total number of dwelling units to be built on site. Density and parking bonuses also exist for the inclusion of on-site affordable housing.

Pedestrian Streets are designated in the City of Chicago Zoning Ordinance. The designation is intended to preserve and enhance the character of streets and intersections that are widely recognized as Chicago’s best examples of pedestrian-oriented shopping districts. The regulations are intended to promote transit, economic vitality and pedestrian safety and comfort.

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Figure 1.7 shows the general locations of the parcels within the RPB District that may be eligible for zoning benefits under the Transit Served zoning classification. This provides a distinct opportunity for developers to reduce redevelopment costs and increase return on investment.

Additional information as it pertains to Transit-Served Locations and Pedestrian Streets can be found in Chapter 17-3 Business and Commercial Districts, and Chapter 17-10 Parking and Loading of the Chicago Zoning Ordinance.

TAX INCREMENT FINANCING DISTRICTS

The sole Tax Increment Finance (TIF) in the RPB District is the newly enacted Red and Purple Modernization (RPM) Phase One Project TIF. According to the Tax Increment Financing Redevelopment Plan for the aforementioned TIF, in 2016, the City was authorized to “designate a transit planning area, known as a Transit Facility Improvement Area (TFIA), for various public transit infrastructure improvement purposes, including the modernization of the Chicago

Transit Authority (CTA) Red Line and Purple Line (known as the Red and Purple Modernization Program or RPM).”

Within the TFIA, a TIF District was established “for the purpose of financing the development, expansion or rehabilitation of new or existing transit passenger stations; transit maintenance, storage or service facilities; and rights-of-way for use in providing transit (together, known as “Transit Facilities”). No other purpose is allowed under the Act.” Therefore, unlike other TIF Districts, no funding will be available through this TIF fund for real estate development projects.

The proposed RPM Phase One Project RPA is generally described as an area within one-half mile in any direction from the right-of-way of either the CTA Red Line or the CTA Purple Line, from Devon Avenue on the north to North Avenue on the south. The proposed RPM Phase One Project RPA primarily includes transit facilities, and residential, commercial, open space, mixed-use (commercial/residential) and institutional uses.

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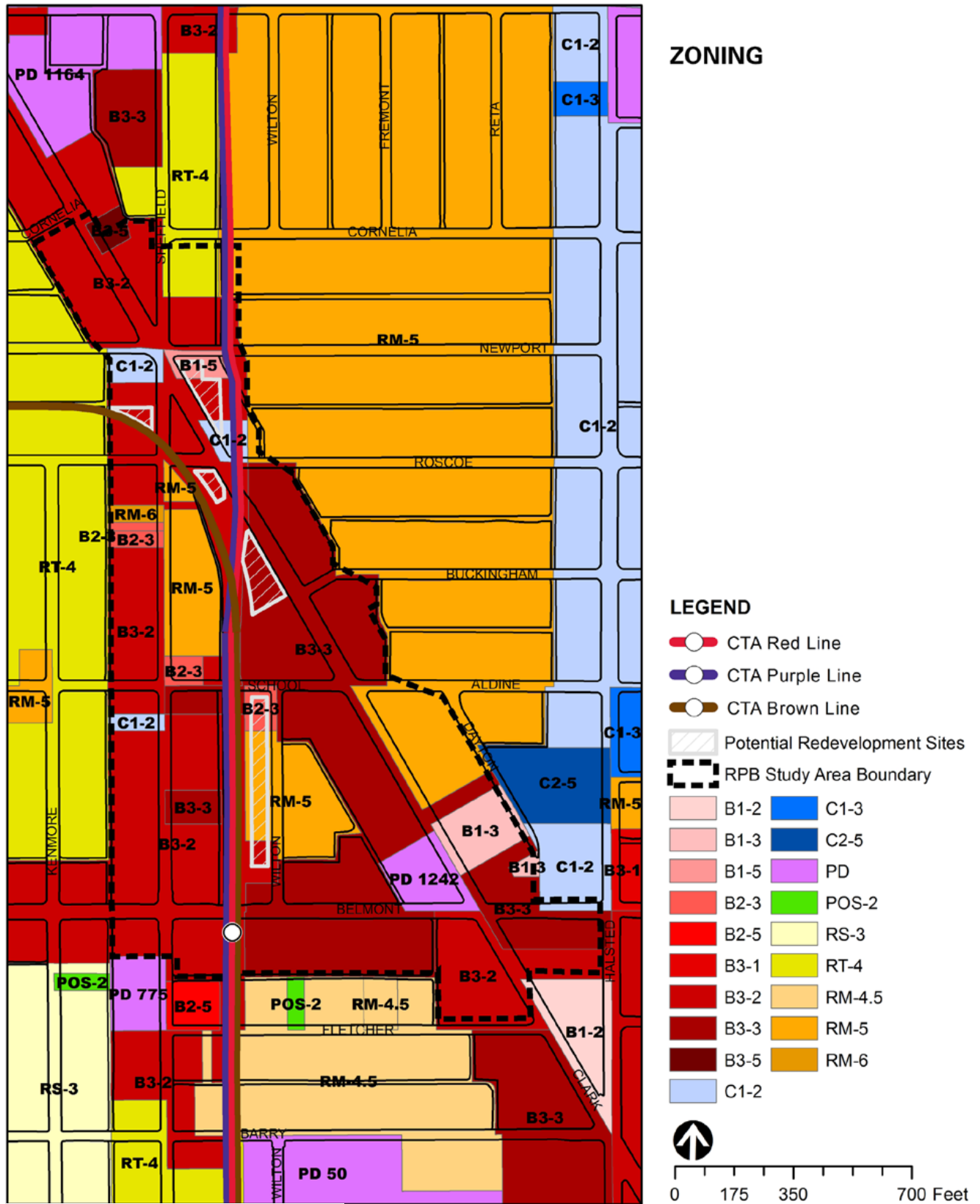


Figure 1.6: Zoning

Source: City of Chicago, 2016

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ZONING CODE MATRIX

Zoning Code	Max FAR	MLA (s.f.)	Max Height (in feet)*	Transit Served Eligibility*	Typical Uses
R	-	-	-	-	Residential Districts
RS	-	-	-	-	Residential Single-Unit Districts
RS-3	0.9	2,500	30	None	Detached single family and two-flats
RT	-	-	-	-	Residential Two-Flat, Townhouse, and Multi-Unit Districts
RT-4	1.2	1,650	38	None	Flats, townhomes, small multifamily, single family
RM	-	-	-	-	Residential Multi-Unit Districts
RM-4.5	1.7	1,650	47	None	Multifamily, flats, townhomes, single family homes
RM-5	2	1,650	47	None	Multifamily, flats, townhomes, single family homes
RM-6	4.4	1,650	None	None	Mid-rise and high-rise multifamily
B	-	-	-	-	Business Districts
B1-2	2.2	700-1,000	50	Parking reduction	Retail storefronts, apartments permitted above
B1-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Retail storefronts, apartments permitted above
B1-5	5	100-200	80	Parking reduction	Retail storefronts, apartments permitted above
B2-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Retail storefront, apartments permitted
B2-5	5	100-200	80	Parking reduction	Retail storefronts, apartments permitted
B3-2	2.2	700-1,000	50	Parking reduction	Auto-oriented retail, apartments permitted above
B3-3	3	200-400	65	FAR/MLA bonus + Parking reduction	Auto-oriented retail, apartments permitted above
B3-5	5	100-200	80	Parking reduction	Auto-oriented retail, apartments permitted above
C	-	-	-	-	Commercial Districts
C1-2	2.2	700-1,000	50	Parking reduction	B1-2 + liquor stores, warehouses, and auto shops
C1-3	3	200-400	65	FAR/MLA bonus + Parking reduction	B1-3 + liquor stores, warehouses, and auto shops
C2-5	5	100-200	80	Parking reduction	B3-5 + liquor stores, warehouses, and auto shops
POS	-	-	-	-	Parks and Open Space District
POS-2	None	None	None	None	Small parks
PD	-	-	-	-	Planned Development

Table 1.1: Zoning Code Matrix

Source: City of Chicago

*Additional zoning bonus including increase in height and an increase in FAR for On-Site Affordable Housing Units in Transit-Served Locations

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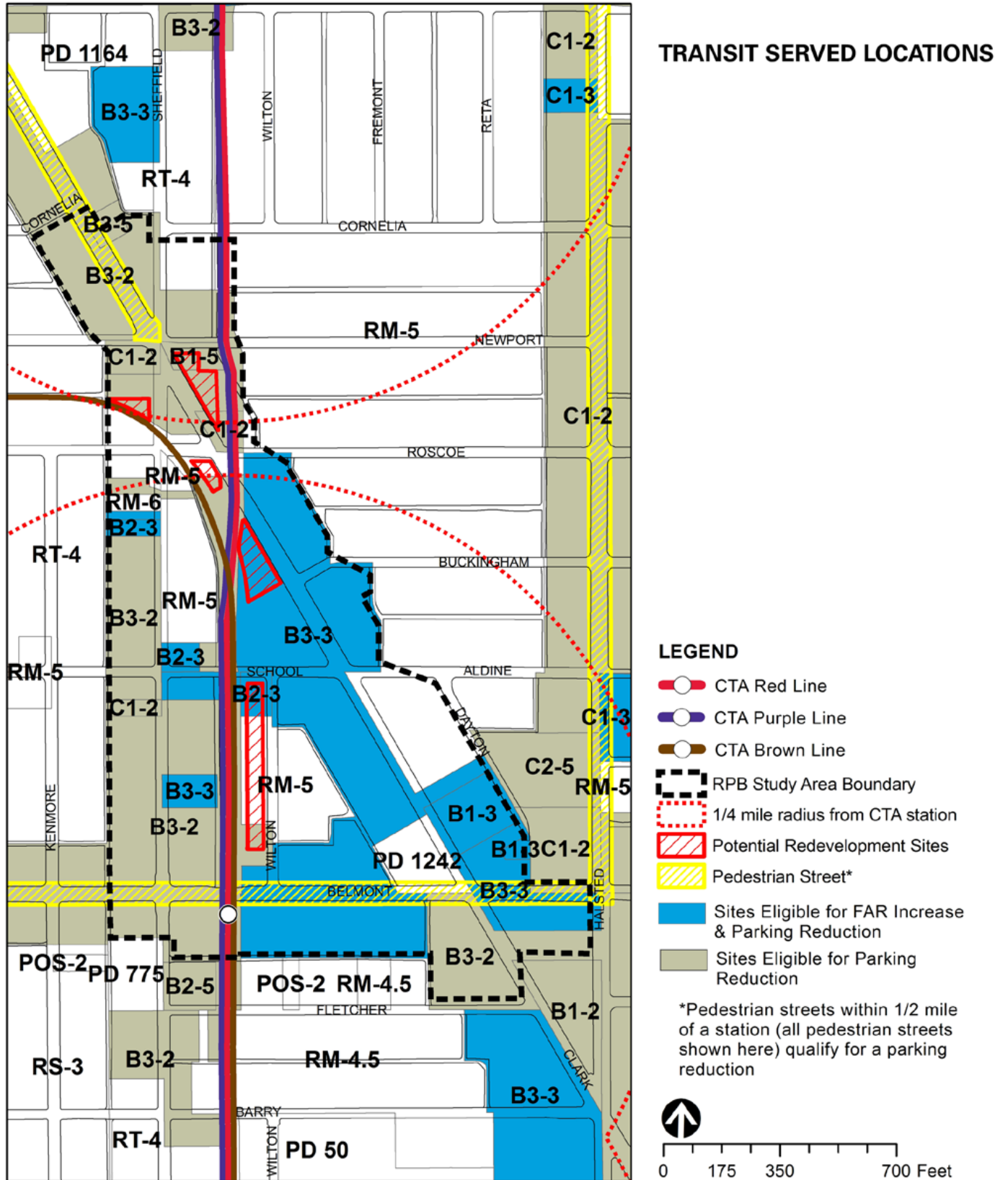


Figure 1.7: Transit Served Location

Source: City of Chicago, 2016

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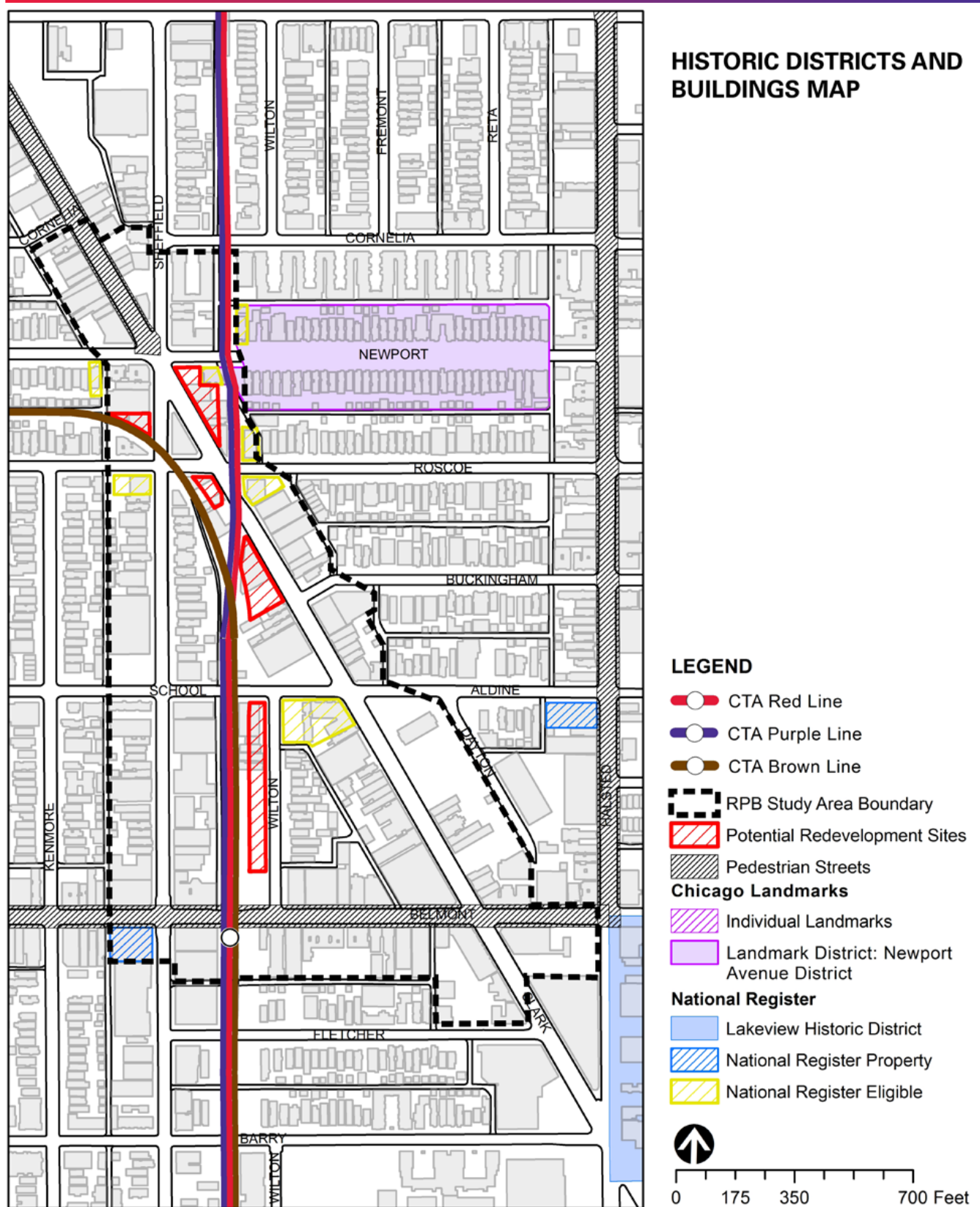


Figure 1.8: Historic Districts / Buildings

Source: City of Chicago

TRANSPORTATION

The RPB district is served by a multi-modal transportation system that is heavily focused on travel by transit (bus and rail), walking, and bicycling.

The Belmont Avenue station is the only rail station within the district, located on Belmont Avenue between Sheffield Avenue and Clark Street, at the southern end of the rail junction (Clark Junction) where the Red, Purple, and Brown Lines converge.

The project area includes three CTA rail lines: Red, Purple, and Brown lines. Red Line trains operate 24 hours a day, Brown Line trains operate all day except between 2:30 AM and

4:00 AM, and Purple Line express trains operate during weekday peak periods. The Red Line has the highest level of service, operating about every 3 to 6 minutes during weekday peak hours, followed by the Brown line which operates about every 3 to 8 minutes during peak hours, and the Purple line which operates about every 8 to 12 minutes during peak periods. According to the RPB Environmental Assessment, passenger trips traveling through the Clark Junction on the Red, Purple, and Brown Lines account for 24 percent of all CTA passenger trips system wide, with nearly 145,000 passengers travelling through the Clark Junction every weekday.

BUS NETWORK

CTA bus routes traveling through the district include:

- Route 22 – Clark Street
- Route 8 – Halsted Street
- Route 77 – Belmont Avenue (connection to Belmont station)
- Route 151 – Sheridan Road
- Route 156 – LaSalle Street

Based on the CTA Monthly Ridership Report (October 2016), there were over 11,000 total average weekday boardings and alightings of CTA bus routes in (or adjacent to the district). For the same time period there were nearly 14,000 average weekday rail entries at the Belmont Avenue station (producing nearly 28,000 rail trips beginning or ending at the station). In total, CTA bus and rail account for almost 40,000 transit trips on a typical weekday, within or adjacent to the RPM district.

Clark Street is a major bus route through the district. CTA Bus route 22 travels along Clark Street with between 50 and 100 average weekday boardings and alightings at bus stops at Roscoe Street, Newport Avenue, and Cornelia Avenue. Over 250 daily boardings and alightings were reported at the Route 22 Clark Street bus stops at Aldine Avenue/School Street. Average weekday ridership for all bus routes in the district can be found in exhibit Figure 1.9 on page 21.

BICYCLE NETWORK

Dedicated on-street bicycle facilities are provided along two roadways in this area. Buffer-protected bike lanes travel along Clark Street and on-street bike lanes travel along Halsted Street. Bicycle parking is located at many bike racks throughout the entire district and at the Belmont Avenue rail station. Divvy bicycle sharing stations are available adjacent to

the Belmont Avenue rail station and just outside the district at Roscoe Street and Halsted Street.

PEDESTRIAN NETWORK

The pedestrian network consists of sidewalks along district roadways, intersections with marked crosswalks, and intersections with signals provided for protected pedestrian crossings. The size and condition of sidewalks vary throughout the district. Sidewalk capacity can be constrained during events such as Cubs games at Wrigley Field and festivals. Entrances/exits to the Belmont Avenue station are located on both the north and south side of the street. Pedestrians regularly cross the street between the north and south rail station entries despite the absence of a marked crosswalk. The sidewalk is also constrained by existing columns that support the overhead rail line at the intersections of Clark Street and Roscoe Street, and Roscoe Street and Sheffield Avenue.

ROADWAY NETWORK

The existing roadway system is a network of minor arterials, collector, and neighborhood streets, with many of the neighborhood streets designated as one-way. All roadways are under the jurisdiction of the City of Chicago. Typical cross-sections include one travel lane in each direction with turn lanes at intersections and on-street parking. Average daily traffic (ADT) reported by IDOT for district roadways include:

- Belmont Avenue – 14,300
- Clark Street – 9,600
- Halsted Street – 11,800
- Sheffield Street – 9,350

PARKING

On-street parking is provided throughout the district with some time of day (peak period or nighttime) regulations, snow route regulations, or residential permit regulations. Most on-

street parking is paid via electronic pay boxes. A majority of the neighborhood streets have permit parking to prevent business patrons, Wrigley Field traffic, and transit passengers from parking along residential streets. There are limited off-street parking facilities. Some businesses provide a small amount of off-street parking. Car-sharing services are provided at a few locations in the district, operated by either Zip Car or Enterprise. There are also certain locations where parking is available underneath the rail structure. Under L parking typically falls under two categories, short term parking that can be reserved through online applications such as Spot Hero or for a monthly rate through the CTA Under 'L' Parking Program.

BELMONT AVENUE STATION AREA

The Belmont Avenue station is located on Belmont Avenue between Sheffield Avenue and Clark Street. Entry to and exit from the station is provided on both sides of Belmont Avenue. An emergency exit-only stair is located at the south end of the platform on the north side of Fletcher Avenue. CTA Route 77 Bus travels along Belmont Avenue and provides direct access to the station. October 2016 CTA ridership data reported nearly 14,000 weekday rail entries at the Belmont Avenue station (including Red, Purple, and Brown Lines) and nearly 6,500 average weekday boardings and alightings from Route 77 at the Belmont Avenue station.

Clark Street and Halsted Street also experience significant bus ridership activity at intersections along Belmont Avenue. Route 22 travels along Clark Street, with almost 2,000 average weekday boardings and alightings at Belmont Avenue. Route 8 travels along Halsted Street, with almost 1,400 average weekday boardings and alightings at Belmont Avenue. Both intersections are signalized. Average weekday ridership for all station area bus routes can be found on exhibit Figure 1.9 on page 21.

Belmont Avenue is under the jurisdiction of the City of Chicago. This roadway carries approximately 14,300 ADT, and consists of one travel lane in each direction, parallel on-street parking, and sidewalks. A continuous alley is located on the west side of the rail line north of Belmont Avenue.

Roadway intersections have marked crosswalks and sidewalks are continuous throughout the station area. Mid-block crossings are not prohibited between the north and south Belmont Avenue rail entries/exits, although there are no pavement markings or signs.

Roadway intersections have marked crosswalks and sidewalks are continuous throughout the station area. Clark Street carries about 9,600 ADT and Sheffield Avenue carries about 9,350 ADT.

Paid, on-street parking is available along Belmont Avenue, Clark Street, and Sheffield Avenue. Permit-only parking is located on the north side of Belmont Avenue east of the Red Line, and is accessed from the alley to the west.

Opportunities for car-sharing and bike-sharing exist around the station. Car-sharing is located in the lot under the track structure, accessible from the alley off of Belmont Avenue. A Divvy bike-sharing station is located on Wilton Avenue near Belmont Avenue.

Surface parking is allowed, with proper permitting, underneath the rail structure in certain locations. An estimated 100 spaces are provided north and south of Fletcher Avenue and an estimated 70 spaces are provided between Belmont Avenue and School Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

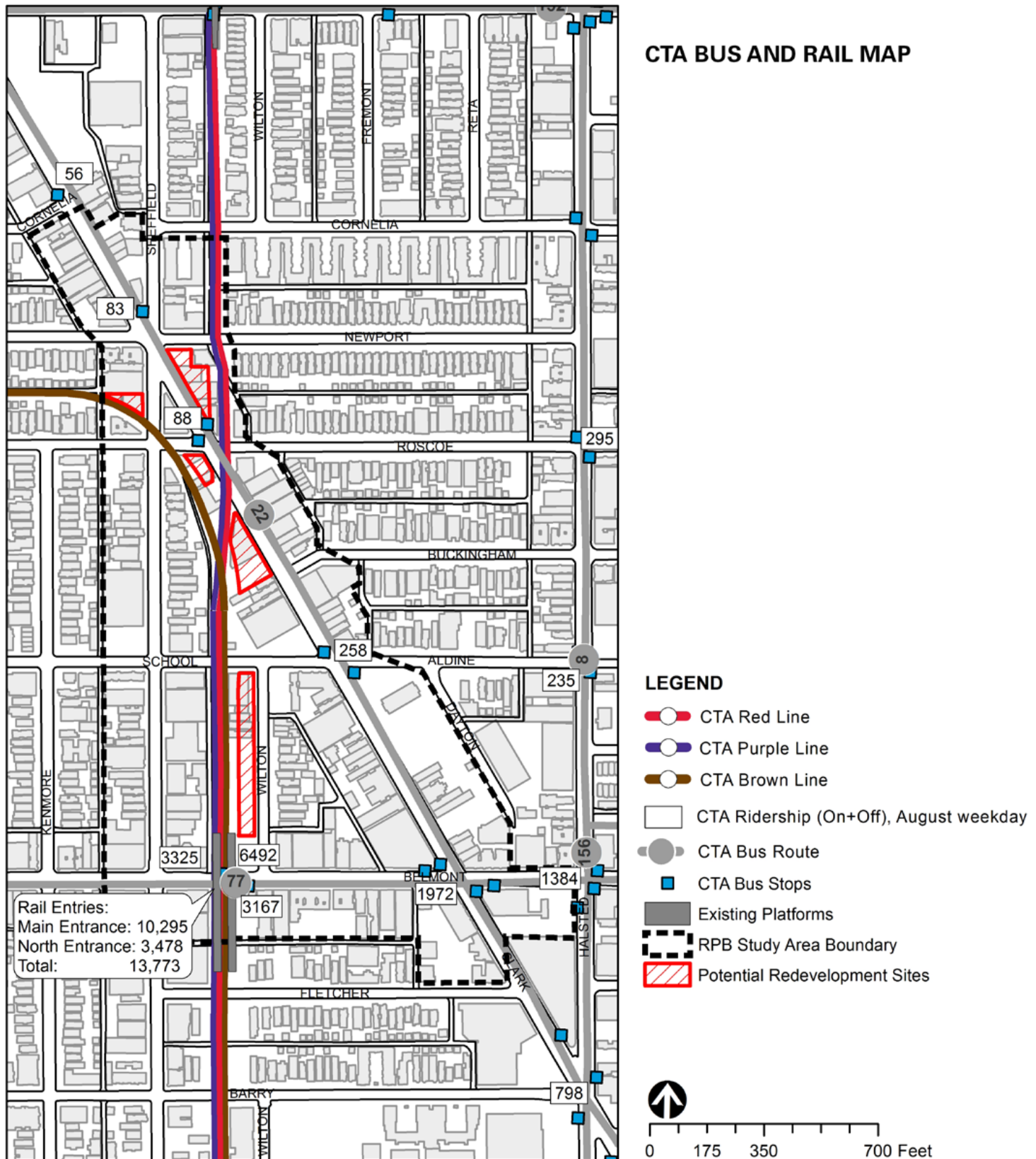


Figure 1.9: CTA Bus and Rail Map

Source: City of Chicago

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

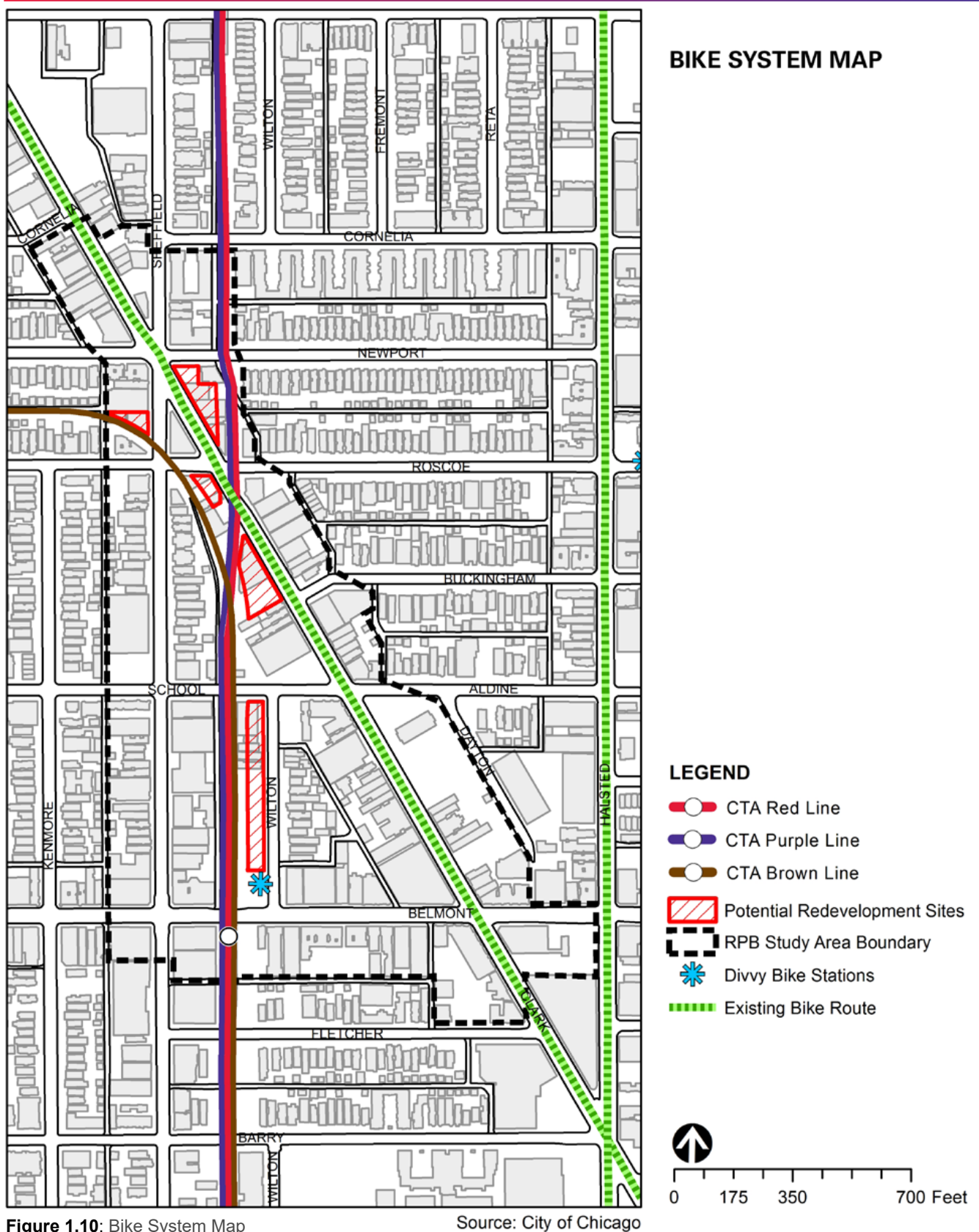


Figure 1.10: Bike System Map

Source: City of Chicago

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

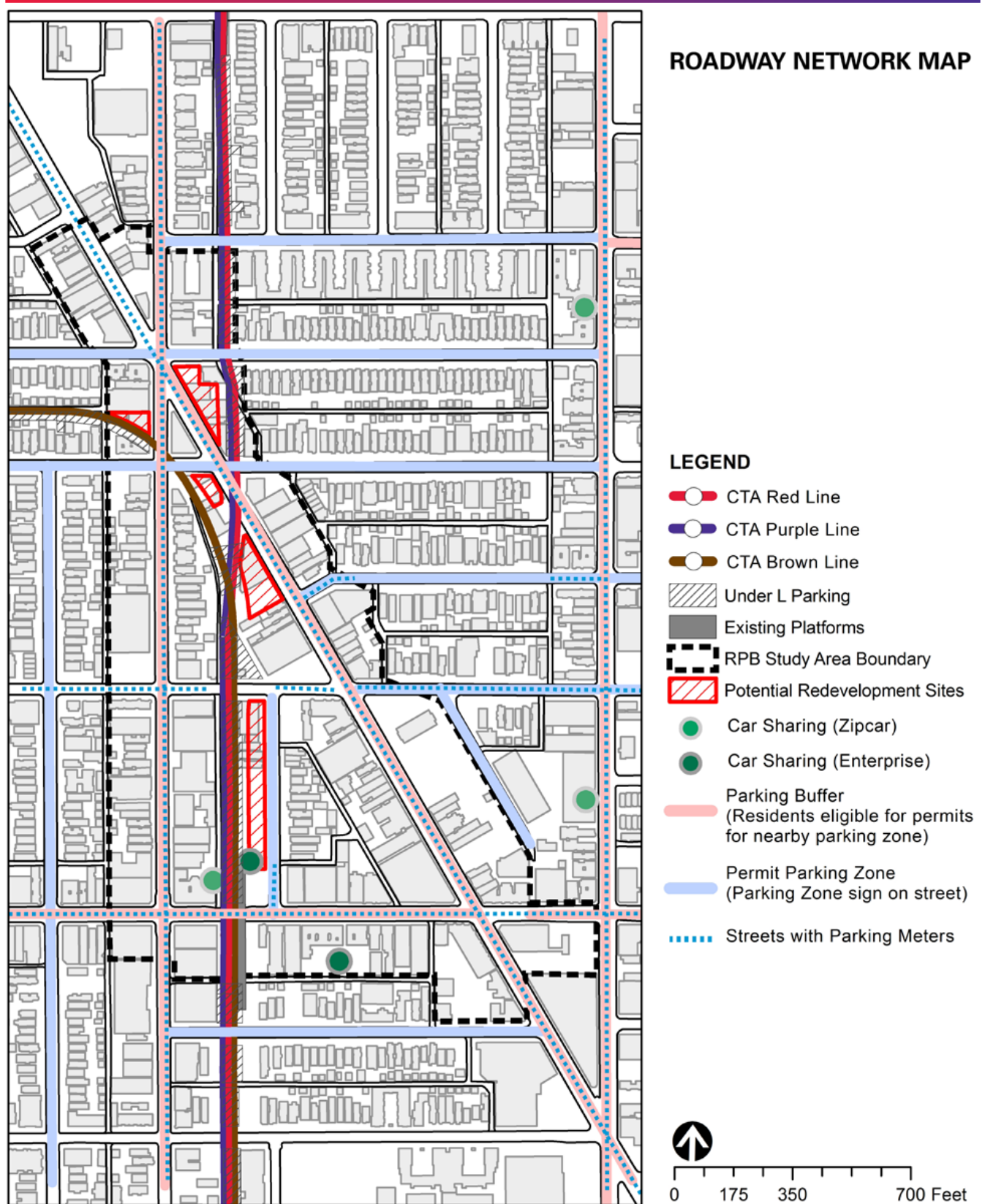


Figure 1.11: Roadway Network

Source: City of Chicago

PUBLIC REALM AND STREET CHARACTER ANALYSIS

The following pages include section illustrations, site photographs, and accompanying analysis for each of the major streets within the RPB District. The scale, density, and character of the existing public realm provide context for the TOD Plan potential redevelopment sites and is a key consideration for future redevelopment recommendations. In general, the urban form of the RPB District is highly walkable, with

continuous sidewalks, signalized and well-marked pedestrian crossings, and high quality streetscape. There are a few areas where pedestrian challenges exist; these are noted within the description of each roadway area. The focus of this analysis is areas in close proximity to the TOD Plan potential redevelopment sites identified by CTA.

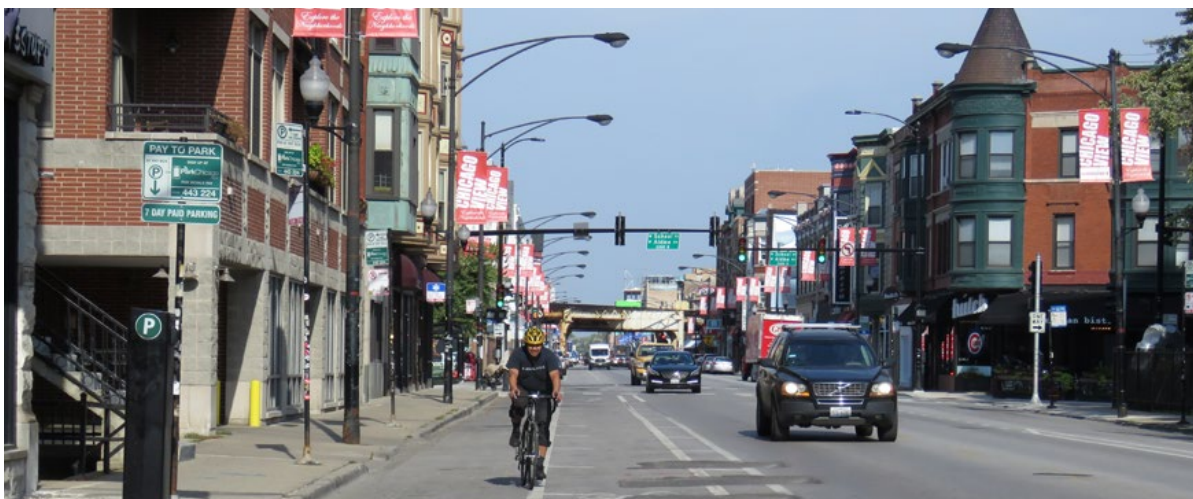


Figure 1.12: Clark Street

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

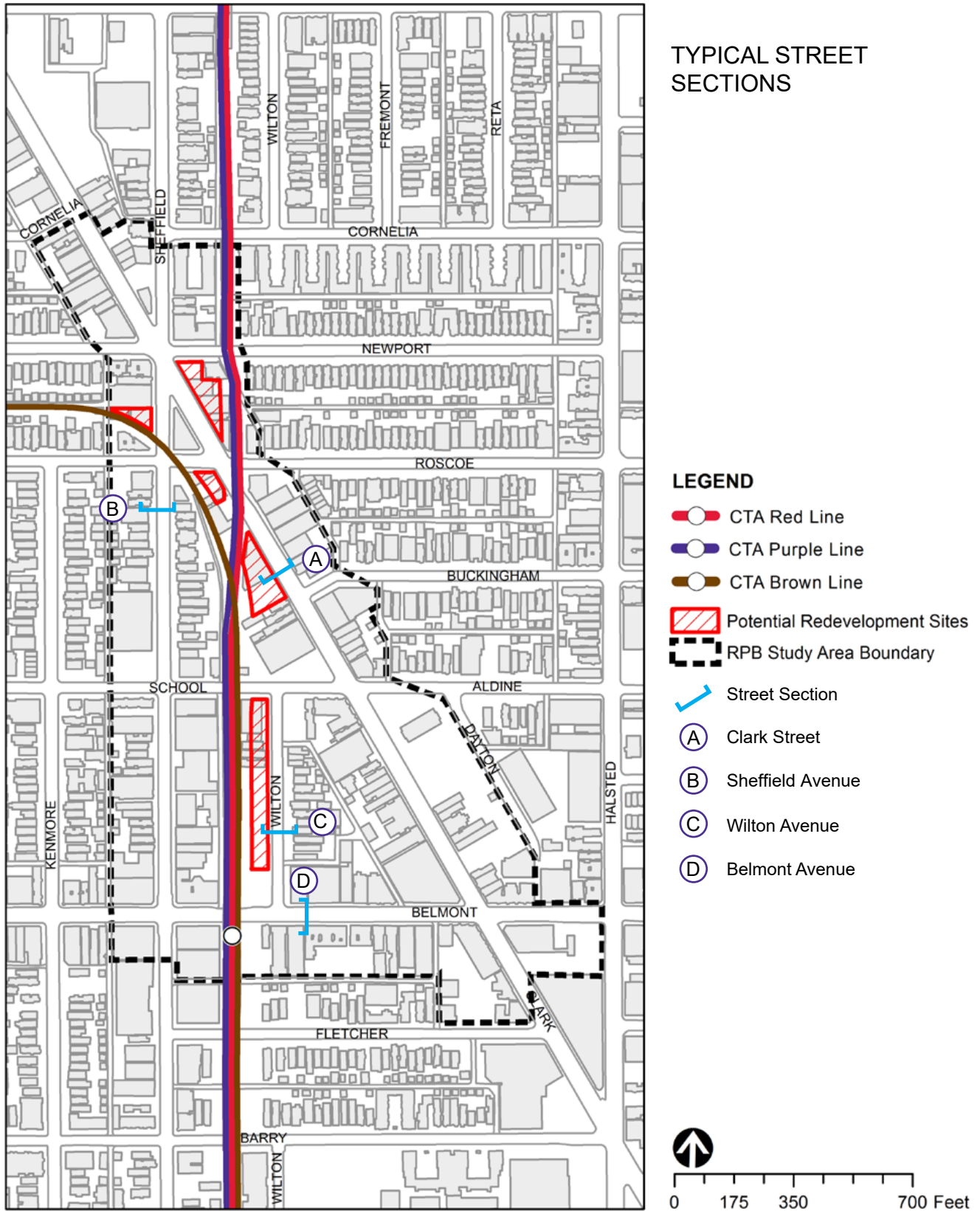


Figure 1.13: Typical Street Sections

Source: CTA, 2016

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

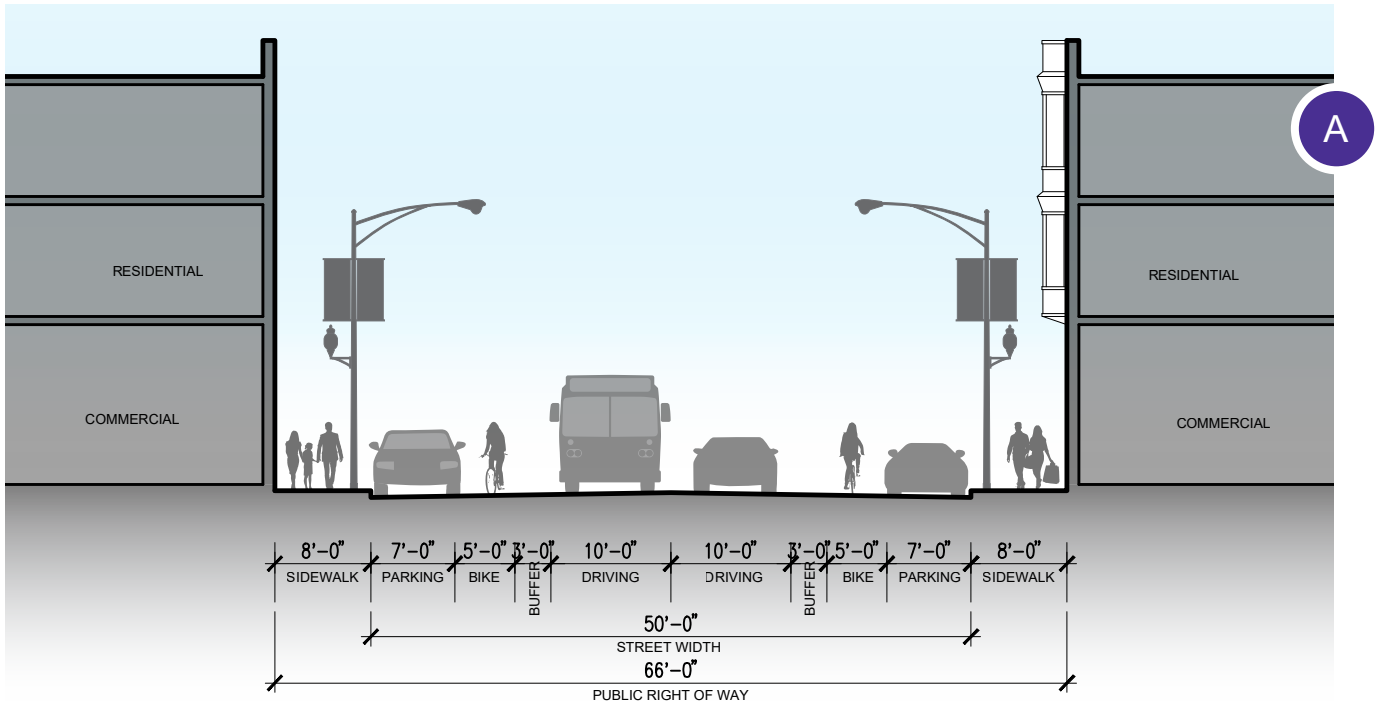


Figure 1.14: Clark Street cross section



Figure 1.15: Intersection of Clark Street and Aldine Avenue



Figure 1.16: Intersection of Clark Street and Belmont Avenue

CLARK STREET

Clark Street is highly active throughout the day, with high volumes of pedestrian, bicycle, and vehicular traffic. The street contains accommodations for all modes of transportation, with dedicated bike lanes in each direction, on-street parking, and two vehicular travel lanes. Sidewalk width along the street varies, and is often narrowed due to CTA structures, signage, light poles, and other obstructions. Many historic, small-scale buildings line the street, and are generally occupied by active restaurants, taverns, and retailers on the ground floor.

On-street parking is available along area roadways. On-street parking along neighborhood streets is typically controlled by residential parking permits. The area underneath the rail line is used for leased parking as well as access to other alleys and rear building entrances.

CLARK STREET ELEVATIONS

Composite photographs of street elevations are shown in Figure 1.23 to Figure 1.32. These elevations illustrate the variety of building styles and types that contribute to the unique character along Clark Street. Most buildings range from 2-4 stories, though major intersections are punctuated with taller structures. The tallest buildings along Clark Street are newer residential condominiums and apartment buildings, with commercial on the ground floor. Newer developments continue the façade datum lines, storefront character, and heights of adjacent older retail buildings.

ROSCOE STREET/NEWPORT AVENUE AREA

The district from Roscoe Street to Cornelia Avenue includes the Red and Purple rail line tracks and structures. All roadways are under the jurisdiction of the City of Chicago. Intersections along Clark Street are signalized and a bike lane travels along Clark Street. All area roadways operate one-way except for Clark Street and Sheffield Avenue.

Several alleys exist within this area (refer to Figure 1.65 on page 45):

- The alley located along the west side of the rail line to the rail junction terminates at Roscoe Street. There is no legal access at Roscoe Street although vehicles have been observed traveling over the curb to access the alley. The northern half of this alley underneath the track structure is informal and not an official CDOT alley.
- The alley between Roscoe Street and Newport Avenue parallels Clark Street with Roscoe Street access between existing buildings and Newport Avenue access west of the track structure.



Figure 1.17: Alley north of Newport Avenue



Figure 1.18: Alley terminating at Roscoe Street and Sheffield Avenue



Figure 1.19: Diagonal alley under the track south of Newport Avenue

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

CLARK STREET ISSUES FOR CONSIDERATION

- New developments along Clark Street near Wrigley Field and at the intersection with Belmont Avenue are larger scale than previously constructed in this area of Lakeview. These new developments may be a sign of future opportunities for underutilized sites along Clark Street.
- There are several vacant parcels and vacant buildings along Clark Street in desirable development locations.
- The sidewalk areas along Clark Street are narrow in relationship to the amount of pedestrian traffic.
- Geometries resulting from the diagonal layout of the street often create wide pedestrian crossings at major intersections.
- Areas below the CTA track structures are currently unwelcoming, dark, and perceived as unsafe. In some locations sidewalk widths are reduced by columns supporting the CTA rail overhead.



Figure 1.20: Existing buildings on site RPB 01

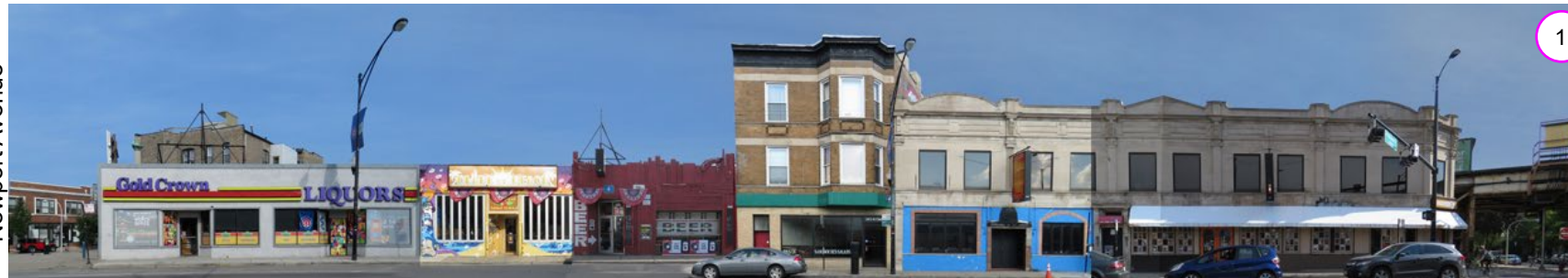


Figure 1.21: Clark Street bike lane



Figure 1.22: Clark Street passing under CTA rail

Newport Avenue



Roscoe Street

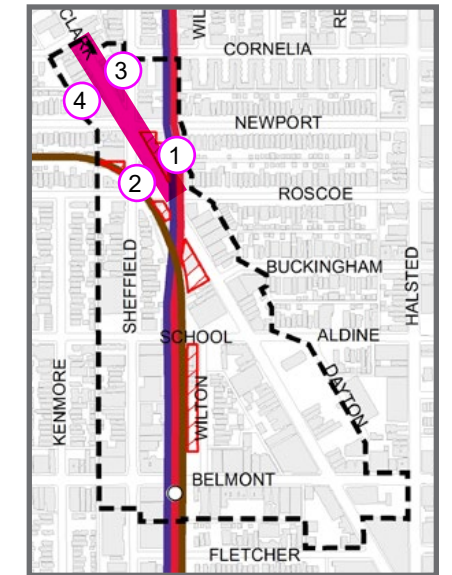
Figure 1.23: East Elevation - 3400 N Clark Street (Newport Avenue to Roscoe Street)

Roscoe Street

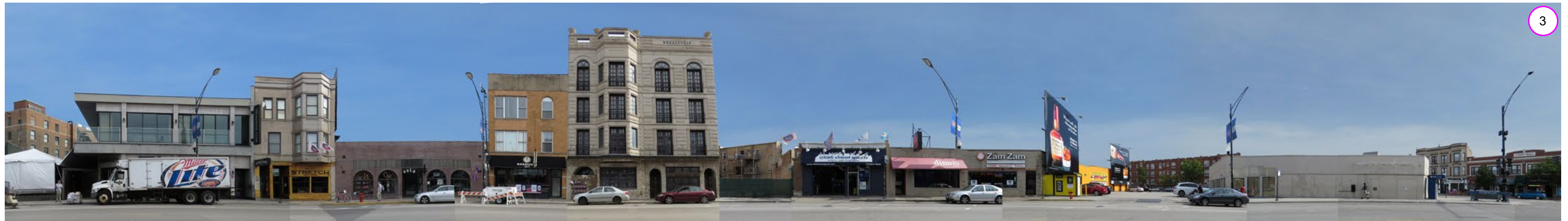


Newport Avenue

Figure 1.24: West Elevation - 3400 N Clark Street (Newport Avenue to Roscoe Street)



KEY PLAN



Newport Avenue

Figure 1.25: East Elevation - 3400 N Clark Street (Newport Avenue to Cornelia Avenue)



Newport Avenue

Figure 1.26: West Elevation - 3400 N Clark Street (Newport Avenue to Cornelia Avenue)



Figure 1.27: East Elevation - 3300 N Clark Street (CTA tracks to Buckingham Place)



KEY PLAN



Figure 1.28: East Elevation - 3300 N Clark Street (Buckingham Place to Aldine Avenue)



Figure 1.29: West Elevation - 3300 N Clark Street (Roscoe Street to CTA Substation)



Figure 1.30: West Elevation - 3300 N Clark Street (CTA Substation to School Street)



KEY PLAN



Figure 1.31: West Elevation - 3200 N Clark Street (School Street to Belmont Avenue)



Figure 1.32: East Elevation - 3200 N Clark Street (School Street to Belmont Avenue)

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

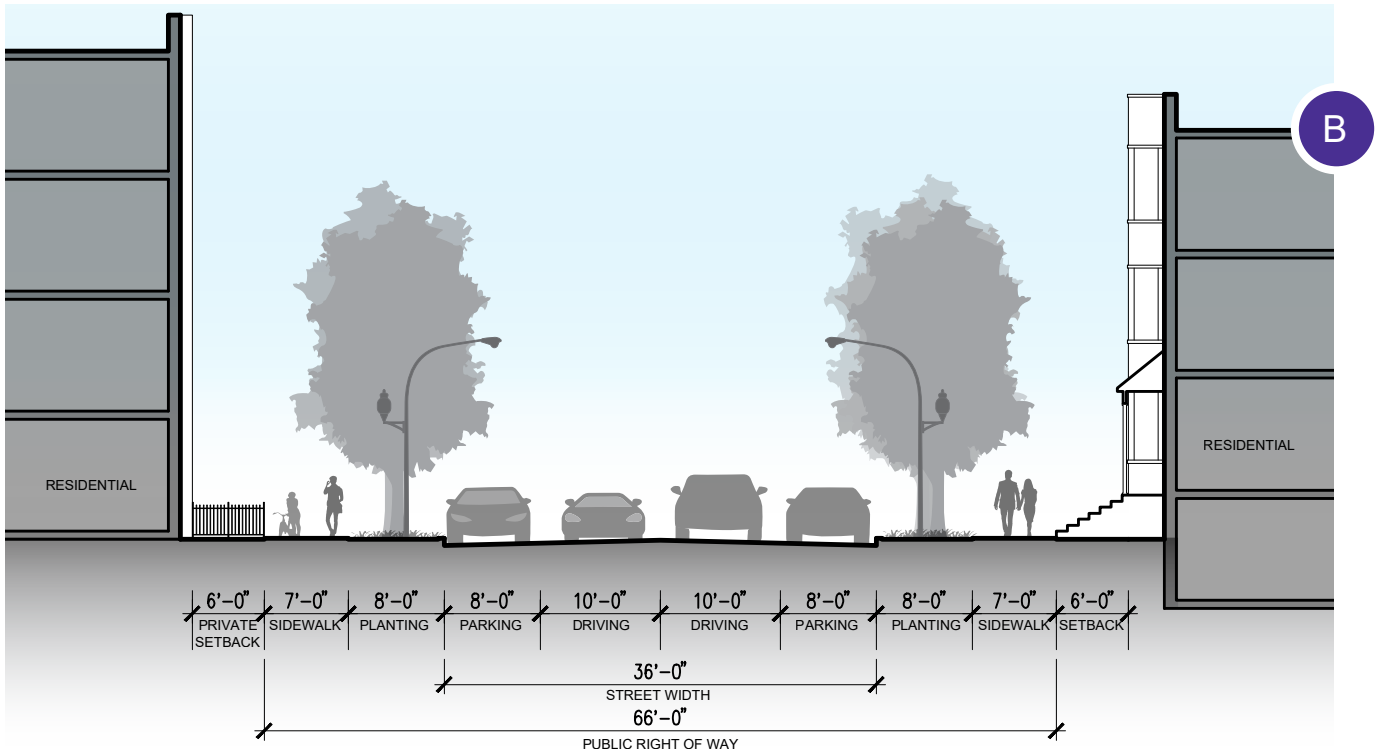


Figure 1.33: Sheffield Avenue cross section



Figure 1.34: Sheffield Avenue at CTA overpass



Figure 1.35: Sheffield Avenue and School Street

SHEFFIELD AVENUE

Sheffield Avenue, between School Street and Belmont Avenue, is a two directional, mixed-use street and is primarily residential north of School Street. The existing cross section is comprised of two vehicular driving lanes and two on street parking lanes, which are generally residential permit restricted spaces. A relatively wide pedestrian realm defines the street, with mature trees, a parkway maintained by private property owners, and lighting typical of Chicago neighborhood streets. Residential setbacks along the street have a range of depths and are usually fenced at the property line. Residential buildings along this corridor are primarily narrow, flat-style condominiums and apartments. Many of the buildings along Sheffield Avenue have been built in the last 15 years, and range from 4-6 stories.

SHEFFIELD AVENUE AND ROSCOE STREET INTERSECTION

The intersection of Sheffield Avenue and Roscoe Street (a one way street westbound) is where the existing CTA Brown Line structure passes over the public right of way (see Figure 1.34 and Figure 1.37). Portions of the new and/or relocated columns and other track structure elements at this intersection may restrict and complicate pedestrian crossing conditions.

SHEFFIELD AVENUE ELEVATIONS

The elevation photos shown in Figure 1.39 to Figure 1.44 show the transition in building and façade character of Sheffield Avenue from Belmont Avenue to Cornelia Avenue. Closer to Belmont Avenue, Sheffield Avenue has taller mixed use retail and apartment buildings, further north, the street is characterized by 3-5 story residential townhomes and flats. Buildings located at intersections are taller, such as the five-story condominium building recently built at Sheffield Avenue and School Street.

SHEFFIELD AVENUE ISSUES FOR CONSIDERATION

- Buildings along the western frontage of Sheffield Avenue are currently served by an informal alley with no outlet on Roscoe Street. However, vehicles often travel over the curb on Roscoe Street to access the rear of existing buildings. A more formalized service strategy will be needed in the future to allow for new development.
- The existing mature trees are a significant contributor to the character of the street.
- Older properties along the street continue to be demolished and replaced with higher density multifamily housing, which has changed the character of this corridor.



Figure 1.36: Sheffield Avenue streetscape



Figure 1.37: Sheffield Avenue under CTA overpass

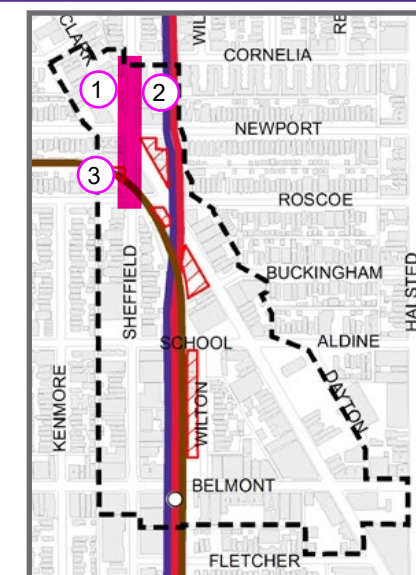


Figure 1.38: Sheffield Avenue at Clark Street

Newport Avenue



Figure 1.39: West Elevation - 3400 N Sheffield Avenue (Cornelia Avenue to Newport Avenue)



KEY PLAN

Cornelia Avenue



Figure 1.40: East Elevation - 3400 N Sheffield Avenue (Cornelia Avenue to Newport Avenue)

Newport Avenue

Roscoe Street

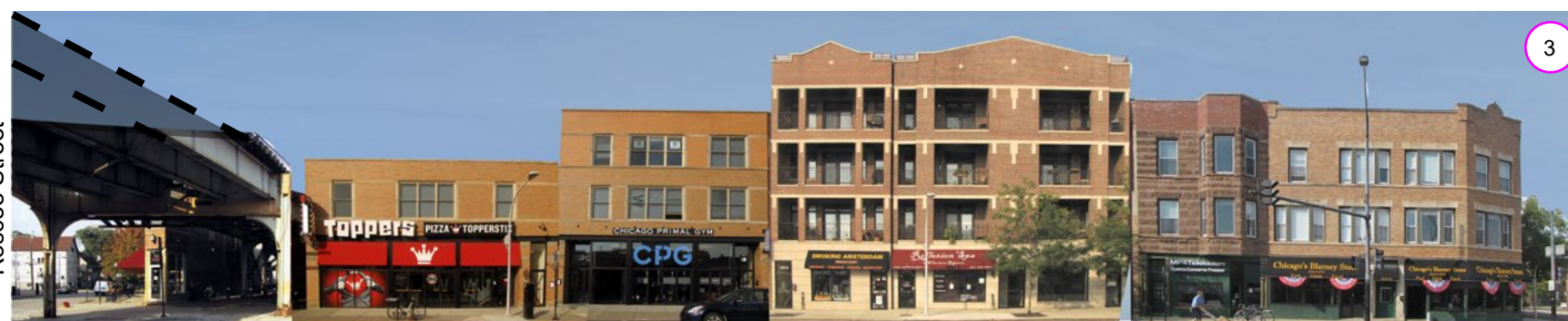
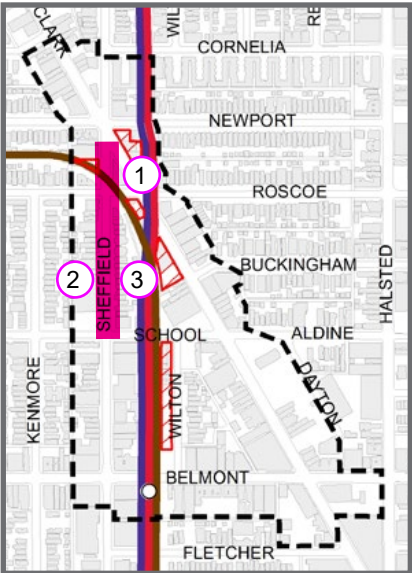


Figure 1.41: West Elevation - 3400 N Sheffield Avenue (Roscoe Street to Newport Avenue)

Newport Avenue



Figure 1.42: East Elevation - 3400 N Sheffield Avenue (Newport Avenue to Roscoe Street)



KEY PLAN



Figure 1.43: West Elevation - 3300 N Sheffield Avenue (Roscoe Street to School Street)



Figure 1.44: East Elevation - 3300 N Sheffield Avenue (Roscoe Street to School Street)

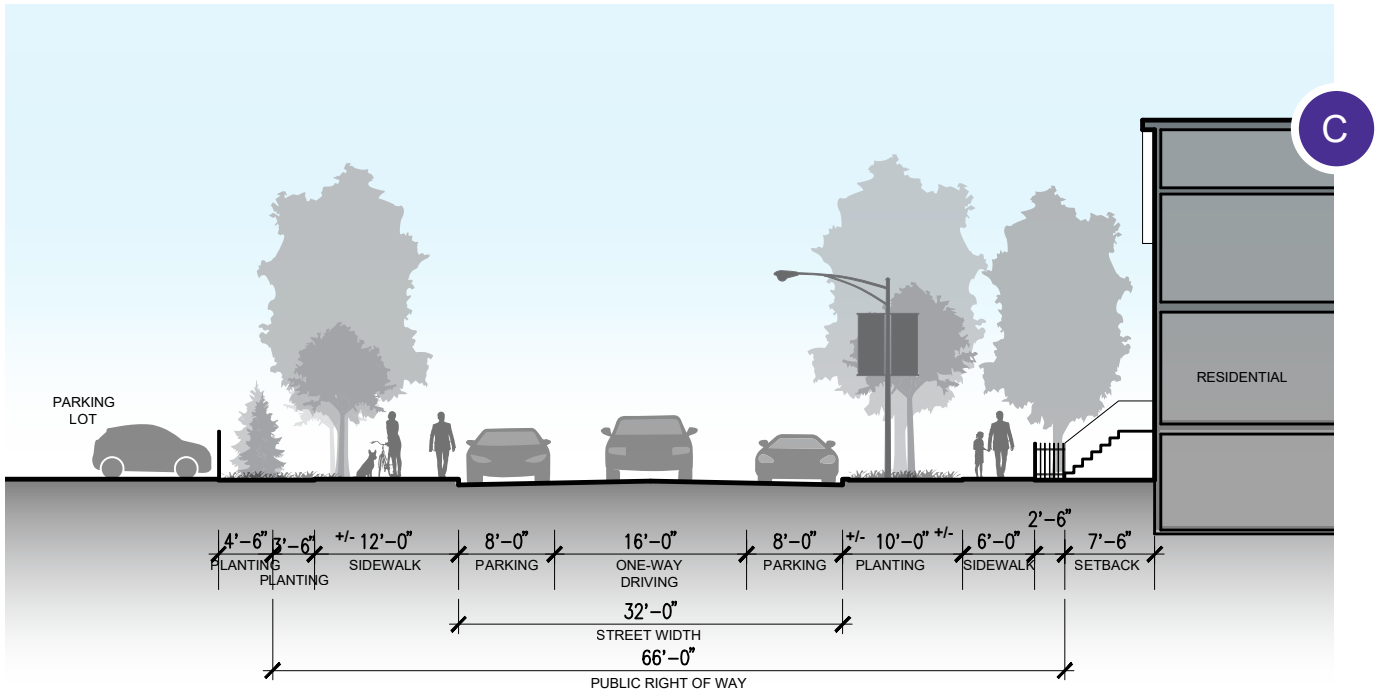


Figure 1.45: Wilton Avenue cross section



Figure 1.46: Residential on Wilton Avenue



Figure 1.47: Wilton Avenue streetscape

Photo Credit: Google Street View

WILTON AVENUE

Wilton Avenue is a neighborhood residential street that runs parallel to the CTA tracks, and connects between School Street and Belmont Avenue. Wilton Avenue is currently a one way street running south, consisting of one driving lane, and two on-street parking lanes. The overall width of the pavement is relatively narrow at 32 feet wide.

The east side of Wilton Avenue contains various single family and low density multifamily residential buildings including townhomes, flats, and apartments. The western frontage of the street is anchored by an existing condominium development at School Street, as well as four other residences that are slated for demolition due to the track construction project. The remaining western frontage of Wilton Avenue, contains vacant privately-owned property. Wide sidewalks with generous plantings define both sides of Wilton Avenue.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

WILTON AVENUE ELEVATIONS

Buildings heights along Wilton Avenue vary from 3-5 stories and include a mix of housing types, and building ages. The classic mixed use building at the intersection of Belmont Avenue and Wilton Avenue includes a white terra-cotta façade, and retail on the first floor. A major alley access point is located mid-block just to the north of this property and services buildings fronting both Clark Street and Wilton Avenue.

WILTON AVENUE ISSUES FOR CONSIDERATION

- The intersection of Wilton Avenue and Belmont Avenue occurs within a short distance of the CTA station. Pedestrians crossing and high traffic in this area can cause pedestrian-vehicular conflicts.
- Wilton Avenue is primarily a residential street, but serves as a cut-through from School Street to Belmont Avenue.
- Because there is currently vacant property adjacent to the CTA tracks, there is nothing to buffer residential uses on the east side of the street from the noise and views of the CTA trains.
- Wilton Avenue is one block long, and does not extend south of Belmont Avenue or north of School Street.



Figure 1.48: Divvy station at Wilton Avenue and Belmont Avenues



Figure 1.49: Residential townhomes on Wilton Avenue



Figure 1.50: Residential buildings along Wilton Avenue

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

ALDINE AVENUE/SCHOOL STREET AREA

The Aldine Avenue/School Street area is centered on the CTA rail line carrying the Red, Purple, and Brown lines. The Brown line carries over the Red and Purple lines north of School Street. This roadway operates one-way eastbound and east of Clark Street the roadway name is Aldine Avenue and west of Clark Street the roadway name is School Street. The intersection of School Street/Clark Street/Aldine Avenue is signalized.

On-street parking along neighborhood streets is typically controlled by residential parking permits with paid on street parking on School Street between Sheffield Avenue and Clark Street. Permitted surface parking underneath the rail line is allowed near School Street. This area underneath the rail also provides access to alleys and rear building entrances. There is no access point from the north at Roscoe Street to the area underneath the rail; access is gained from the south or from driveways and other alleys. The under-rail space widens as the Brown line tracks separate from the Red and Purple line at the Clark Street Junction.

There are several alleys in this area (refer to Figure 1.65 on page 45)



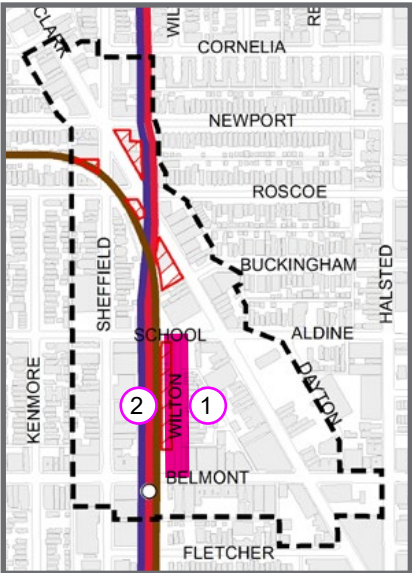
Figure 1.51: Alley south of School Street



Figure 1.52: Mixed-use building on School Street at Clark Street



Figure 1.53: Residential buildings along School Street



KEY PLAN



Figure 1.54: East Elevation - 3200 N Wilton Avenue (School Street to Belmont Avenue)



Figure 1.55: West Elevation - 3200 N Wilton Avenue (School Street to Belmont Avenue)

Clark Street



Figure 1.56: North Elevation - 800 W Aldine Avenue (Clark Street to Halsted Street)



KEY PLAN

Sheffield Avenue



Figure 1.57: North Elevation - 900 W School Street (Sheffield Avenue to Clark St)

Clark Street

Clark Street



Figure 1.58: South Elevation - 900 W School Street (Clark Street to Sheffield Avenue)

Sheffield Avenue

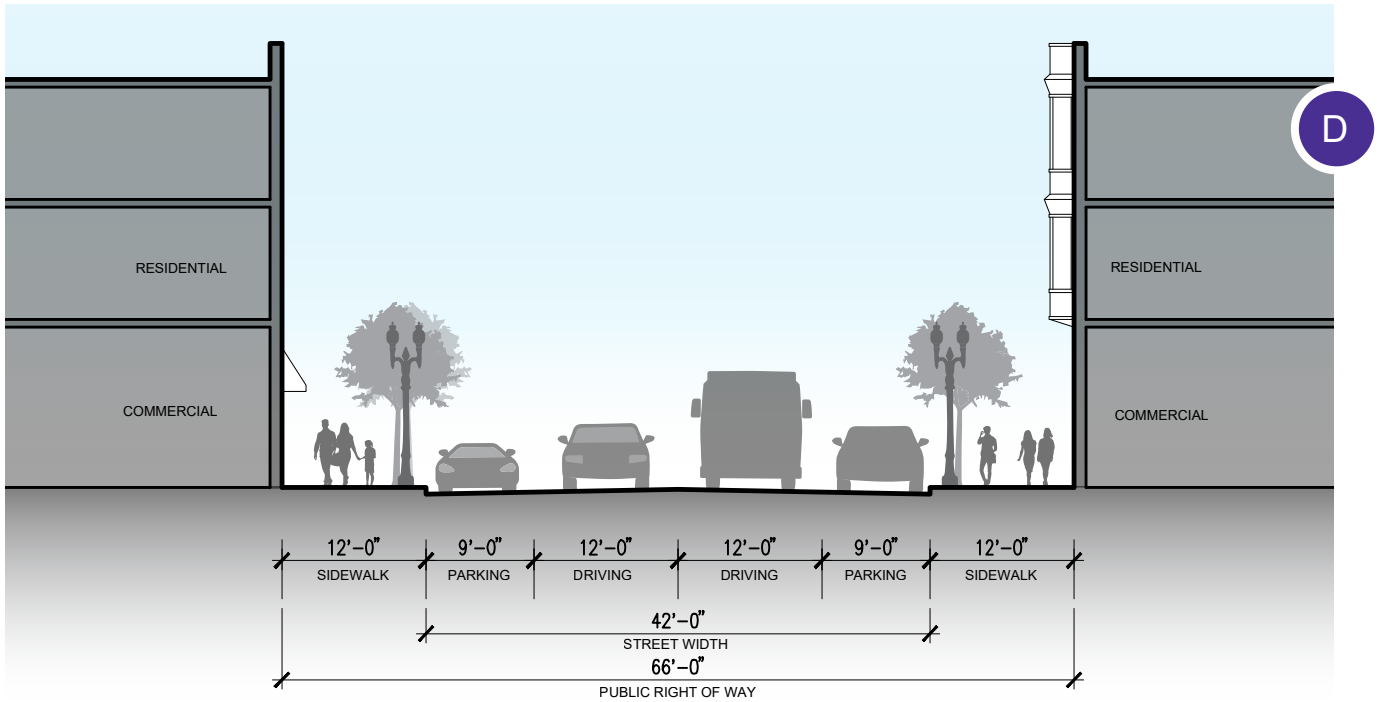


Figure 1.59: Belmont Avenue cross section



Figure 1.60: Belmont Avenue near Wilton Avenue (facing West). **Photo Credit:** Google Street View



Figure 1.61: Under CTA track at Belmont Station (facing North)

BELMONT AVENUE

Belmont Avenue is a City of Chicago designated Pedestrian Street, with a relatively narrow pavement configuration that includes two 10-foot driving lanes and two on-street parking lanes. A pedestrian space of 10 feet completes the sixty foot right of way. Belmont Avenue maintains a dense urban, pedestrian-focused character, with most buildings built to the property line. Belmont Avenue does not provide bike lanes, but does have bike parking facilities placed at regular intervals along the sidewalk. Existing streetscape along Belmont Avenue also includes street trees, pedestrian scaled lighting, and pedestrian oriented signage.

BELMONT AVENUE ISSUES FOR CONSIDERATION

Major concerns in the Belmont Avenue corridor are related to high pedestrian and vehicular volumes surrounding the Belmont CTA station including:

- Lack of marked crossing at the station for pedestrians transferring between buses and the CTA trains.
- Multiple intersecting alleys and side streets within close proximity of the station create confusion for drivers and conflicts with pedestrians.
- Sidewalk obstructions such as multiple signs, light poles, and newspaper racks further obstruct the sidewalk which may create complications for persons with disabilities, especially in times when pedestrian traffic is high.



Figure 1.62: Belmont CTA station looking west from Wilton Avenue



Figure 1.63: Belmont Avenue at Sheffield Avenue (facing East)

Photo Credit: Google Street View



Figure 1.64: Belmont Avenue streetscape

D

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS

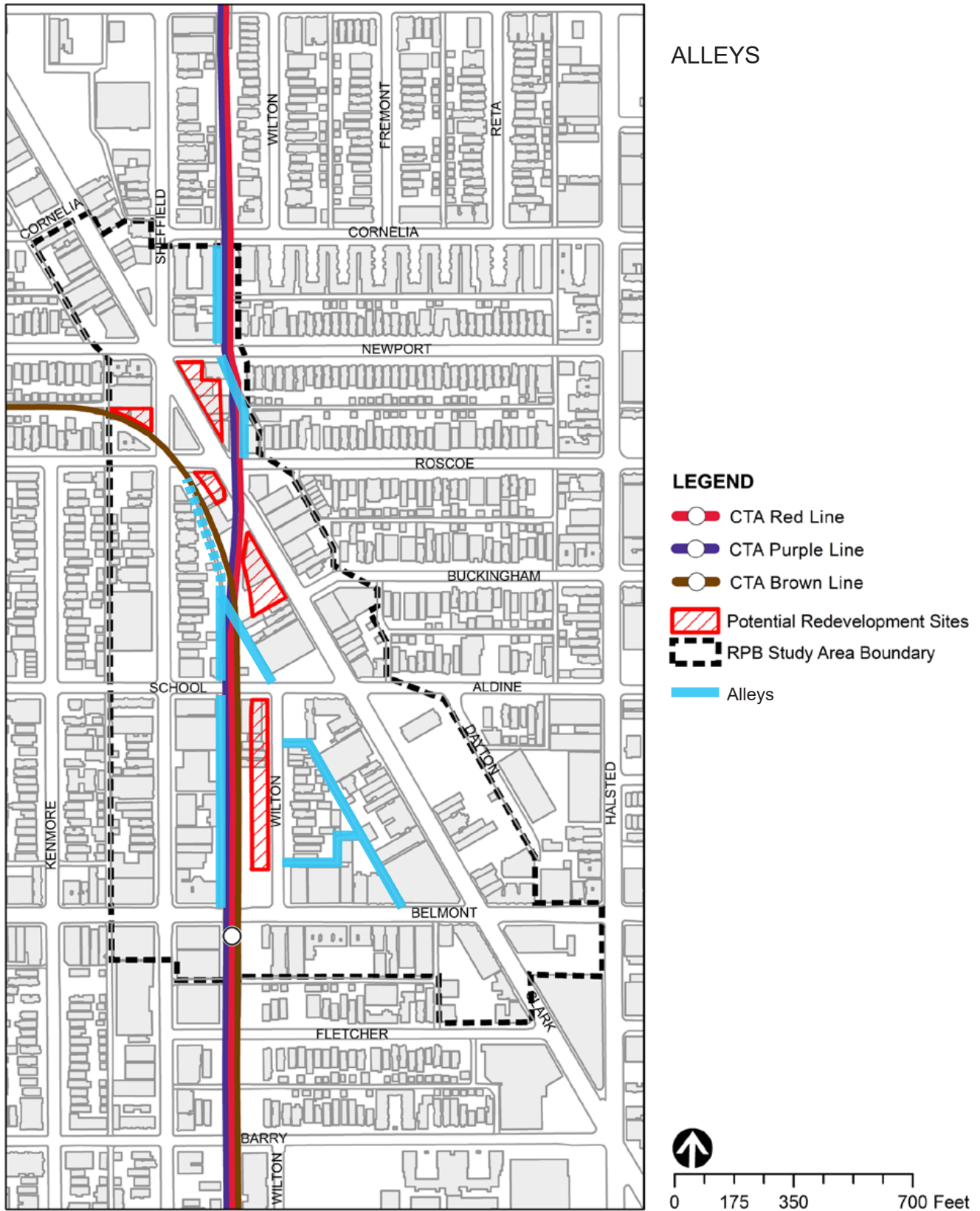


Figure 1.65: District Alleys



POTENTIAL REDEVELOPMENT SITES

This RPM TOD Plan is a development-focused study to be completed as part of the RPM Phase One Initiative. The RPM Phase one project requires the acquisition and demolition of properties in order to locate new track structure elements and stage construction. The TOD Plan scope is focused on specific redevelopment strategies for portions of the properties that may no longer be needed for CTA operations after construction. The final design for the construction project has not been completed. Thus, the TOD Plan develops concepts based on approximate property shapes and sizes that may change once the design and construction is complete.

The following section provides basic information about the potential sites including general characteristics of the urban context; site specific information related zoning and land use; and general size and layout of the sites. The exact size and configuration of the sites will not be know until design of the track structure is complete. This information forms the basis of recommendations for potential future development scenarios.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS

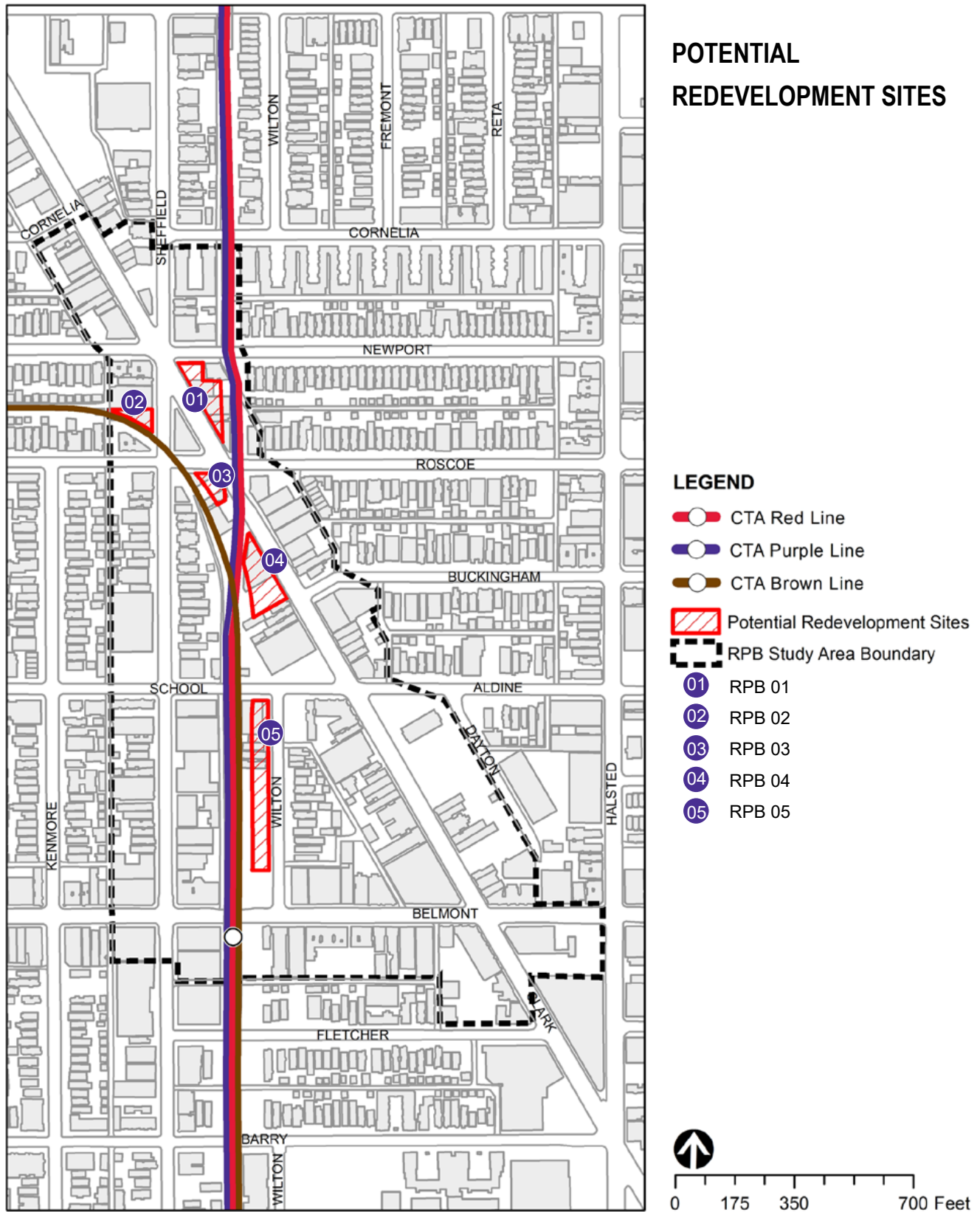


Figure 1.66: Potential Redevelopment Site Map

Source: CTA, 2016

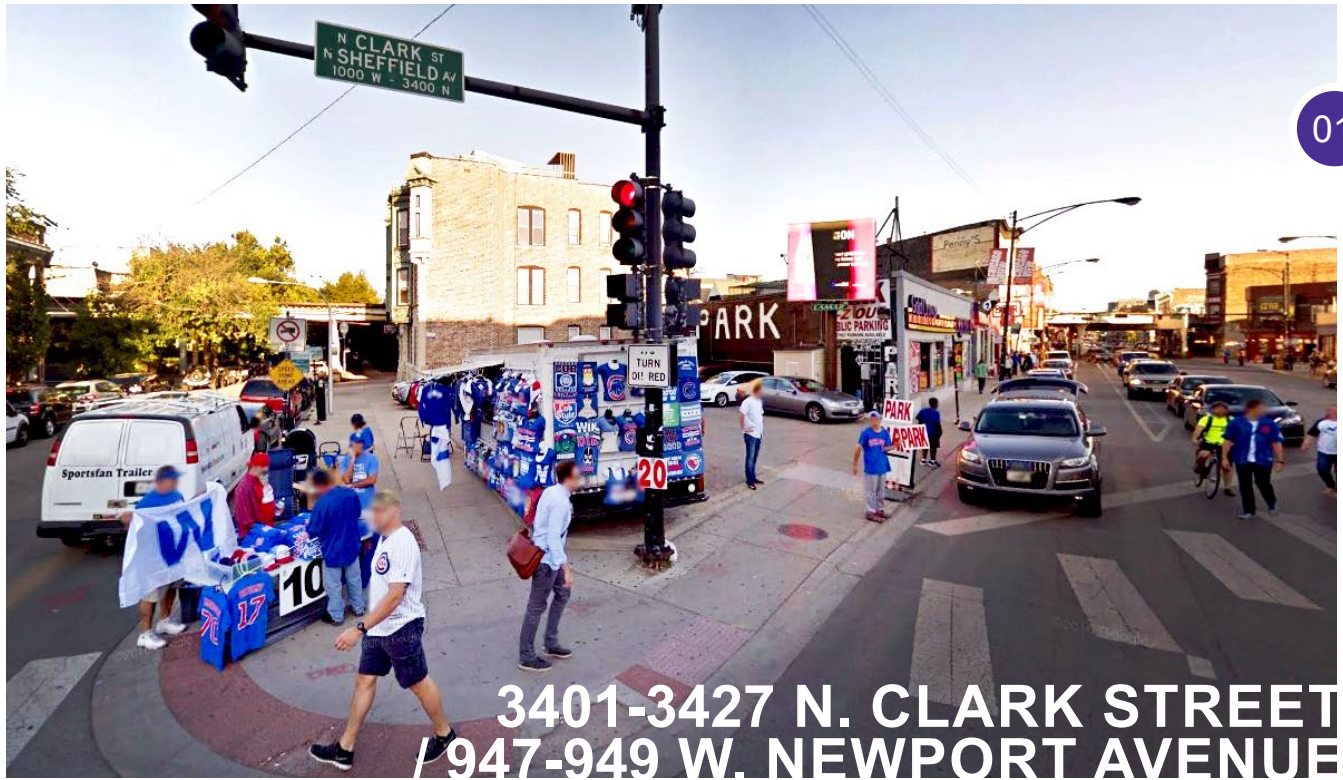


Figure 1.67: RPB 01 at the intersection of Clark Street and Newport Avenue

Photo Credit: Google Street View

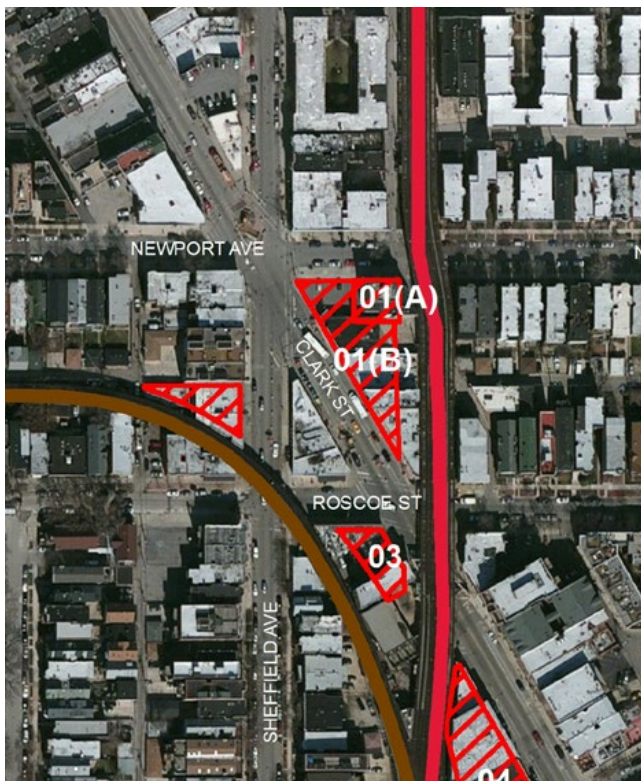


Figure 1.68: RPB 01 Context Map

RPB 01 SITE SUMMARY

Site RPB 01 is a triangular-shaped site located at the intersection of Newport Avenue and Clark Street. The Site has over 240 feet of Clark Street frontage, accommodating a number of small-scale retail uses and a surface parking lot. The buildings along Clark Street will need to be removed to accommodate the track construction project.

During the Environment Assessment (EA) process it was determined that the historic Vautravers building at 947 W. Newport Avenue may be moved a minimum of 29' to the west of its existing location to accommodate the space needed for the new track structure. Further studies will be conducted by the CTA to confirm feasibility. A second building at 3415 N Clark Street is listed on the City of Chicago's Historic Resource Survey, however during the EA process it was determined that the building no longer exhibits sufficient historic integrity and is eligible for demolition.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

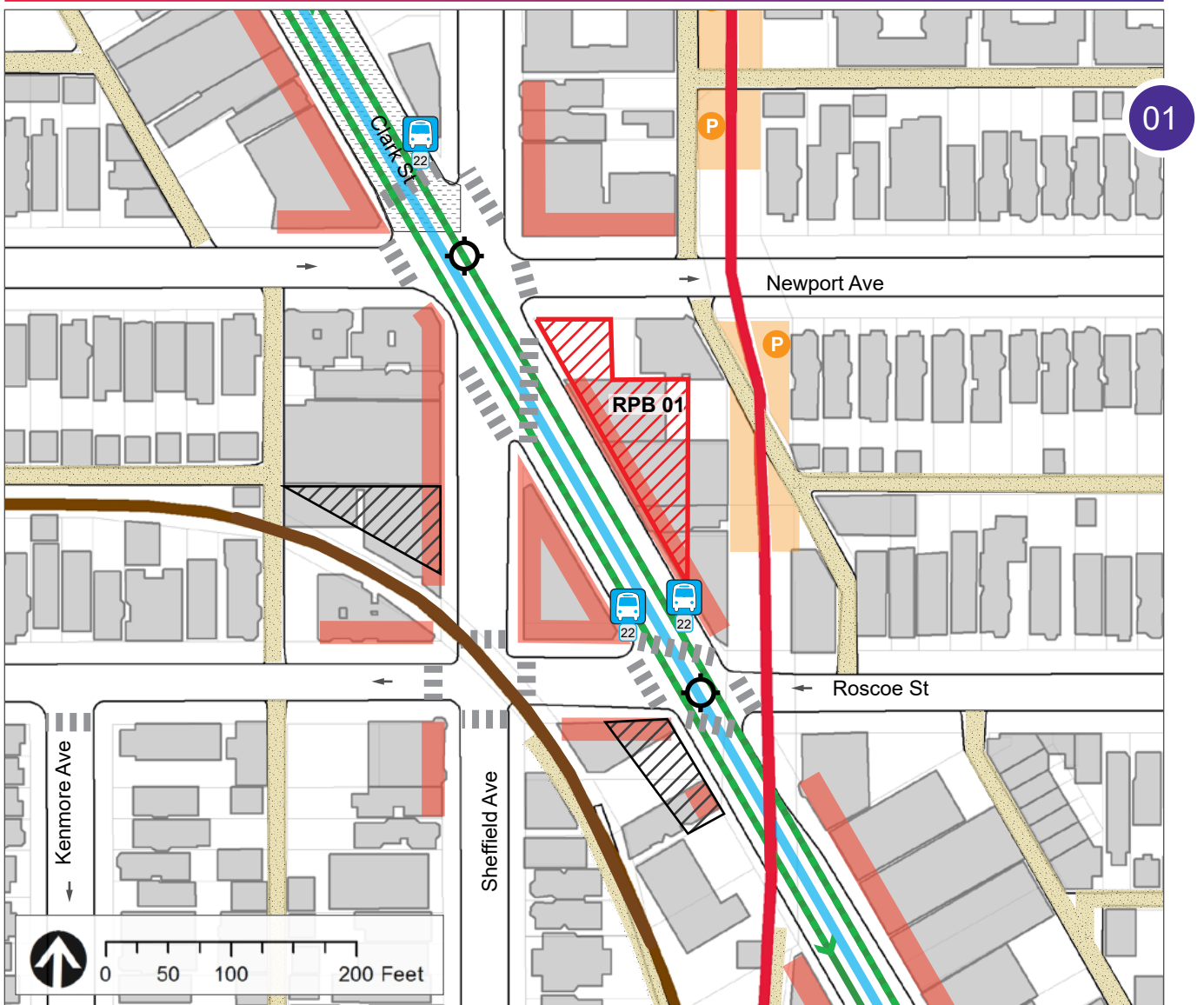


Figure 1.69: RPB 01 Site Context Analysis Diagram

LEGEND

RPB Site	Pedestrian Street
Others RPB Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

SITE CONTEXT ANALYSIS SUMMARY

The adjacent Route 22 bus stop provides Site RPB 01 with direct transit access. Clark Street also has dedicated bike lanes in both directions.

The diagonal street geometries at Newport Avenue and Clark Street creates a wide pedestrian crossing distance, and reduced sight lines.

Both Newport Avenue and Roscoe Street are one way streets.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

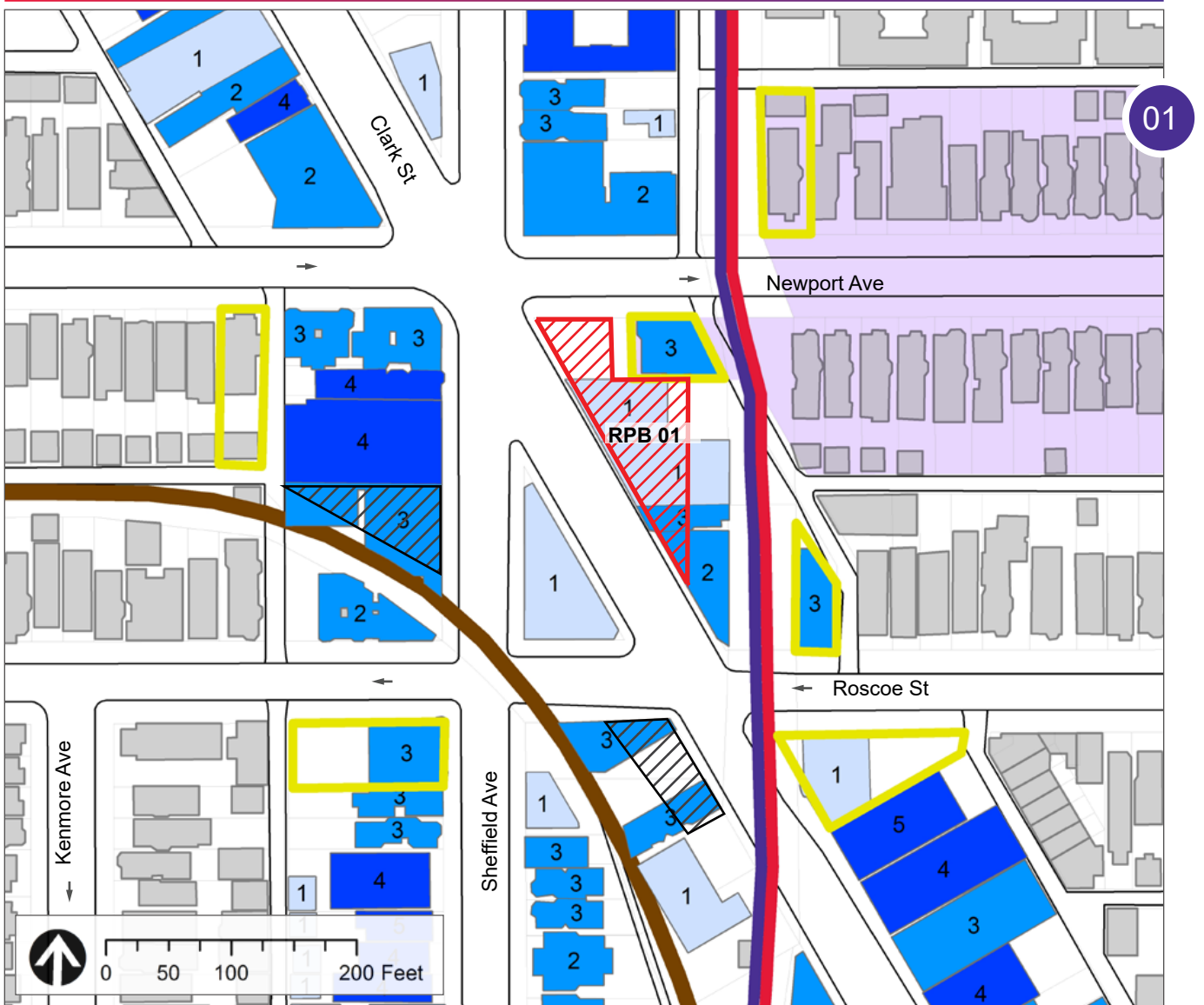


Figure 1.70: RPB 01 Built Character and Urban Form Diagram

LEGEND

RPB Site	Building Heights 1 Stories
CTA Red Line	2-4 Stories
Study Area Boundary	5-8 Stories
National Register Property	9-16 Stories
National Register Eligible	
Chicago Landmark Property	
Newport Avenue District (Chicago Landmark District)	

BUILT CHARACTER AND URBAN FORM SUMMARY

Though building heights along Clark Street vary greatly to the north and south, in the immediate context of site RPB 01, buildings are primarily within the 3-4 story range. The tallest structures surrounding RPB 01 are newer, mixed use developments with retail on the ground floor and residential above.

The Newport Avenue Historic District, adjacent to the site, consists of 2-4 story residences.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

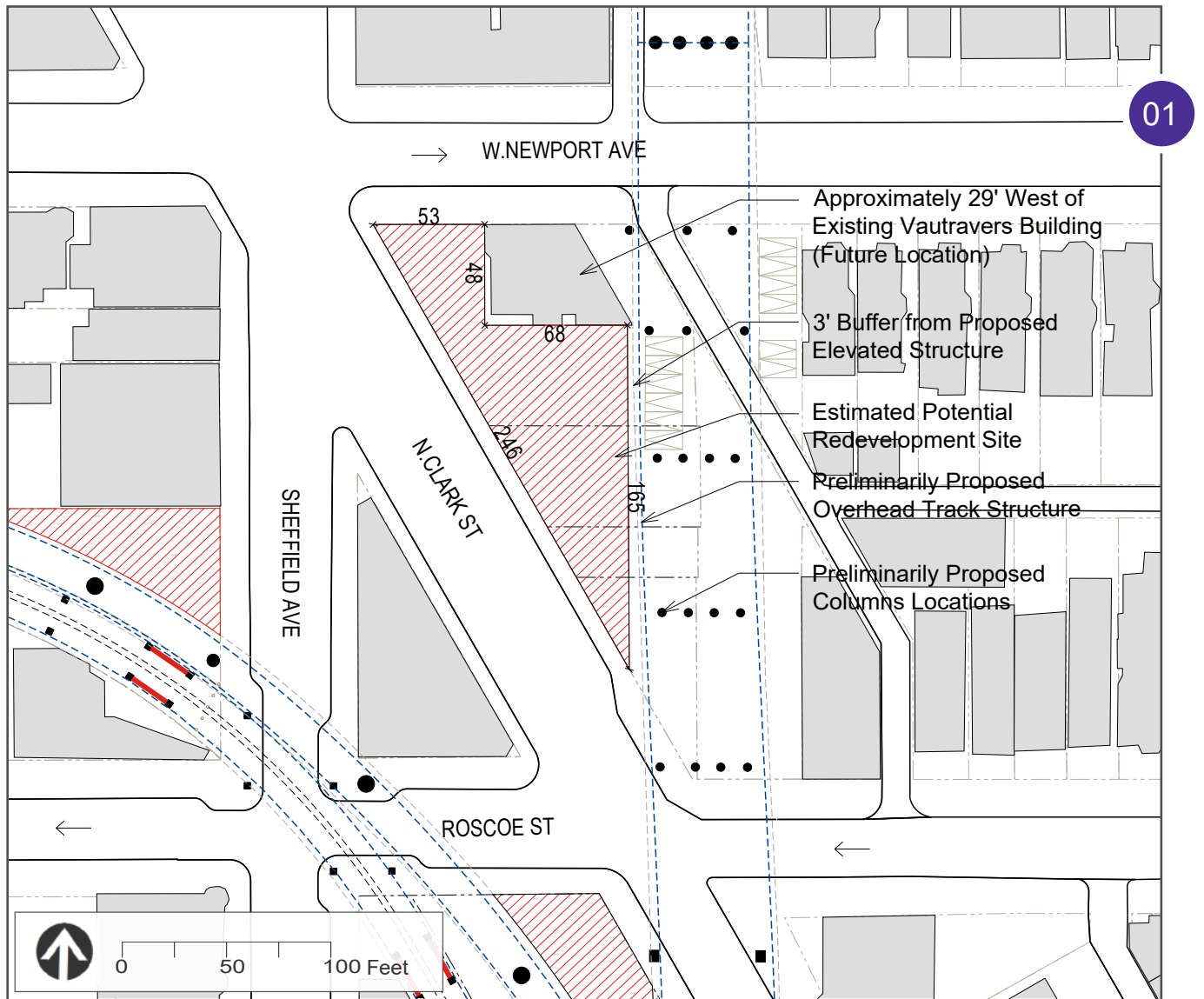


Figure 1.71: RPB 01 Site Constraints and Opportunities Diagram

SITE SUMMARY RPB 01

Address	3401 to 3427 N. Clark Street and 947 to 949 W. Newport Ave	Historic District	Newport Avenue District (947-949 W. Newport only)
Approx. Developable Site Area (s.f.)	9,670 s.f.	TIF	N/A
Approx. Site Dimensions	245 ft x 120 ft x 200 ft triangular	Ward	44
Existing Zoning	C1-2 (3401-3405 N. Clark), B3-2 (3413-3421 N. Clark), B1-5 (3427 N. Clark, 947-949 W. Newport)	Track Structure Configuration	Existing open deck to be replaced with closed deck
Transit Served Eligibility	Parking Reduction	Current Use	Parking and active commercial

Table 1.2: RPB 01 Site Summary



Figure 1.72: RPB 02 at 3406 N. Sheffield Avenue



Figure 1.73: RPB 02 Context Map

RPB 02 SITE SUMMARY

Site RPB 02 contains an existing mixed use building with restaurants on the ground floor, and residential above. Additional engineering studies will be required to determine the extent of modifications required to this site in order to accommodate the rail structure.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

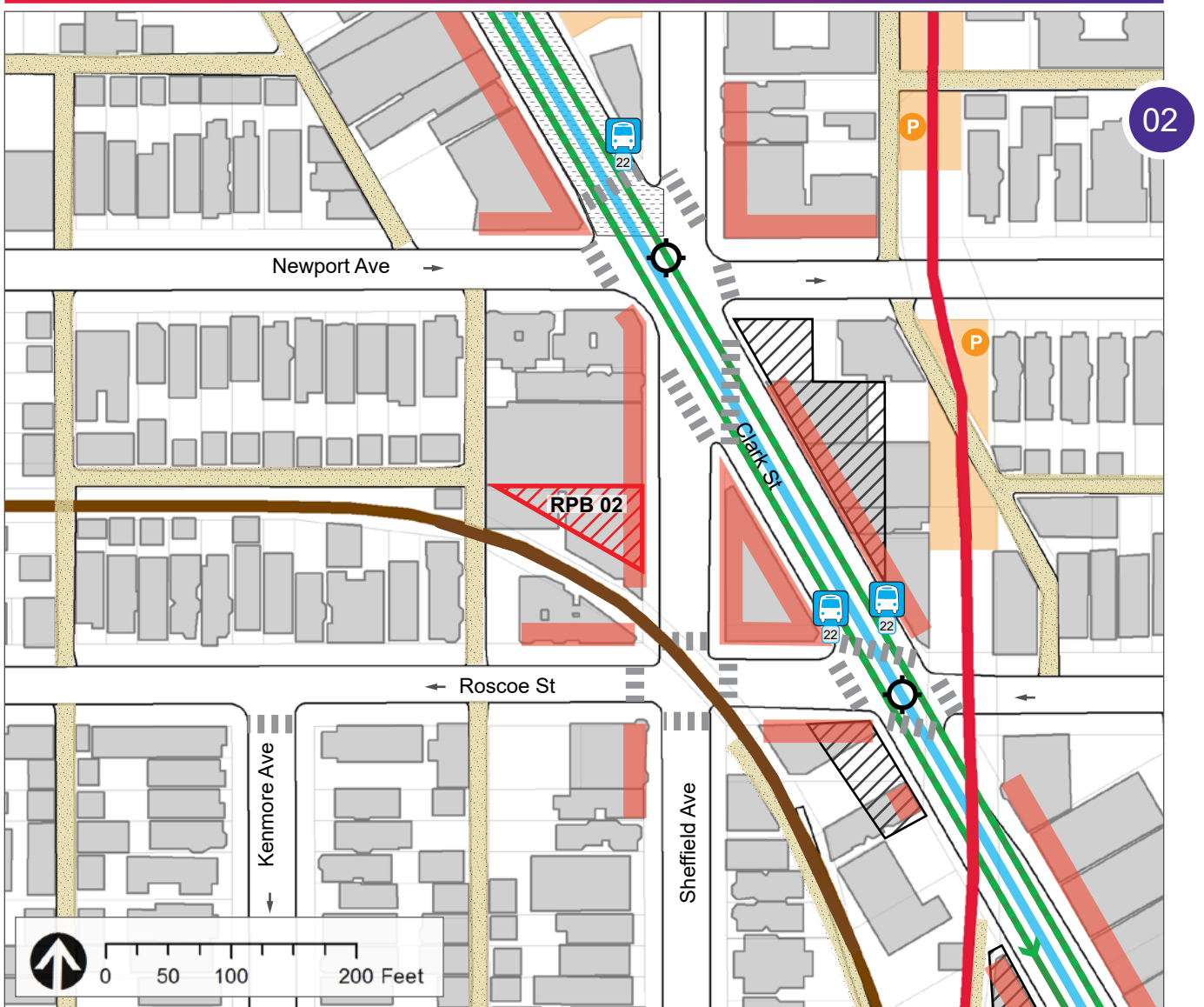


Figure 1.74: RPB 02 Site Context Analysis Diagram

LEGEND

RPB Site	Pedestrian Street
Others RPB Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

SITE CONTEXT ANALYSIS SUMMARY

RPB 02 is located approximately one block west of Clark Street frontage and Sheffield Avenue, and therefore is within easy walking distance to CTA bus lines, north south bike lanes, and other amenities.

The site's access and frontages are challenged by the curved geometry of the track structure.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS



Figure 1.75: RPB 02 Built Character and Urban Form Diagram

LEGEND

	RPB Site		1 Stories
	CTA Red Line		2-4 Stories
	Study Area Boundary		5-8 Stories
	National Register Property		9-16 Stories
	National Register Eligible		
	Chicago Landmark Property		
	Newport Avenue District (Chicago Landmark District)		

BUILT CHARACTER AND URBAN FORM SUMMARY

The block surrounding site RPB 02 houses several newer developments that reach up to 4 stories.

The design of these newer buildings coordinate material usage, floor-to-floor heights, and window placement, to fit into the diverse character of Clark Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

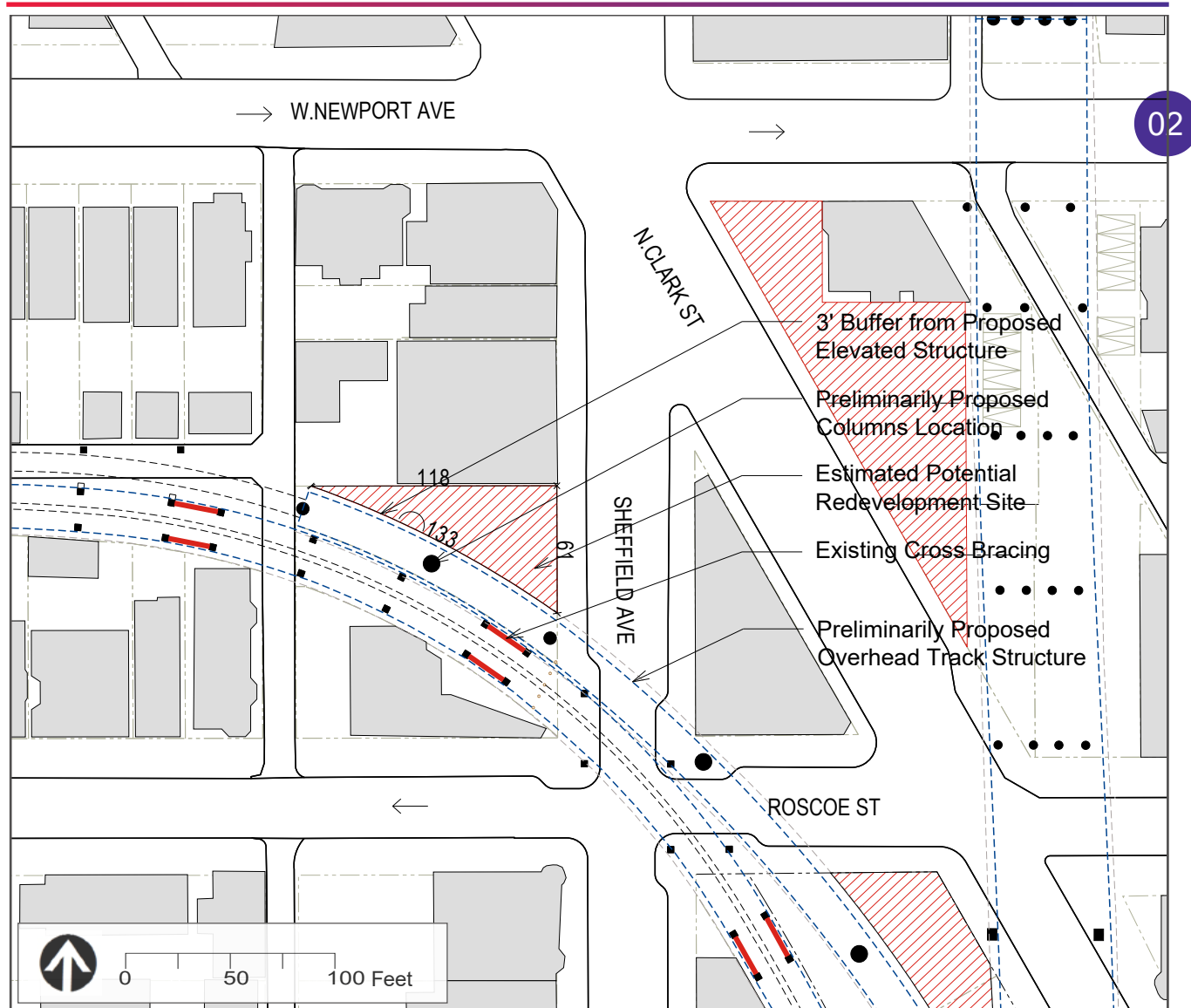


Figure 1.76: RPB 02 Site Constraints and Opportunities Diagram

SITE SUMMARY RPB 02

Address	3406 N. Sheffield Avenue
Approx. Developable Site Area (s.f.)	3,185 s.f.
Approx. Site Dimensions	125 ft x 65 ft x 140 ft triangular
Existing Zoning	B3-2
Transit Served Eligibility	Parking Reduction

Historic District	N/A
TIF	N/A
Ward	44
Track Structure Configuration	Portions of existing open deck may remain. New bypass structure to be closed deck
Current Use	Active commercial property

Table 1.3: RPB 02 Site Summary

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

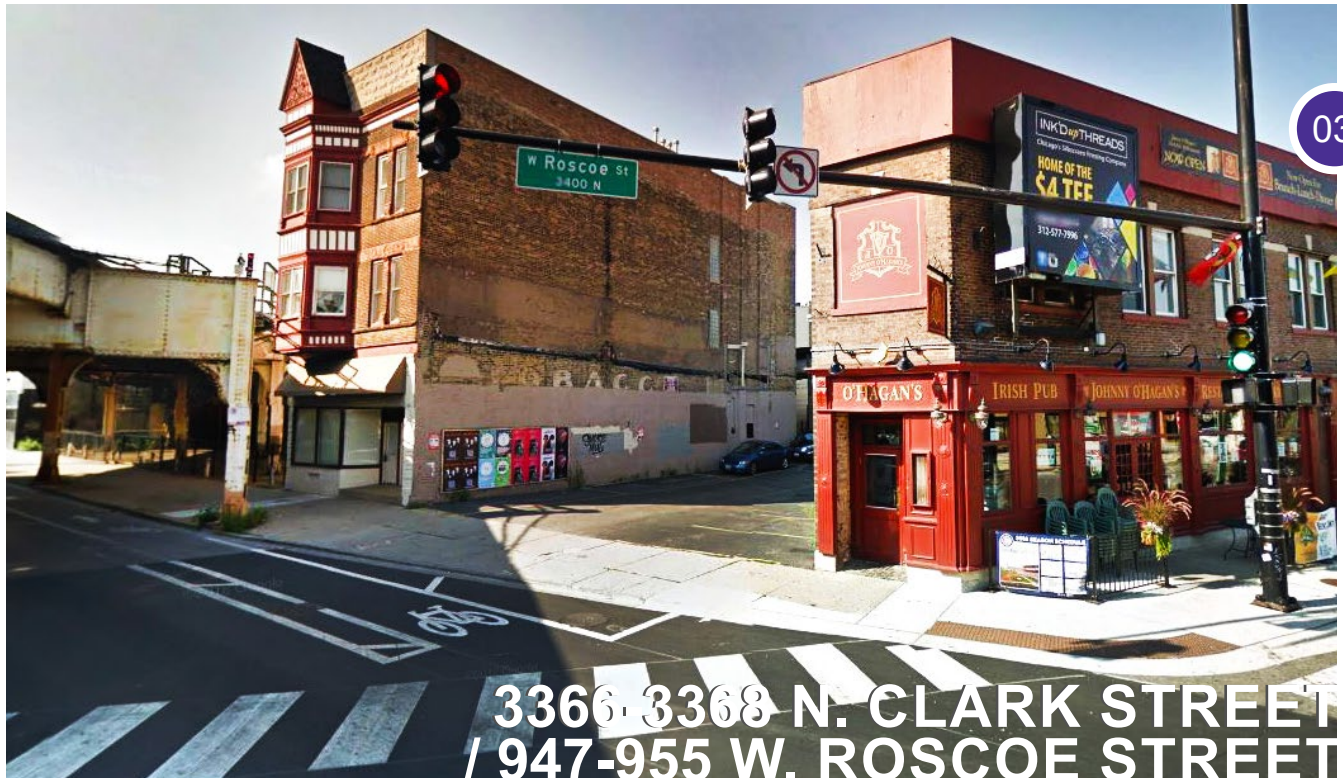


Figure 1.77: RPB 03 at 3368 N. Clark Street

Photo Credit: Google Street View

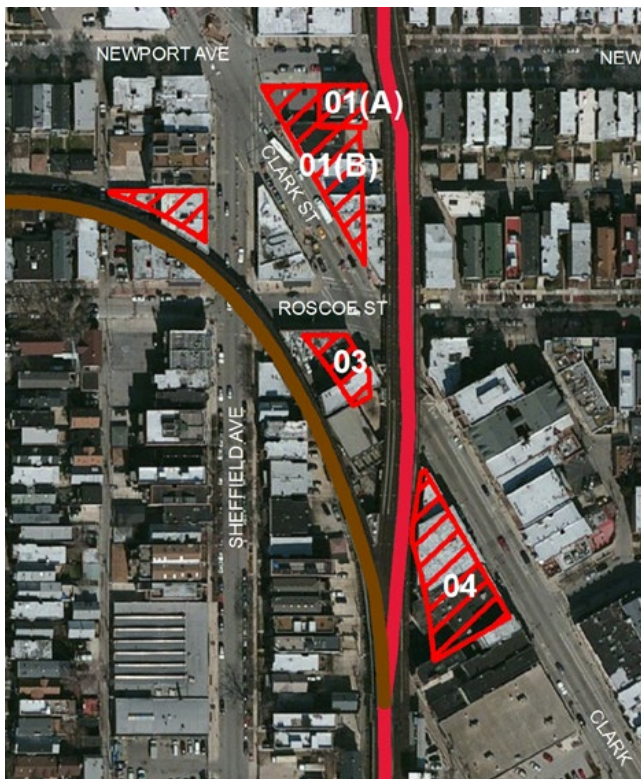


Figure 1.78: RPB 03 Context Map

RPB 03 SITE SUMMARY

Site RPB 03 is located south of Roscoe Street, along Clark Street. A corner tavern, a parking lot, and three-story mixed use building occupy the site today. Both buildings will need to be removed to accommodate the CTA track construction project.

A significant portion of the site is bounded by the existing track structure today, and even more area will be covered with the construction of the new CTA Red-Purple Bypass project. The site's most visible frontage will be along Roscoe Street.

An existing CTA substation building, and other utilities directly south of the site along Clark Street will remain. Current site loading and access is partially provided by an informal access point under the existing Brown Line structure on Roscoe Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS



Figure 1.79: RPB 03 Site Context Analysis Diagram

LEGEND

RPB Site	Pedestrian Street
Others RPB Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

SITE CONTEXT ANALYSIS SUMMARY

RPB 03 is located at an important corner location, at Roscoe Street and Clark Street.

Because RPB 03 is also located at the intersection of the Red and Brown Lines, it will be constrained by both the new Red-Purple Bypass Structure, and the new Red Line Tracks. The Clark Street frontage is partially obstructed by CTA structures, and utility infrastructure today, and will continue to be after construction.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS



Figure 1.80: RPB 03 Built Character and Urban Form Diagram

LEGEND

RPB Site	Building Heights 1 Stories
CTA Red Line	2-4 Stories
Study Area Boundary	5-8 Stories
National Register Property	9-16 Stories
National Register Eligible	
Chicago Landmark Property	
Newport Avenue District (Chicago Landmark District)	

BUILT CHARACTER AND URBAN FORM SUMMARY

The planned construction of the CTA Red-Purple Bypass structure will reach its highest point just to the west of site RPB 03. The bypass structure will be taller than the existing track, and many of the surrounding buildings.

Buildings currently extend to a maximum of 5 stories in this area.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

03

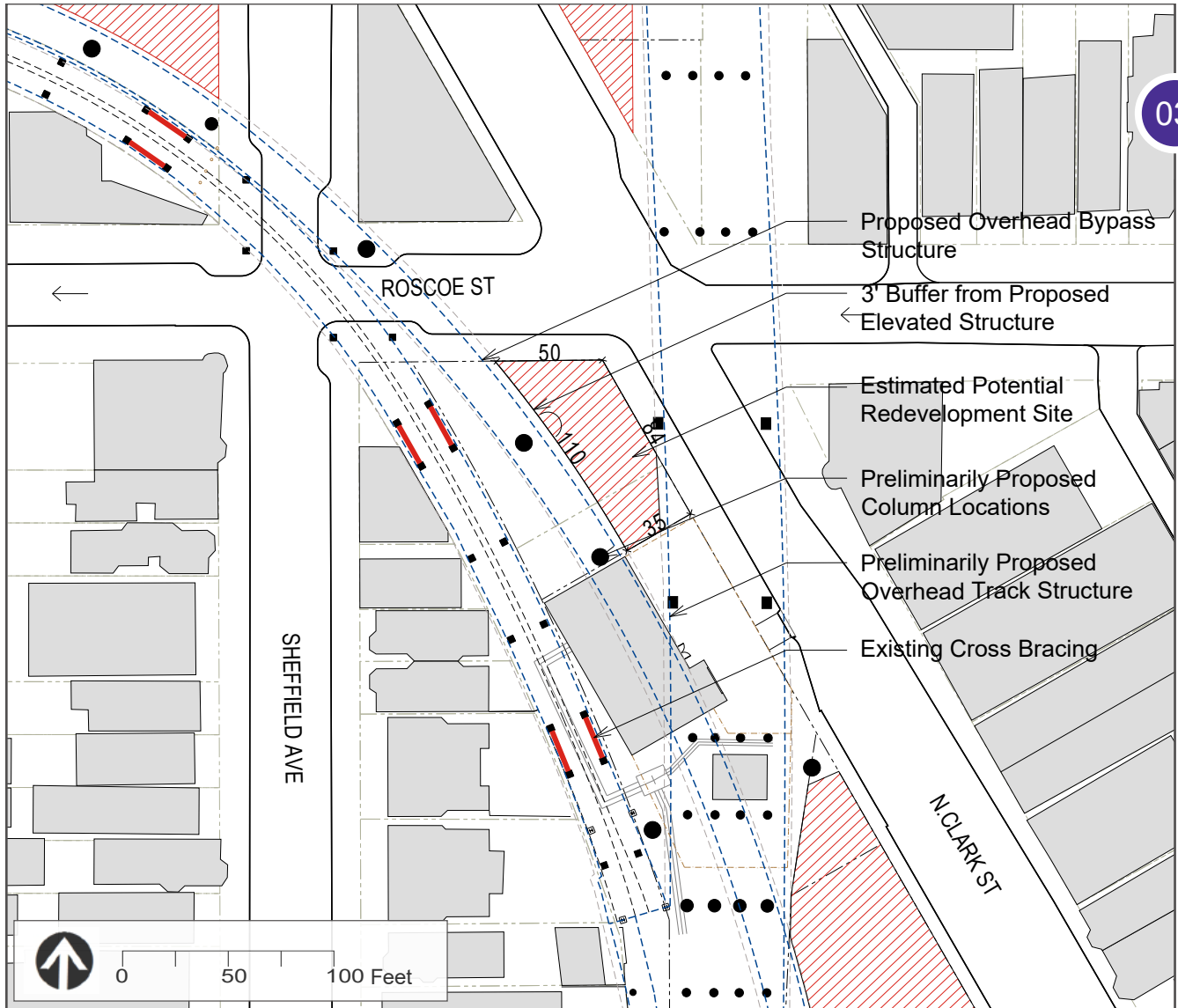


Figure 1.81: RPB 03 Site Constraints and Opportunities Diagram

SITE SUMMARY RPB 03

Address	3366 and 3368 N. Clark Street and 947-955 W. Roscoe Street	Historic District	N/A
Approx. Developable Site Area (s.f.)	3,600 s.f.	TIF	N/A
Approx. Site Dimensions	45 ft x 100 ft	Ward	44
Existing Zoning	B3-2	Track Structure Configuration	Portions of existing brown line open deck structure to remain. Existing red line open deck to be replaced with closed deck. New bypass structure is closed deck.
Transit Served Eligibility	Parking Reduction	Current Use	Active commercial and residential

Table 1.4: RPB 03 Site Summary



Figure 1.82: RPB 04 at 3348 N. Clark Street

Photo Credit: Google Street View



Figure 1.83: RPB 04 Context Map

RPB 04 SITE SUMMARY

RPB 04 is one of the larger potential redevelopment sites to be investigated as part of the TOD Study. The site is comprised of multiple properties that need to be removed for the realignment of tracks and construction of the project. Existing buildings on the site include a three story masonry building with retail on the first floor and offices above, and a smaller, triangle shaped restaurant. There is also a vacant parcel that is part of the site.

Because of the complex geometry of the site, and its adjacency to key structural components for the new track, maintaining access, identifying maximum frontages, and the location of loading zones will require careful study.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

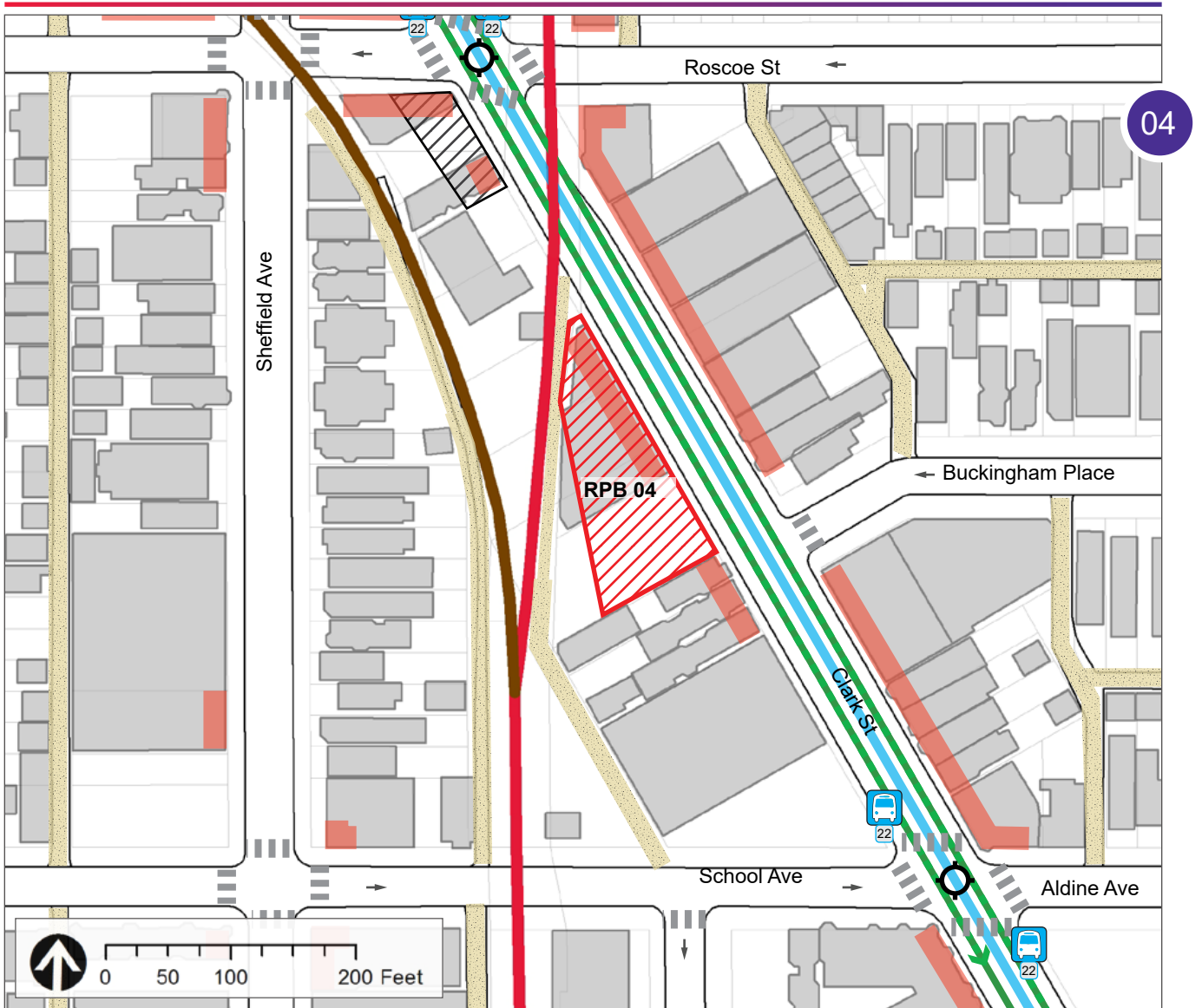


Figure 1.84: RPB 04 Site Context Analysis Diagram

LEGEND

	RPB Site		Pedestrian Street
	Others RPB Sites		Bike Lane
	CTA Red Line		Divvy Station
	CTA Station Access		Public/Leased Parking
	CTA Station Exit		Bus Stop
	Signaled Intersection		Bus Route
	Pedestrian Crossing		Alley
	Retail Storefronts		

SITE CONTEXT ANALYSIS SUMMARY

Site RPB 04 is located directly east of the Red Line track structure, with over 200 feet of frontage along Clark Street.

The site is currently surrounded by active businesses, restaurants, and neighborhoods services. Rear loading access to the site is difficult, due to the track structure and existing utility infrastructure.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS



Figure 1.85: RPB 04 Built Character and Urban Form Diagram

LEGEND

RPB Site	Building Heights
CTA Red Line	1 Stories
Study Area Boundary	2-4 Stories
National Register Property	5-8 Stories
National Register Eligible	9-16 Stories
Chicago Landmark Property	
Newport Avenue District (Chicago Landmark District)	

BUILT CHARACTER AND URBAN FORM SUMMARY

The blocks surrounding Site RPB 04 contain lower scale businesses, and commercial properties, primarily 1-3 stories.

The existing building located on Site RPB 04 is one of the taller structures in this corridor, and provides a visual buffer between the tracks and Clark Street.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS



Figure 1.86: RPB 04 Site Constraints and Opportunities Diagram

SITE SUMMARY RPB 04

Address	3330 to 3348 N. Clark Street	Historic District	N/A
Approx. Developable Site Area (s.f.)	13,755 s.f.	TIF	N/A
Approx. Site Dimensions	70 ft x 180 ft	Ward	44
Existing Zoning	B3-3	Track Structure Configuration	Open deck, to be replaced by closed deck
Transit Served Eligibility	FAR Increase and Parking Reduction	Current Use	Active commercial

Table 1.5: RPB 04 Site Summary



Figure 1.87: RPB 05 at 3208 N. Wilton Avenue

Photo Credit: Google Street View

RPB 05 SITE SUMMARY

Site RPB 05 is comprised of several formerly residential parcels that were either previously acquired by the CTA for the Brown Line Capacity Enhancement Project or are necessary for the current transit improvement project. The remaining parcel depth is relatively narrow for development (roughly 40 feet), but the sites are located in a valuable location, directly adjacent to the Belmont Station. Other neighboring sites are already in the process of being developed, which suggests that these sites will be desirable in the future.

Wilton Avenue is currently a one-way street southbound, and has a primarily residential character despite being located close to the Belmont Avenue and Clark Street entertainment and retail areas.



Figure 1.88: RPB 05 Context Map

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

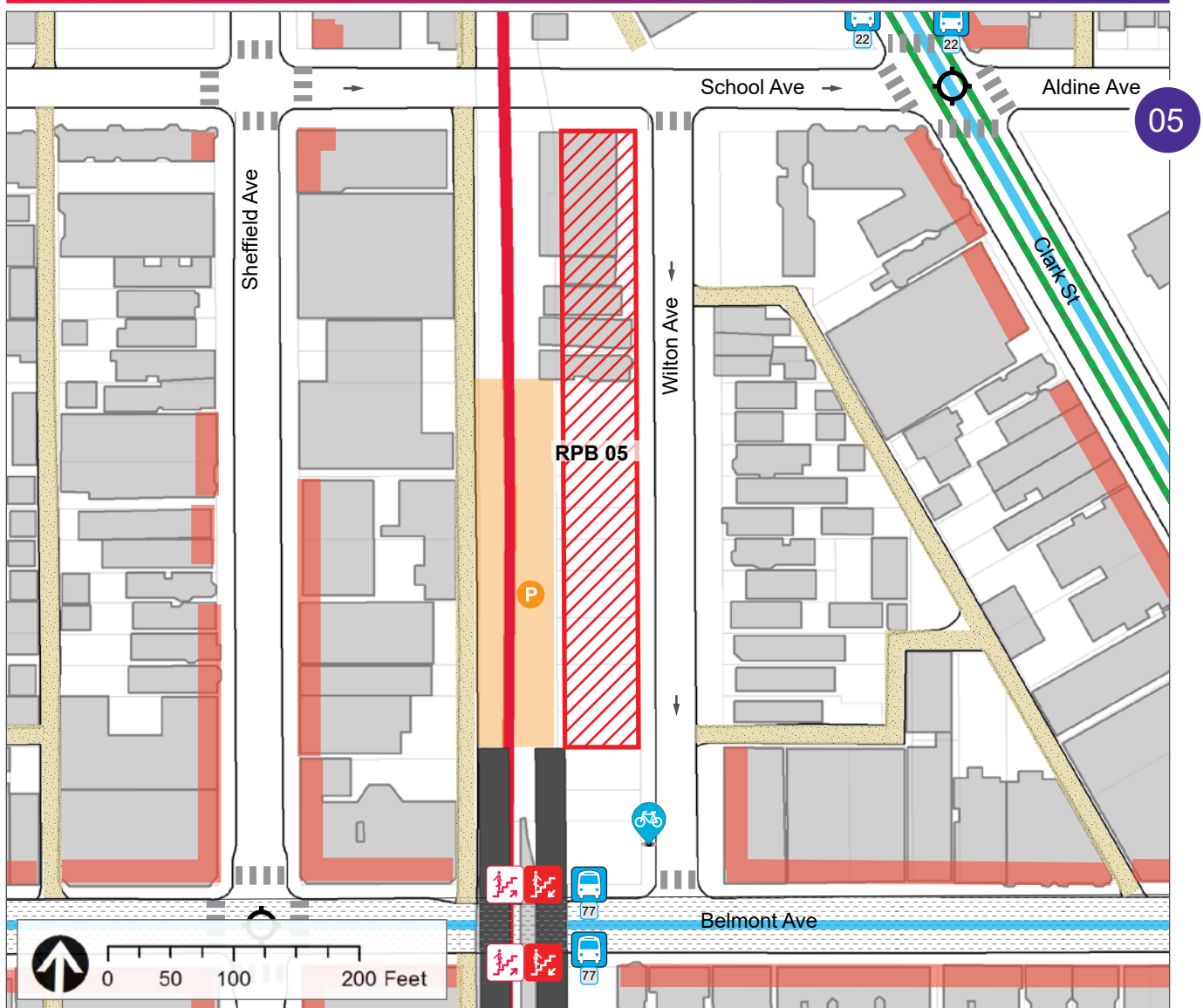


Figure 1.89: RPB 05 Site Context Analysis Diagram

LEGEND

RPB Site	Pedestrian Street
Others RPB Sites	Bike Lane
CTA Red Line	Divvy Station
CTA Station Access	Public/Leased Parking
CTA Station Exit	Bus Stop
Signaled Intersection	Bus Route
Pedestrian Crossing	Alley
Retail Storefronts	

SITE CONTEXT ANALYSIS SUMMARY

Site RPB 05 is a long linear piece of property that is expected to remain after the track structure is updated. The site is located in close proximity to the Belmont CTA station, and therefore is an excellent opportunity for future transit oriented development.

RPB 05 has multi-modal transportation access, including bike lanes on Clark Street, a Divvy Station, and bus stops.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

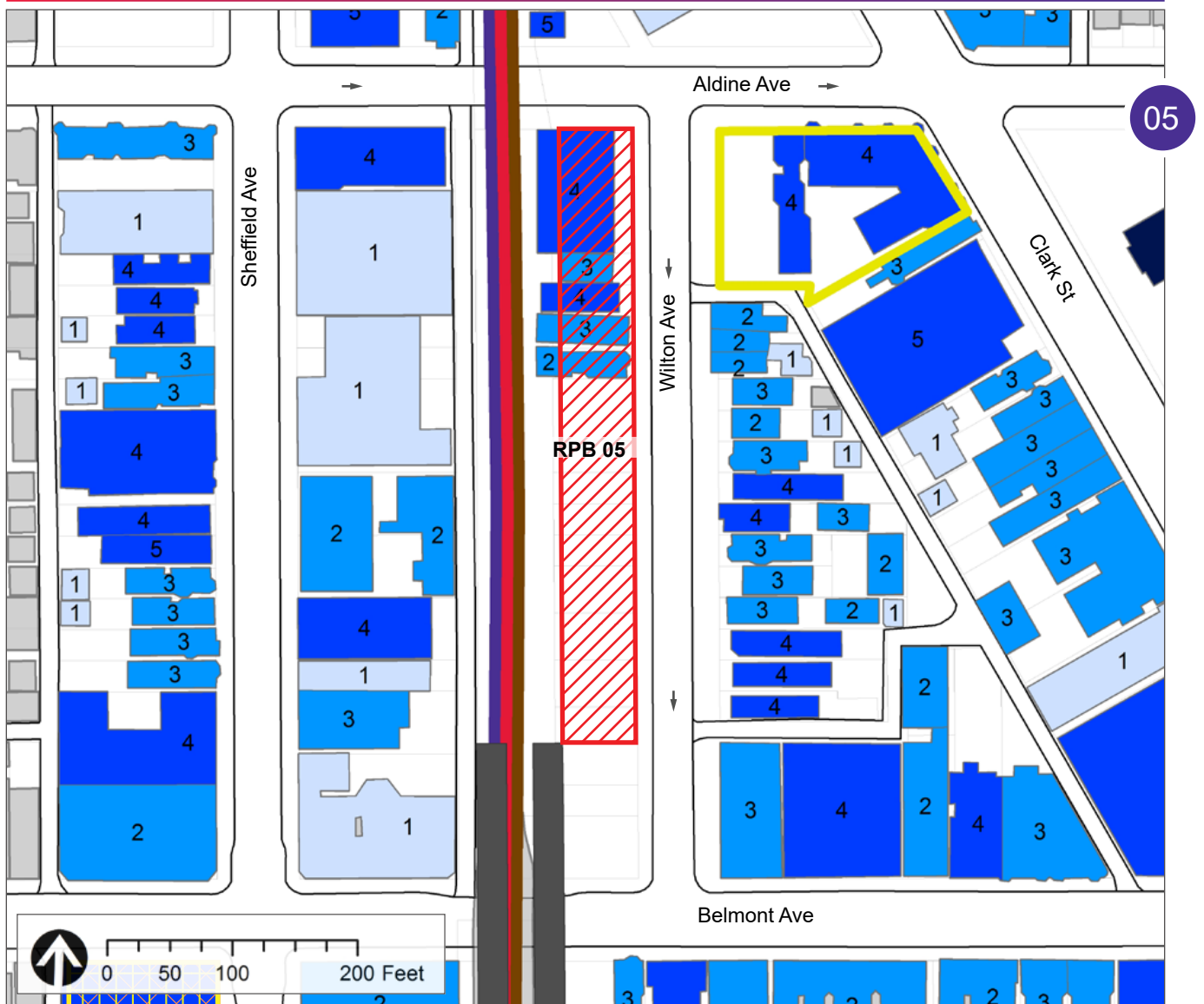


Figure 1.90: RPB 05 Built Character and Urban Form Diagram

LEGEND

RPB Site	1 Stories
CTA Red Line	2-4 Stories
Study Area Boundary	5-8 Stories
National Register Property	9-16 Stories
National Register Eligible	
Chicago Landmark Property	
Newport Avenue District (Chicago Landmark District)	

BUILT CHARACTER AND URBAN FORM SUMMARY

In contrast to areas further north in the RPB District, blocks surrounding the Belmont CTA station are denser, with taller, mixed use buildings.

Three story townhomes and flats are mixed with taller apartments reaching up to 10 stories (such as at Belmont Avenue and Clark Street, and Belmont Avenue and Sheffield Avenue).

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

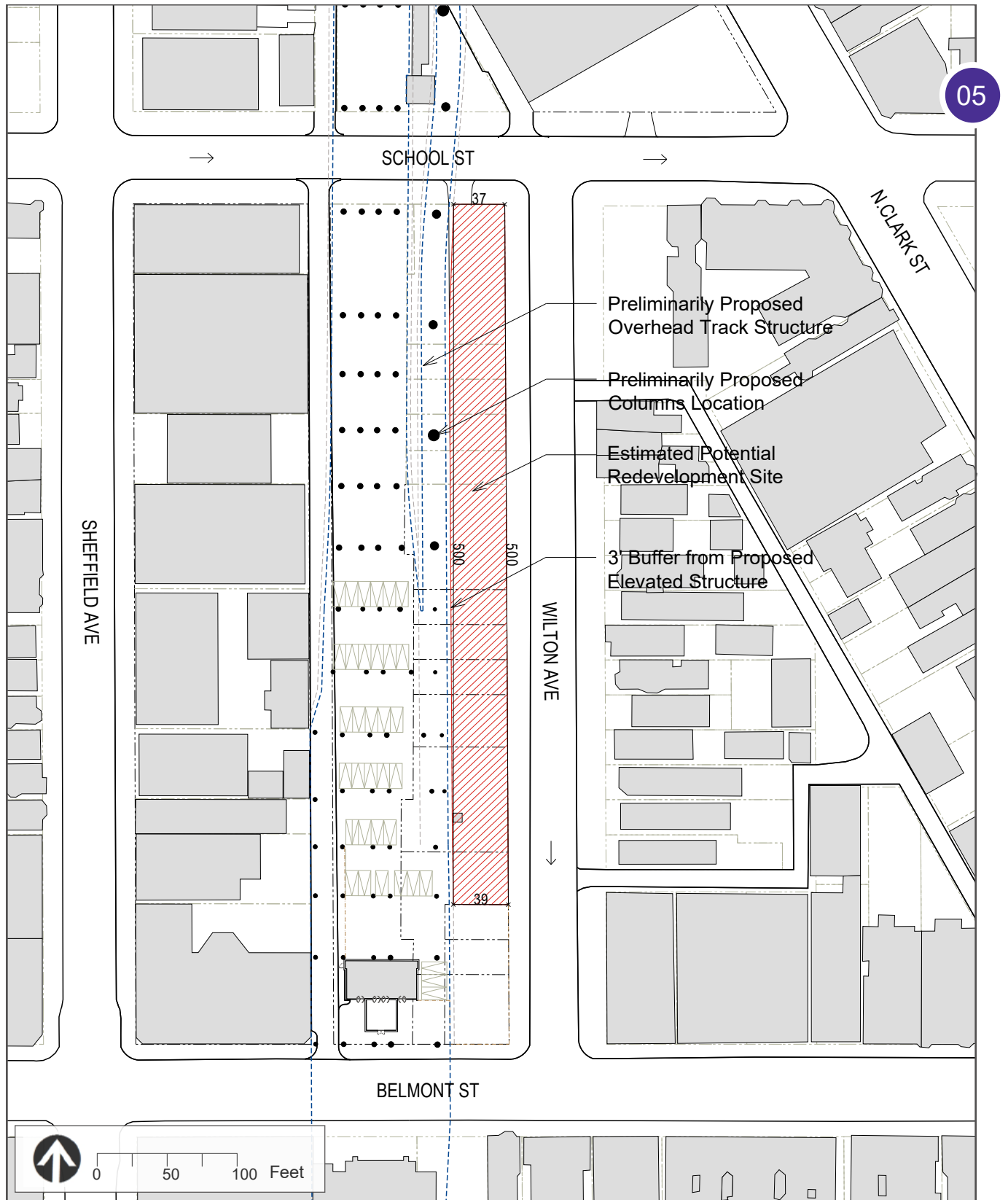


Figure 1.91: RPB 05 Site Constraints and Opportunities Diagram

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT

RED-PURPLE BYPASS

SITE SUMMARY RPB 05

05

Address	3208 to 3252 N. Wilton Avenue
Approx. Developable Site Area (s.f.)	19,873 s.f.
Approx. Site Dimensions	40 ft x 500 ft
Existing Zoning	B2-3 (3252 N. Wilton), RM-5 (3218-3246 N. Wilton), B3-2 (3208-3214 N. Wilton)
Transit Served Eligibility	B2-3 Zone: FAR Increase and Parking Reduction, B3-2 Zone: only Parking Reduction

Historic District	N/A
TIF	N/A
Ward	44
Track Structure Configuration	Open deck, to be replaced by closed deck
Current Use	Parking and residential

Table 1.6: RPB 05 Site Summary



SUMMARY AND INITIAL ASSESSMENT

April 2017

CTA Red and Purple Modernization Phase One

SUMMARY AND INITIAL ASSESSMENT

The potential redevelopment parcels within the RPB District are strategic sites within established and vital commercial and residential neighborhoods. These sites have inherent development potential, however any planned construction must address the challenges caused by the new location and design for the CTA track structure. The following outlines some of the initial issues identified in the data gathering process that will continue to be explored as part of the RPM TOD Planning process.

OPPORTUNITIES

- Most sites are in close proximity to CTA station entrances making them ideal for transit oriented development
- Sites that will be cleared and made-ready for development in high visibility locations are not common in the Lakeview neighborhood, and may offer a distinct opportunity to create innovative developments.
- There are several higher density developments under construction and other anticipated developments that were recently announced in the neighborhood, indicating a strong real estate market.
- Sites located adjacent to the tracks provide an opportunity to construct new buildings that will conceal the new track structure from the view of primary commercial and residential streets.

- The RPB construction project will replace large sections of existing CTA infrastructure, providing an opportunity to clean-up the areas below the tracks and create more efficient, safer, and aesthetically enhanced rear yards for both existing and new developments.
- For new developments in the RPB District, the expanded and improved area below the tracks may be used to provide private parking areas, pending further study. This will free up space on the development sites for other uses.

CONSTRAINTS

- Locations of the column structures for the new CTA tracks may cause access and loading complications for new development that will need to be resolved.
- Irregularly shaped lots, minimal street frontage, and narrow lot depths make larger scale mixed use buildings (that are typical of current urban development trends) challenging.
- The types of uses that can be placed beneath the new structure is limited by CTA's access and maintenance requirements.
- Some utility infrastructure is located in the existing alley right of ways, which may limit the opportunities for re-aligning alleys to provide efficient access routes.

DEVELOPMENT OPPORTUNITY SITES

The following map of potential future opportunity sites and current development sites was created (see Figure 1.92) based on initial site analysis and field verification visits conducted by the consultant team. These sites were reviewed and discussed with the real estate market analysis firms of Goodman Williams Group and Kirsch-Taylor Consulting, and were integrated with their initial market investigations. Areas highlighted in blue represent developments currently under construction, properties that have recently been sold, or have received expressed developer interest. Areas highlighted in yellow are sites that could support future redevelopment.

These sites were identified using the following criteria:

- Low density (single story) sites with significant vacancies
- Vacant parcels or underutilized parcels with surface parking
- Uses that seem inappropriate for the location or that are known to be considering relocation

The identification of these sites will be discussed along with other development opportunities in the RPB District throughout the TOD Plan process. These sites are not currently being promoted for new development but represent locations where, if the current uses were to vacate the site, then redevelopment to more appropriate land uses should be considered.

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT RED-PURPLE BYPASS

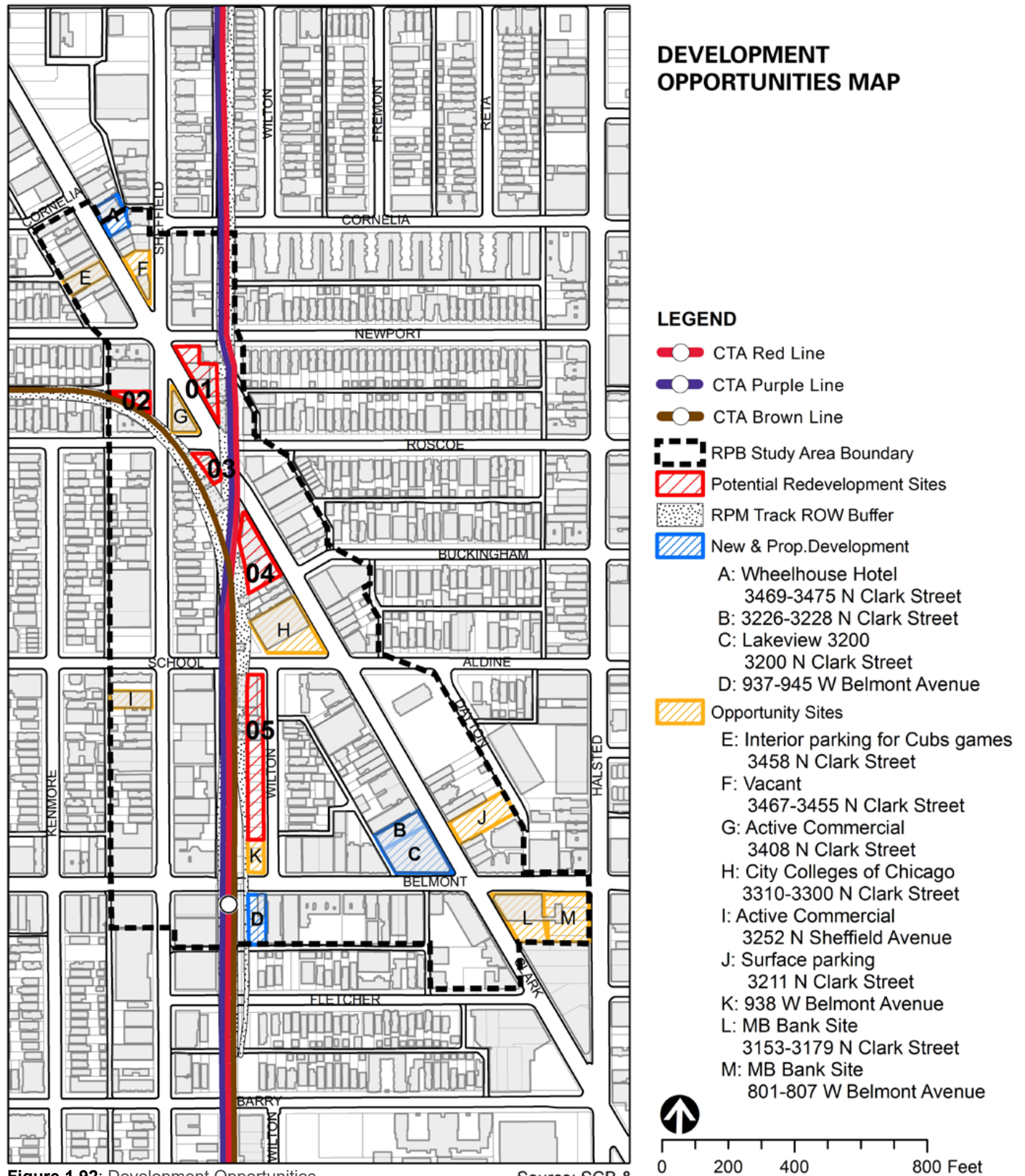


Figure 1.92: Development Opportunities

Source: SCB &
Goodman Williams Group, 2016

TRANSIT-ORIENTED DEVELOPMENT PLAN EXISTING CONDITIONS REPORT
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April 2017

CTA Red and Purple Modernization Phase One

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