

## **Chicago ETOD Policy Plan Public Comment Summary Report**

### **Appendix: ETOD Public Comment Attachments**

The City of Chicago received attachments from the following organizations and individuals as part of public comment submissions on the City of Chicago's draft ETOD Policy Plan:

- Regional Transportation Authority of Northeastern IL
- Shared-Use Mobility Center (SUMC)
- Transportation Equity Network
- HNTB Corporation
- West Chesterfield Community Organization
- Red Line Extension Coalition
- Zipcar, Inc.
- Metropolitan Planning Council
- Roseland / Lois White Realty
- Neighborhood Housing Services of Chicago
- I PROMOTE-IL (Innovations to Promote Maternal Outcomes in Illinois)
- Urban Land Institute – Chicago (ULI)
- Red Line Extension Coalition
- Red Line Extension Coalition – CTA Staging Area Photo Report
- Zachary C McCann, Senior Thesis, Chicago State University

### Evaluating TOD Impact since 2013

- Page 8 – “Developers are taking advantage of optional parking reduction benefits, reducing off-street parking spaces by 74% in areas near CTA and Metra rail stations.” This statement is in the context higher rent increases in TOD areas. Reducing or eliminating parking in a new development is often touted by the development community as resulting in lower construction costs, thereby making the residential units more affordable. Yet, rents are still increasing in these TOD areas at a faster rate than other parts of the City. There is an opportunity here to dig further into the relation between reduced construction costs and affordability.

### eTOD Recommendations

- Recommendations for the City are multi-pronged, are very strategic and are measurable.
- The policy plan recommends the City:
  - Build its capacity to support eTOD
  - Make eTOD required, easier, and more equitable
  - Embed eTOD principles into Chicago’s citywide planning process.
- The recommendations include people (TOD Working Group, eTOD Manager), tools (eTOD calculator), policy changes and data to measure success.
- One recommendation is to engage with a broader public stakeholder group – There is an opportunity here for the RTA to make further contributions to eTOD efforts in the City, possibly through the proposed eTOD Task Force.
- Many policy recommendations are topics the RTA has been advocating for quite some time, such as:
  - Unbundling parking and housing costs.
  - Reducing and eliminating parking requirements.
  - Streamline and simplify the development review process.
  - Improve pedestrian and bicycle infrastructure in, to and from TOD areas.
  - Prioritize rail station accessibility for pedestrians and people with disabilities.
  - Ensure high-performing bus service along TOD bus corridors.

Perhaps never before has the City been better prepared to commit to a new course that is founded on the power of community; that commits to desegregating our city; and that provides community-wealth building pathways for all regardless of the color of their skin or their transit line.



October 29, 2020

**RE: SUMC Comment on Chicago ETOD Policy Plan**

Dear Mayor Lightfoot:

The Shared Use Mobility Center (SUMC) appreciates the opportunity to comment on the ETOD Policy Plan (the Plan), which brings a much-needed equity lens to development around transit hubs. For too long, minority communities have been designed out of access to opportunities while other communities have garnered the benefits of publicly funded investments. ETOD flips that history on its head and centers racial equity in the development of centers that incorporate transportation, housing, and economic development.

With data showing the inequitable location of TOD districts in recent history, as well as their gentrification impacts, the Plan demonstrates the need for its recommendations for system level changes and new metrics. The transparency that comes from an annual TOD performance report on a variety of measures will help only if the measures show the impact of the developments on low- and moderate-income residents and businesses. Monitoring and accountability measures must be developed and assessed with community input to drive place-based investment. The outcomes framework that the Plan references – especially anti-displacement – has to be preceded by enforceable policies that “Make ETOD Required, Easier, and More Equitable.”

SUMC applauds the City’s addition of high-frequency bus routes in addition to rail transit stations as places where ETOD districts can be located. Universal mobility will benefit from multi-modal access at points beyond the CTA and Metra train stations.

Several points about mobility that SUMC would like to amplify in the Plan are these:

1. Provide space for Mobility Hubs that consolidate multi-modal transportation opportunities. With transportation highly related to opportunity and job access, and with transportation costs as the second highest cost for a household, multiple modes are needed to provide options and reduce costs. Well-designed Mobility Hubs envision transportation more broadly and bring the modes, signage and wayfinding, and other community amenities together along a common path with the transit that is serving as the T of the ETOD.
2. Add robust information sources for shared micromobility, carsharing, and transit. This is an era of potential mobility transformation, with new technology and evolving sources

of information. The ETOD districts can foster the transformation and the opportunities that it brings.

3. Include carsharing in this provision about increased access: “Increase access to shared micro-mobility options, including bike-share, e-bikes, and e-scooters.” Fleet-based or peer-to-peer services that allow users to rent a car by the mile, hour, or day, can improve access and reduce the need for privately owned vehicles.
4. Ensure that electric vehicle infrastructure is included in new developments.
5. Prioritize ETOD around CTA and Metra stations that are accessible. We agree with the recommendation to “Prioritize funding to make CTA and Metra rail stations fully accessible to people with disabilities, and to provide sufficient rail capacity for new riders.” The objective of ETOD to increase both accessibility and affordability will happen faster at already-accessible stations and is not inconsistent with prioritizing funding to make CTA and Metra rail stations fully accessible.

In addition to the mobility components noted above, housing affordability and current businesses must be preserved – not destroyed – even as the economic vitality of the surrounding neighborhood is increased because of public investments. As property values increase, consideration should be given to property tax abatements and creative use of land trusts for existing businesses and existing housing with small numbers of units. Housing affordability at new developments must consider the needs of current residents and size the required units appropriately for families.

The ETOD Policy Plan serves a valuable purpose in highlighting that use of public funds as a development tool must never lose sight of who it is for. Thank you for your attention to these comments.

Sincerely,

Sharon Feigon  
Executive Director  
Shared Use Mobility Center

### Attendees

- Tiffany McDowell, YWCA Evanston/Northshore
- Olantuji Oboi Olantuji Reed, Equiticity
- Leesa Raby, Equiticity
- Ellen Partridge, Shared Use Mobility Center
- Jacky Grimshaw, CNT
- Drew Williams-Clark, CNT
- Gwendolyn Purifoye, North Park University
- Adam Ballard, Access Living
- Rosa Ortiz
- Yvonne Shields, Foundation for Homan Square
- Heather Smith, DePaul University
- Heidy Persaud, CNT

### Slide 3

- Problem with TOD is that it has become a tool of gentrification: Milwaukee & California Blue Line stop for example.
- Does there need to be some tax stabilization for 2-4 flats? How do we address land values rising? To keep the existing residents there benefiting from new development without being priced-out?
- What makes TOD equitable is making units affordable and creating policies/putting resources in place to ensure that TOD does not accelerate gentrification and displacement.
- Recommend all this work is framed in a way that is more racialized. Call out that you want Black, Brown, Indigenous people to benefit. The people that you want to benefit are poor people (LMI).
- eTOD should entail development of affordable housing and locally-owned retail.
- Kedzie Blue Line Station has affordable housing units in the works (to stabilize 2-4 flats around the station). The goal should be to not disenfranchise those residents that are already there. And those moving in should have affordable options.
- Different sets of needs around different eTOD opportunities. Logan Square/Pilsen – slow and prevent gentrification. South side/West side – get ahead of gentrification.
- TOD is not the only thing happening at the neighborhood level that could cause displacement: the expansion of bike networks can add to that, as well as logistics companies (ie. Amazon).
- Megadevelopments like the 78 or Lincoln Yards: Include TOD layered with other factors that will create rapid gentrification and displacement.
- Policies need to be addressed years before changes occur and not play catch-up. Anticipate everything that is coming.

#### Slide 4

- The development process to have eTOD is too onerous. It takes a developer that could invest the time and resources to make it happen. Emmett Street is an example of this, it is a 5 year project in the making.
- This policy plan is trying to make that process easier to happen.
- Jefferson Park development is intended to provide housing for veterans and other LMI, but the community didn't want black/brown people moving into the neighborhood.
- North side is unaffordable TOD, instead of eTOD.
- City's incentives have gone to the north side (which is lining developer's pockets). That happens because the markets are hot and developers desire to work there.
- NOF excludes people that don't have cash and capacity at hand.

#### Slide 5

- All public spaces should be accessible, not just some spaces for people with disabilities.

#### Slide 6

- The proposed eTOD office will sit in the Mayor's Office.
- How often was TIF funding included in shaping land use and development? It works in conjunction with TOD and should be discussed in the policy plan.
- Recommend we clearly call out the policies to arrest displacement.
- Define what "more" affordability and accessibility means.
- Would like to increase affordable housing: by how many units within a certain distance?
- Would like to see an affirmative commitment to go above and beyond federal law requirements for accessibility. Currently 5% of units have to be super accessible - around TOD it should go up to 20%.
- For the next 20 years there will be a lot of CTA stations that are still inaccessible, we need to use incentives to prioritize creating more accessible stations. TOD at Milwaukee and California is not only unaffordable, but also inaccessible.

#### Slide 8

- Engagement and capacity-building is important. Where eTOD office will sit is important. Adopting Elevated Chicago's plan for engagement is great, but how does it actually get done? More can be built-out in terms of workforce development, jobs and wealth creation. Nervous about how the City will implement these recommendations, so make sure that the accountability and monitoring plan is followed.
- How to move transit to spaces where there's not a lot of it? People want to move to areas that are transit rich, so if there are more transit rich areas they become less competitive and less expensive to live in.

- TOD incentives for high frequency bus routes are being created. So much of the city is west of the train system. This plan also applies to high frequency bus routes.
- More leadership and diversity is needed with the team leading this work (city staff, etc).
- Would encourage Elevated Chicago to go a little harder in prioritizing marginalized racial groups and LMI residents (not all income levels).
- How do we ensure this achieves what we all set out to achieve? Explicit outcomes should be there. Transparent process to make data available.
- Need to make some adjustments if were not achieving what we set out to do. Not to keep going forward with a project if that is the case - should allow people to come in and make changes if its not doing what we intended.

October 21, 2020

Mayor's Office  
City of Chicago  
121 N. LaSalle Street  
Chicago, IL 60602

To the Mayor's Office, et al.,

On behalf of our team at HNTB - Chicago, I am pleased to submit our comments on the City of Chicago Equitable Transit-Oriented Development (ETOD) Policy Plan Draft (September 2020). As a fellow member of Mayor Lightfoot's Transportation & Infrastructure Transition Committee, I am excited to see the ETOD Policy Plan provide a comprehensive, meaningful and actionable set of strategies to benefit all Chicagoans and leveraging our robust transportation system as a means to achieve larger citywide goals around equity, affordability and access to a greater quality of life.

As instructed, our team has conducted a thorough review of the draft document and provided a set of comments for City staff and partners to consider for incorporation into the next iteration. The comments are provided on the following page.

HNTB has in the past and continues to serve as an integral partner working alongside all transportation service providers in Chicago and we enjoy our collaboration with several city departments. We strongly believe that the ETOD Policy Plan is a step in the right direction; providing an alignment with other city-wide plans, projects, and programs while fostering meaningful dialogue with the developer community and putting equity at the forefront of the conversation.

Our team stands committed to helping the Chicago community and thank you for the opportunity to assist the Mayor's Office and their partners in supporting their City's ETOD Policy Plan efforts.

Sincerely,



Kristi Lafleur  
Senior Vice President  
Chicago Office Leader  
Tel (312) 798-0393 Cell (312) 636-3837

**HNTB Corporation**  
One South Wacker Drive, Suite 900, Chicago, IL 60606 | [www.hntb.com](http://www.hntb.com)



# Chicago eTOD Policy Plan - Comments

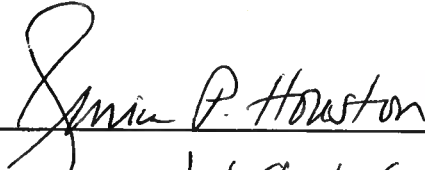
PDF Page	Reference Text	Comment
10	Include sustainable transportation options and incentives in zoning code...	<p>General comment: The City can require developers to implement/enact Transportation Demand Management measures (e.g., programs, services) but there needs to be a regulatory mechanism in place to which they will need to determine their level of investment. The developer community can tend to aim for the bare minimum to save costs, so there is a need to determine the criteria and hold them accountable via a developer agreement or similar legal obligation.</p> <p>Suggest citing precedents of regulatory measures in the document. For example, San Francisco uses the number of proposed parking spaces as a penalty score to which developers need to enact TDM to reduce their penalty. Los Angeles is undergoing a similar effort as are other cities to ensure that TDM and related improvements are developed and provide community benefits.</p>
10	Improve pedestrian infrastructure in TOD zones by prioritizing and targeting resources based on need...	<p>General comment: the executive summary provides adequate detail on this topic but consider detailed language in the body of the document on this particular subject.</p> <p>Similar to San Francisco's <i>Better Streets Plan</i> and Cambridge, MA, the City should make it a requirement for developers to install and upgrade pedestrian and bike facilities in/adjacent to the property and at minimum, must adhere to City's Complete Streets Guidelines. All plans must be in compliance with these guidelines and should be reviewed during the planning and approval process.</p>
10	Ensure high-performing bus service, especially along TOD bus corridors. Prioritize high-quality bicycle infrastructure to, from, within eTOD areas.	<p>Suggest omitting "Prioritize" high-quality services and state "Require high-quality services to the fullest extent possible, in partnership and coordination with appropriate service providers."</p>
39	Establish maximum allowed parking for new developments in all TOD zones...	<p>Consider rephrasing notes to state "Establish a cap or not-to-exceed amount of off-street parking spaces allowable in all TOD areas."</p> <p>The wording of "maximum" might appear misleading to the general public who are not familiar with parking planning terminology and may question what the maximum amount actually represents.</p>
39	Establish point-based system and require developers to implement a certain number of options and incentives...	<p>Consider modifying notes to "Establish an evaluation criteria" and omit "point-based system" to allow for greater flexibility and not limit the City in determining the preferred methodology to require TDM options/incentives, etc.</p> <p>Precedents throughout the U.S. include a variety of methods, such as a parking penalty in San Francisco or based on planned development capacity in various cities in the Washington DC area and New England.</p>

PDF Page	Reference Text	Comment
40	Enable formal shared parking arrangements in TOD areas...	<p>Consider modifying the language in recommendations or notes to specifically state who will be enabling the shared parking arrangements. Document needs to state whether the City will develop and execute agreements, or will the City simply oversee arrangements between property owners/tenants?</p> <p>Shared parking can be quite complicated without an established process and protocol. There are several issues around legalities, liabilities, and the quality of the arrangement in the event property owners or tenants decide to vacate, sell, or lease.</p>
40	Improve pedestrian infrastructure in TOD zones...	Suggest adding to recommendation: "At minimum, pedestrian, bike, and other non-auto improvements related to TOD zones shall adhere to requirements set forth in the Complete Streets Guidelines (2013)."
41	Improve visibility and accessibility of transit signage and wayfinding within TOD areas...	Suggest adding to notes: Improvements shall adhere to universal design guidelines and ADA requirements.
41	Increase access to shared micro-mobility options, including bike-share, e-bikes, and e-scooters.	Suggest modifying recommendations: "Require feasibility of installation of micro-mobility devices, such as bike-share, e-bikes, and e-scooters, at and/or adjacent to development and if feasible, work with City and operator to provide micro-mobility devices, and to be scaled appropriately."
41	Prioritize funding to make CTA and Metra rail stations fully accessible to people with disabilities...	<p>General comment: Who's prioritizing this funding? This is unclear in the document.</p> <p>If the document is geared towards seeking private funds, consider modifying recommendation to: "Require developer(s) to contribute funds towards transit improvements (e.g., new stations/stops, amenities, procure additional buses, etc.) to improve ADA access and sufficient rail capacity for new and existing riders."</p>
41	Prioritize funding to make CTA and Metra rail stations fully accessible to people with disabilities...	General comment: Suggest modifying text in the comments to align with text in the recommendation to include a statement about rail services, as there is no mention of rail services in the recommendation.
41	Improve multimodal accessibility	Suggest adding new recommendation "Support rail service improvements to increase rider accessibility, including but not limited to reduce fares, free transfers, and increased frequency."
41	Ensure high-performing bus service, especially along TOD bus corridors...	Suggest adding recommendation to "identify and implement additional bus priority zones to ensure high-performing bus service."
44	Prioritize investments in transit, biking, and walking in the Citywide Plan.	Suggest adding to notes to "coordinate with implementation partners, including local and regional transportation providers (e.g., CTA, Metra, Pace Suburban Bus) to ensure high-quality facilities and high-performing services are provided.

PDF Page	Reference Text	Comment
63	The vehicle headway standard for the CTA Key Route bus network is to operate at least every 10 minutes during the weekday peak periods....	Suggest identifying and adding Pace Bus corridors operating in Chicago that provide key services and job access and operate at this frequency, including route #352 and the Pulse Milwaukee Line.
64	TOD Zones or TOD Areas...Geographic areas located near CTA or METRA rail stations and designated CTA bus corridors	Suggest including "designated Pace Bus corridors" to definition.

## GREATER ROSELAND SUGGESTED COMMENTS FOR THE eTOD POLICY PLAN

1. Advocate for area **community development funding** with eTOD, as a foundation, to create **Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations** (safety includes emergency pedestrian kiosks with cameras near stations.)
2. Require the CTA 95<sup>th</sup> Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. (Users and neighbors state the 280-million-dollar station is regularly a filthy mess.) and demands CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness. This includes.
  - a) Regular daily cleaning,
  - b) Weekly interior and exterior concrete surface power washing.
  - c) Daily interior and parkway litter removal.
3. Require all Red Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP's) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces and interior and parkway litter removal.
4. Establish flexible eTOD "Good Business Neighbor" Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job's, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).
5. Improve Metra stations as the 95<sup>th</sup> Street at Cottage Grove Station improves/rehab is occurring at (University Village 95/Chicago State University) – Rehab with parking and passenger (Kiss and Ride) station drop offs where possible.
6. Community Agreed eTOD area branding and funding assistance. For example, the 95<sup>th</sup> Street Corridor between the CTA Station neighborhoods agree to Branding the Area "University Village 95". (Themed Signage, Streetscaping, and sidewalks, a *carillon* Bell Tower sound system for CSU. Safety Kiosks.)
7. Attract business and development and Chicago Park investments to the 95<sup>th</sup> Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

Submitted By:  Date: 10/29/2020  
Community/Organization: West Chesterfield Community Organization

# Red Line Extension Coalition

INPUT DUE BEFORE 5PM THURSDAY OCTOBER 29, 2020

October 27, 2020



Dear Greater Roseland Community Stakeholders:

First, we apologize for this short notification. **URGENT** – the City of Chicago Mayor's eTOD Task Force needs the Greater Roseland Community's input/public comment desperately.

Please assist the Greater Roseland Community to be represented, by sending your Public Comment regarding the eTOD Draft Policy Plan.

Note: We provide a pre-written Public Comment below.

## Greater Roseland Community Neighborhoods:

- Altgeld, Chesterfield, Colonial Village, Fernwood, Golden Gate, Lilydale, Pullman, Princeton Park, Pullman, Roseland, Rosemoor, Roseland Heights, Sheldon Heights, Washington Heights, and West Chesterfield, West Pullman

## PUBLIC COMMENT FOR: Draft Transit-Oriented Development (eTOD) Policy Plan

- The City of Chicago invites public comment on the City's first ever Equitable Transit-Oriented Development (eTOD) Policy Plan. Please submit any comments, by 5:00 p.m., on Thursday, October 29, 2020 to: [etod@cityofchicago.org](mailto:etod@cityofchicago.org)
- Or, if you would like to leave a voice message, please call (312) 744-1400.

## What is Equitable Transit-Oriented Development (eTOD)

<https://www.chicago.gov/city/en/sites/equitable-transit-oriented-development/home.html>

Equitable TOD (eTOD) is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. And, prioritizes investments and policies that close the socioeconomic gaps between neighborhoods that are predominately people of color and those that are majority white.

eTOD projects and processes elevate community voice in decision making processes and in realizing community-focused benefits such as affordable housing, public health, strong local businesses, and environmental sustainability, to name a few.

## Roseland Public Comment Procedure:

1. Open/Create/Compose a New Email.
2. Highlight, Copy and Paste the below recommendations, sign, date and SEND.

Sincerely,

Michael E. LaFargue

cc: RLEC Board, Panel of Development, Support Organizations, Public Officials

Dr. William T. Briggs Jr., Chairman  
Michael LaFargue, President  
Pastor Reuben Coleman  
2020 Board  
Debra Truss  
Alonzo Anderson  
Marcia Shannon Jones  
Rev. Alice Harper-Jones  
Andrea Reed  
Wanda Wright  
Dr. Elzie Young Community Center, Inc. (RLEC) • 9400 South Perry Avenue. Chicago, IL 60620  
**773.251.0760 • [mlafarguerelec@gmail.com](mailto:mlafarguerelec@gmail.com)**

## SUPPORTING ORGANIZATIONS

**African American Institute of Leadership and Policy**  
Chicago, IL. 60619

**Endeleo Institute an Adjunct of Trinity Church**  
1947 95th St,  
Chicago, IL 60643

• **Education Village Keepers**  
• **Ninth Ward Greater Roseland Community Coalition**  
10552 S. Vernon  
Chicago IL 60628

**Communities Organized to Win**  
6901 S. Wabash  
Chicago, IL. Zip 60637

**Golden Gate Homeowners Assoc.**  
13134 S Vernon Ave,  
Chicago, IL 60827

**Greater Roseland Chamber of Commerce**  
1000 East 111<sup>th</sup> Street  
Chicago, IL. 60628

**Lake Calumet Vision Committee**  
13300 S Baltimore Ave,  
Chicago, IL 60633

**New Progressive Baptist Church**  
9425 S Perry Ave,  
Chicago, IL 60620

**Reunite Chatham**  
P.O. Box 1495  
Chicago, IL. Zip 60619

**Roseland Heights Community Association**  
Post Office Box 436889  
Chicago, IL 60643

**Rosemoor Community Association**  
10205 South King Drive  
Chicago, Illinois 60628

**St. James AME Church**  
9256 S. Lafayette Ave.  
Chicago, IL. Zip 60620

**United Neighbors of Colonial Village**  
727 W Vermont Ave  
Chicago, IL 60628-7054

**University Village 95 Coalition in Support of Chicago State University**  
10552 S. Vernon  
Chicago IL 60628

**West Chesterfield Community Association**  
P.O. Box 19323  
Chicago, IL. Zip 60619

# Red Line Extension Coalition



INPUT DUE BEFORE 5PM THURSDAY OCTOBER 29, 2020

## GREATER ROSELAND SUGGESTED COMMENTS FOR THE eTOD POLICY PLAN

1. Advocate for area **community development funding** with eTOD, as a foundation, to create **Station and Area Cleanliness, Community Branding** and **Safety around the four (4) proposed CTA Red Line Extension Project Stations** (safety includes emergency pedestrian kiosks with cameras near stations.)
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3. Require all Red Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP's) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces and interior and parkway litter removal.
4. Establish flexible eTOD "Good Business Neighbor" Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job's, paid membership to a local community organization of choice) internal and external security cameras, and participation in (Chicago Police Department (CPD) anti-loitering agreements etc. (local community spend and jobs0
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7. Attract business and development and Chicago Park investments to the 95<sup>th</sup> Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

Submitted By: WCCA Date: 10-29-20  
Community/Organization: WCCA

- Please submit any comments, by 5:00 p.m., on Thursday, October 29, 2020 to:  
[etod@cityofchicago.org](mailto:etod@cityofchicago.org)

Dr. William T. Briggs Jr., Chairman

2020 Board

Andrea Reed  
Wanda Wright

Michael LaFargue, President

Debra Truss

Marcia Shannon Jones

Pastor Reuben Coleman

Alonzo Anderson

Rev. Alice Harper-Jones

Dr. Elzie Young Community Center, Inc. (RLEC) • 9400 South Perry Avenue. Chicago, IL 60620

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**City of Chicago eTOD Policy Plan, Comments submitted on behalf of Zipcar, Inc.  
October 29, 2020**

Submitter's Name: Sabrina Sussman  
Title: Senior Manager, Corporate Communications and Policy  
Email Address: [ssussman@zipcar.com](mailto:ssussman@zipcar.com)  
Telephone Number: 857.707.2166

**Broad themes applicable throughout document**

- Zipcar encourages the city to avoid silos when crafting TOD policy, pursuing specific goals, and making recommendations. Parking specifically, crosscuts several policy areas and can impact many of the city's stated policy goals.
- Parking is one of the highest and most disproportionate development costs. If developers achieve cost savings by reducing parking, part of the savings should be captured to fund shared mobility.
- Avoiding disruption to parking in low-income communities by itself is not an equity strategy or solution. Requiring cars is inequitable. A true equity solution means enabling mobility access without requiring [car] ownership.
- Space for shared mobility should not require agreements between developers and mobility networks too early in the process. Agreements at the application or approval stages are too early and require commitments from mobility networks without an accurate understanding of demand.
- "Increase access to shared micro-mobility options, including bike-share, e-bikes, and e-scooters" repeats several times throughout the document and is unnecessarily limiting to specific types of mobility. To better represent multimodal mobility options, the language should be edited to include all forms of shared mobility, including carshare.

**Strategic Priority #2- Making eTOD required, easier, and more equitable. (PDF pg. 9-10, 29-30)**

**Parking-related Zoning:**

- City of Chicago's current eTOD proposal currently overlooks one of the most impactful tools for reducing a reliance on parking and personally owned vehicles. The proposal should be edited to include progressive carshare parking zoning policies.
- The impacts of car sharing on the environment and our communities is clear. Personally owned cars sit idle on city streets and in parking garages 95% of the time<sup>1</sup> taking up valuable land that could be used for housing, community serving retail, green space and public parks, and more.
- Roundtrip carsharing offerings like Zipcar take up to thirteen personally owned cars off the road for each shared car<sup>2</sup>.
- "Car-sharing (sic) can mitigate the negative impacts of new development by reducing the rate of individual car-ownership per household, the average number of vehicle miles driven per household, and the total amount of automobile-generated pollution per household."- SF Planning

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1 Shoup, Donald. The High Cost of Free Parking. Routledge; 1 edition (June 21, 2011).

2 Martin, Elliot, Susan Shaheen and Jeffrey Lidicker. "Impact of Carsharing on Household Vehicle Holdings" (March 2010).

- The City of Chicago’s eTOD policy proposal should be edited to include a call for revised carsharing parking zoning, based on the success of the City of San Francisco’s program, specifically requiring developers of new, mid-size and large buildings (occupancy post-2011, 50+ units/100+ on-site parking stalls) to provide no cost dedicated car share parking to qualified car share networks. Additional details on the San Francisco zoning policy can be found here: <https://sfplanning.org/project/car-share-program#about>
- Where the eTOD policy prescribes “more flexibility in permitted building uses” (e.g. ground floor residential, more business types in commercial districts, and right sized parking), conversion of existing off-street parking to another use should be explicitly permitted by right, especially where small scale multi-family housing is contemplated.

#### **Transportation:**

- “Increase access to shared micro-mobility options, including bike-share, e-bikes, and e-scooters” is unnecessarily limiting to specific types of mobility. To better represent multimodal mobility options, the language should be edited to include all forms of shared mobility, including carshare.
- Proposed language is, “Increase access to shared mobility options, including car-share, bike-share, e-bikes, and e-scooters.”
- Increase allowable geography for dedicated car share parking spaces in the public ROW in non-metered districts to increase curbside dedicated car share parking spaces in TOD areas.
- “Improve visibility and accessibility of transit signage and wayfinding” is limiting, and should be amended to include mobility resource wayfinding (e.g. signage to car share location, bike share corrals, etc.)

#### **Development incentives**

- Should be expanded to promote repurposing existing parking in TOD areas into other uses (e.g. residential, public space).

#### **Housing**

- As cost savings are recognized from not building parking, recommend including requirement some portion of savings provide shared mobility options for residents.

#### **Architecture/Design Review**

- Should include study/analysis of how parking and the proliferation of personally-owned cars disrupt health (increased GHG and particulate matter, less active transportation), arts and culture (crowds out funding and physical space), and equity (avoiding disruptions to personal car parking and car-centric culture is not promoting equity, proactive solutions to increase equitable mobility options must be provided).
- The physical toll parking takes on building façade, pedestrian interface and experience should be considered as an impact to active transportation, as well as downstream effects on the surrounding community and mode choice.

### **Priority 2 Recommendations (PDF pg. 38-42)**

#### **Tame the Automobile**

- “Ensuring low-income households are not affected by parking reduction” is not an equity strategy. Low-income households must be provided access to mobility solutions without the costs and hassles of owning a car.
- Shared parking agreements in TOD areas should not require a commitment by a mobility network at the planning application or approval phase of the entitlement process. Rather,



parking for shared mobility should be required by code, and only dedicated to a specific mobility network at the time of building occupancy.

**Improve multimodal accessibility/ Increase access to shared micro-mobility options**

- This recommendation should be edited to include all forms of shared mobility, not just shared micro-mobility. Recommend language is, “Increase access to shared mobility options, including car-share, bike-share, e-bikes, and e-scooters.”

**Avoid Displacement**

- As a mechanism to preserve unsubsidized housing in TOD areas, especially in 2-4 unit buildings, existing parking should be convertible to non-parking uses, especially to ADU-type housing units and/or additional dwelling rooms as part of an existing dwelling unit.
- Developer costs associated with increased affordability requirements can be funded by savings achieved by less parking construction.

**Improve Community Health and Safety**

- Fewer cars result in more physical space for residents and frees up funding for new community gathering space, neighborhood commerce, festivals, and sustainable spaces.

**Strategic Priority #3- Embed eTOD in Chicago’s Citywide Plan (PDF pgs. 11, 31)**

**Land Use and Zoning**

- Dedicated car share parking should be imbedded in TOD geographies as future neighborhood land use plans are advanced.
- Racial and health equity assessments should include environmental health and justice, and health benefits associated with increased active transportation.

**Transportation:**

- “Prioritize investments in transit, biking, and walking in the Citywide Plan” is unnecessarily limiting. To better represent multimodal options, the language should be edited to include carsharing.
- Proposed language is, “Prioritize investments in transit, biking, walking, and carsharing in the Citywide Plan.”

**Improve multimodal accessibility/prioritize investments in transit, biking, and walking in the Citywide Plan**

- This recommendation should be edited to include carsharing. Carsharing is an equitable mobility offering that enables all residents to take essential vehicle trips, without the reliance on vehicle ownership. Recommended language is, “Prioritize investments in transit, biking, walking, and carsharing in the Citywide Plan.”

**Priority 3 Recommendations (PDF pg. 31)**

**Improve Multimodal Accessibility**

- Citywide plan investments should include shared mobility resources, in addition to transit, biking, and walking.

**Evaluating TOD’s Impact (pg. 19-20)**

**Transportation Shifts** – It is encouraging to see that developers are taking advantage of optional parking reductions (74% reduction of off-street parking spaces near CTA and Metra stations). The money saved by not building parking is a windfall and is potential source of value capture to fund shared mobility,

which is an investment that benefits the whole community. Recommend further tying these findings to reduced parking in the same footprint as "space saved" and [construction] "dollars saved" metrics to contextualize for use during further community engagement.

**Workshop 2 (PDF pg. 25)**

- As community engagement continues, the process by which priorities/levels of importance are ranked by stakeholders should be refined so that 1) it is understood that spend on one priority can crowd out funding for another (e.g. money spent on parking means less money for community rooms and resources, or higher quality building materials to match historic elements), and 2) that parking impacts nearly every other priority listed in the survey and these factors cannot be evaluated in isolation.

**APPENDIX D. Potential eTOD Performance Metrics**

- d. What are the impacts of TOD on Transportation?
  - a. ADD: carsharing membership

**Reference Materials Attached:**

- 1) Improving City Living Through Social and Environmental Change: Zipcar Impact Report
- 2) Zipcar in Chicago



October 29, 2020

**To:** City of Chicago Office of the Mayor and Department of Planning & Development

**From:** The Metropolitan Planning Council

**Subject:** MPC Comments and Recommendations on the ETOD Policy Plan

The Metropolitan Planning Council (MPC) is pleased to be a partner in strengthening the City's TOD ordinance to advance equitable development in Chicago. Encouraging development near bus routes and formalizing an equity-grounded implementation plan are steps in the right direction to ensure the benefits of living and working near transit hubs are available to a broader range of people. Denser urban development patterns and reduced need for driving can also further Chicago's resilience in the face of climate change. As a member of the planning team and working group we are proud that the development of these recommendations included over 70 voices from across the city raising important concerns and creative ideas and targeting common outcomes to reduce displacement, invest in communities of color, reduce segregation and promote economic development.

In Chicago, place matters. Residential segregation has a lasting impact on local housing and commercial markets and evidence shows that transit-centric development, while the smartest way to grow, can exacerbate the economic divides across our deeply segregated city. Transit-oriented development is a tool that needs different support across different markets. The ETOD policy has the potential to spearhead an integrated approach to development – one that accounts for local market conditions and leverages resources to stabilize neighborhoods in need of economic investment. Next steps taken by the city to evaluate recommendations and codify ETOD policy and practice should include the following:

1. Develop a clear process for equity and measuring equity outcomes
2. Clarify the roles of city departments in ETOD implementation with clear measures of accountability
3. Provide support for community-based developers
4. Encourage joint development with transit agencies
5. Demonstration projects should be guided by sound criteria and address a range of typologies
6. Ongoing and proactive engagement with community stakeholders

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**Develop a clear process for equity and measuring equity outcomes:** The plan provides a thoughtful definition of equitable TOD that defines who benefits, prioritizes closing economic gaps, and racial inclusion. While equity is referred to throughout the document, more specificity is needed on how equity will be achieved through the process. Development of an ETOD scorecard with performance metrics and equity indicators should be a first-year action to evaluate current and new projects in the pipeline as well as demonstration projects.

**Clarify the roles of City departments and other policies in ETOD implementation with clear measures of accountability:** The interdepartmental strategy employed to develop the plan should be followed by a clear articulation of those agencies roles in implementing recommendations during the demonstration period and how changes to policy and practice will be codified. -Related polices such as the ARO, Neighborhood Design Guidelines, Neighborhood Opportunity Fund, Stormwater Ordinance, Building Code, etc., could positively or negatively impact the desired outcomes of the plan and should be reviewed and revised to aligned with citywide goals for equitable development. The ETOD implementation should also consider how it can support site selection and identifying and coordinating resources for specific parcels and build on the strength of DPD's updated RFP model. In the absence of dedicated TOD staff, ownership and enforcement of the proposed recommendations are unclear. If DPD is leading the implementation, clear lines of participation and responsibility of other key departments must be articulated. The scorecard can serve as a tool for cross-agency accountability.

**Provide support for community-based developers:** The City should be more explicit on how it will support small business and community-based developers in a reimaged ETOD process. The current system is structurally biased to favor firms and projects that can quickly secure necessary resources. The City should consider how a parallel path can be created for BIPOC and community-based developers who have historically faced barriers to accessing and securing capital. Equity measures need to address who benefits from and who develops projects.

**Encourage joint development with transit agencies:** Building on cross-agency collaboration, the policy should include developing structures within transit agencies to pursue joint development at transit stations. This should include not only CTA but also Metra, which has many parking lots that could be developed as TOD, and potentially Pace at key stations and transfer locations. When publicly owned transit adjacent properties are developed as ETOD, they can create ongoing revenue streams that can help fund public transit. Examples of other regions that have established programs which can inform this strategy include: [Los Angeles Metro](#); [Bay Area Rapid Transit TOD](#); [BART Framework for determining financial return from affordable housing](#); and [Atlanta's MARTA Office of TOD and Real Estate](#)

**Demonstration projects should be guided by sound criteria and address a range of typologies:** Projects selected to test and evaluate recommendations should be determined using clear criteria aligned with program goals. Chosen sites should deliberately test varied policies/recommendations that are tailored to that geography and market. Overall, projects should produce a broad range of feedback from different challenges faced in different markets. Every community is different. Pilot project results should not be communicated as the replicable model but documented to capture lessons learned providing case studies that can be refined to fit specific community context. Pilots should also target ‘easy wins’ and balance the scale and size of projects targeted along both bus routes and rapid transit hubs.

**Ongoing and proactive engagement with community stakeholders:** ETOD demonstration projects and ongoing implementation should employ a proactive approach to community engagement. Projects should leverage existing resources such as MPC’s [Corridor Development Initiative](#), CMAP’s [Local Technical Assistance Program](#) and Elevated Chicago’s [Community Engagement Principles and Recommendations](#). It is important for ongoing engagement with community stakeholders to occur throughout the pilot process and implementation of the steps laid out above in order to continually evaluate and strengthen the ETOD policies moving forward. Special attention should be paid to engaging with residents, community members, and businesses that may be directly affected by potential development.

As the draft ETOD Policy Plan concludes:

*“Chicago has a great opportunity and much to do to create a new chapter for equitable development that is centered on existing transit and community assets. ETOD is an approach that requires much more intentional coordination between players, and a commitment to revise the policies and practices that prioritize auto-oriented, suburban-style, and extractive development practices over those that generate wealth and opportunity for the many Chicago households and businesses already located near transit.”*

MPC and our partners agree that Chicago has a great opportunity in moving the ETOD Policy Plan forward. The feedback and next steps laid out above are integral in maximizing the City’s ability to take advantage of that great opportunity, and will lead to a more transparent, complete, and equitable engagement, development, and review process.

Contacts:

Kendra J. Freeman, Director of Community Development & Engagement  
Jordan Bailly, Associate, Land Use & Planning, ETOD

## GREATER ROSELAND SUGGESTED COMMENTS FOR THE eTOD POLICY PLAN

1. Advocate for area **community development funding** with eTOD, as a foundation, to create **Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations** (safety includes emergency pedestrian kiosks with cameras near stations.)
2. Require the CTA 95<sup>th</sup> Street Terminal have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. (Users and neighbors note the 280-million-dollar station is regularly an eyesore.) Demand that CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness. This includes.
  - a) Regular daily cleaning,
  - b) Weekly interior and exterior concrete surface power washing,
  - c) and Daily interior and parkway litter removal.
3. Require all Red Line Extension eTOD Stations establish published Standard Operating Procedures (SOP's) addressing station and parkway cleanliness. This includes cleaning interior and exterior surfaces, power washing concrete surfaces, and interior and parkway litter removal.
4. Establish flexible eTOD "Good Business Neighbor" Guidelines. This policy would have local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (jobs, paid membership to a local community organization of choice), internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc.
5. Improve Metra stations as the 95<sup>th</sup> Street and Cottage Grove Station improvements/rehab is currently occurring at (University Village 95/Chicago State University). Require rehab with parking and passenger (Kiss and Ride) station drop offs where possible.
6. Community Agreed eTOD area branding and funding assistance. For example, the 95<sup>th</sup> Street Corridor between the CTA Station neighborhoods agree to re-branding the area "University Village 95". (Themed Signage, Streetscaping, and sidewalks, a **carillon** Bell Tower sound system would be included for CSU as well as safety kiosks.)
7. Attract business, developments, and Chicago Park investments to the 95<sup>th</sup> Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

Submitted by:

Luis R. White

Date:

10/29/2020

Community/Organization:

Roseland / Luis White Realty



**FOR MORE INFORMATION CONTACT:**

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**Thursday, October 29, 2020**

## **Comment on City of Chicago ETOD Policy Plan**

Neighborhood Housing Services of Chicago (NHS) submits this comment in response to the Equitable Transit-Oriented Development (ETOD) Policy Plan draft released last month, which was the result of a collaborative effort between the Mayor's Office, the Departments of Planning and Development, Housing, Transportation, and Public Health, the CTA, and many other important stakeholders. Above all, we are excited by the principle of equity driving this Policy Plan. As an affordable homeownership institution and an experienced community convener, there are parts of the plan that relate to our work where we would like to contribute our knowledge and expertise. We specifically want to comment on how the Plan addresses leveraging vacant land, engagement and communication practices, and preserving 2-4 flat buildings.

While a directory of publicly owned vacant land near transit access is a good start, this Policy Plan should also address the root cause for why those lots have remained vacant, focusing on the South and West sides. One of the most significant barriers to developing on these lots is site work costs. Vacant lots are not simply ready to develop – most are home to foundations and waste from previously demolished structures, and the costs of excavating and removing those materials can be extremely high.

On top of those initial site work costs, vacant lots near transit often have environmental hazards that may require expensive testing and remediation. The uncertainty surrounding site work costs on vacant lots near transit drives developers away, and the lots remain vacant. In order for these lots to be put to productive use, the City should offset some of that uncertainty. For example, the City could institute a subsidy program to help with site work costs or seek federal funding to conduct soil testing and other environmental hazard assessments prior to selling the lots, so that the buyer is better informed about the risks.

Second, standardizing communication and community engagement practices across City departments is smart, but those practices also need to be more thorough in order to connect with residents in a meaningful way. Any community engagement plan from the City must include developing and establishing multiple avenues of communication to meet people where they are. Using a mix of digital and analog tools that are accessible and familiar to residents will make them more comfortable engaging with the City on neighborhood planning projects. By bringing together local leaders and residents from all backgrounds to address challenges, the City can increase civic engagement and demonstrate the tangible value of ETOD.



Finally, we were happy to see that this Policy Plan includes preserving 2-4 flat buildings near public transit – this housing type is a crucial part of Chicago’s housing stock. Because 2-4 flats are a unique form of unsubsidized affordable housing, preserving these affordable units is significantly more cost-efficient than replacing a unit that has been lost. This is a topic that we think about often at NHS, so we have some strategies that would be helpful in accomplishing this policy goal.

Specialized education for current owners or potential buyers of 2-4 flats can help them navigate the unique challenges of this type of homeownership. For example, potential buyers that are not experienced landlords could benefit from landlord training to help them manage tenant relationships. To engage 2-4 flat owners most effectively, the City must use on-the-ground outreach and communication strategies that are accessible to seniors and 2-4 flat owners who do not speak English as their primary language. Finally, the City or a partner could offer a purchase subsidy for owner-occupants or local investors who commit to keeping rental prices affordable, and grants for health and safety repairs would make homeownership more sustainable for owners of 2-4 flats in disinvested neighborhoods.

We appreciate the opportunity to comment on this Policy Plan and share the benefits of our knowledge and experience. Thank you for your time and consideration, and we look forward to seeing this equity-driven plan brought to fruition.





University of Illinois at Chicago • 840 South Wood Street • Chicago, IL 60612 • [IPROMOTE-IL@uic.edu](mailto:IPROMOTE-IL@uic.edu)

October 29, 2020

City of Chicago- City Hall  
121 N. LaSalle St.  
Chicago, Illinois 60602

Re: Equitable Transit-Oriented Development (eTOD) Policy Plan

The Innovations to imPROve Maternal OuTcomEs in Illinois (I PROMOTE-IL) Project, housed at the University of Illinois at Chicago (UIC), offers our enthusiastic support for *the Equitable Transit-Oriented Development (eTOD) Policy Plan*, and its vision that all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs, in diverse neighborhoods across the city of Chicago.

Upon review of this policy plan, we commend the multi-disciplinary eTOD workgroup for demonstrating a clear process and articulating three strong priorities. We know that transportation is a social determinant of health that affects access to healthcare and social services, employment and education across the lifespan. However, some populations are disproportionately affected by inadequate or inaccessible transportation. Research shows that transportation barriers and lack of childcare are two important drivers in a person's ability to access adequate and timely prenatal and postpartum care.<sup>1,2,3,4</sup>

Thus, we encourage you to articulate how this *eTOD Policy Plan* is or can be family-friendly:

- **Improving multimodal accessibility** of CTA and Metra rail stations will allow more young parents and families with strollers to use the transit.
  - o Subsidizing public transit fare for pregnant persons and those traveling with children less than five years old.
- **Incorporating health and safety** into City's citywide plan by including an assessment of travel time to essential services, such as hospitals and primary care offices, and then articulating how the eTOD plan can help reduce travel time for Chicagoans citywide.
- **Developing a comprehensive strategy to leverage publicly owned land and vacant lots** near transit for public benefit should include services that would benefit young children, families, and pregnant persons such as childcare facilities, parks, and healthy food options.

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<sup>1</sup> Heaman, M. I., Sword, W., Elliott, L., Moffatt, M., Helewa, M. E., Morris, H., ... & Cook, C. (2015). Barriers and facilitators related to use of prenatal care by inner-city women: perceptions of health care providers. *BMC pregnancy and childbirth*, 15(1), 2.

<sup>2</sup> Pistella, C. Y., & Synkewecz, C. A. (1999). Community postpartum care needs assessment and systems development for low income families. *Journal of health & social policy*, 11(1), 53-64.

<sup>3</sup> Phillippi, J. C. (2009). Women's perceptions of access to prenatal care in the United States: a literature review. *Journal of midwifery & women's health*, 54(3), 219-225.

<sup>4</sup> Henderson, V., Stumbras, K., Caskey, R., Haider, S., Rankin, K., & Handler, A. (2016). Understanding factors associated with postpartum visit attendance and contraception choices: listening to low-income postpartum women and health care providers. *Maternal and child health journal*, 20(1), 132-143.

We are pleased to see that the development of this plan included more than 70 representing numerous City departments, community-based organizations, the private sector, philanthropies, and regional non-profit and governmental partners. We encourage you to include pregnant persons and young families in any follow-up data gathering to understand the unique challenges experienced by this population and how they could benefit from the *eTOD Policy Plan*.

One of the requirements of the federally funded **I PROMOTE-IL** project is a state-level maternal health strategic plan. Our robust strategic planning process engaged over 50 stakeholders to develop five strategic priority areas, including the Root/Structural Causes of Health Inequity, which aims to expand and strengthen existing housing and medical transportation programs to provide more options for pregnant and postpartum persons. There is strong alignment between the *eTOD Policy Plan* and our forthcoming strategic plan; we are open to collaborating on this project in the future to ensure that a maternal and child health lens is present.

Thank for you the opportunity to provide public comment on the *eTOD Policy Plan*. We look forward to seeing how this work progresses to increase accessible and safe transportation corridors in all areas of the city for our Chicago families.

Best,



**Stacie Geller, PhD** on behalf of the I PROMOTE-IL Project  
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Professor, Division of Academic Internal Medicine, Department of Medicine  
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**Carie Bires, MSW** on behalf of the Illinois Maternal Health Task Force  
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## City of Chicago's Draft ETOD Policy Plan

### ULI Chicago Comments

The plan presents policy imperatives to create greater equity in development around transit nodes so that opportunities inherent in these higher amenity, higher access areas are available to all Chicagoans. Our comments focus on opportunities and challenges related to implementing these policies. Additionally, ULI Chicago and individual members are committed to helping the City develop strategies to effectively implement ETOD.

#### **Bulk & Density Regulations**

- Some bulk and density incentives such as higher FAR, reduced Minimum Lot Area (MLA/unit) and reduced parking are present in the current ordinance. Amplifying these incentives would make it easier to include units that are affordable to middle and lower-income residents in new TOD developments. We need to allow a better balance between equity-focused affordability requirements and bulk and density incentives by changing the negative perception of density.
- It is important to remember that zoning must always be tied to an underlying land-use plan. If the city wants to apply different zoning related incentives (bulk and density) in different parts of the city, it should do that based on area plans that can help justify the need for the variation in zoning.

#### **Financing**

- Large scale TOD developments on the north and northwest sides of Chicago are financed by private capital that comes attached with specific return-on-investment requirements. Implementation strategies crafted for the policies presented in the plan should be grounded in an understanding of the financing structure of typical MF developments. Allowing greater density could be one way of making it financially feasible to add affordable units in new TOD developments. While social-impact investments (where investors are willing to accept lower returns for projects that have a desirable social-impact) can help, larger scale development activity would need to meet private investor requirements.
- Having a critical mass of projects – not one project by one developer, but maybe three different projects by three developers—can create the momentum needed to attract additional private capital to neighborhoods that have not seen enough investment in the past. Similarly, recognizing that public dollars are limited, it will be more impactful to focus them on targeted areas first, rather than spreading them out across larger areas (even though they all need more investment).

- Parts of the city – south and west sides— have not seen TOD development even with recent multi-million-dollar transit improvements. Attracting market-rate TOD developments to these areas could bring in new residents, help build the market for amenities (such as grocers, restaurants, etc.) and attract overall more investment/development. Adding affordability restrictions in these markets is likely to render developments financially infeasible, reinforcing the current inequitable development pattern in the city. The need to attract private investment should be balanced with the need to maintain affordability. To facilitate that, in addition to attracting private investment, interventions should be put in place to preserve long-term affordability by leveraging city-owned land (which is present in significantly higher numbers in many south and west side communities) and other policies/programs aimed at supporting residents vulnerable to involuntary displacement. This could be a way of advancing equitable development in the larger half-mile area around the transit station without requiring ETOD on every site/development.
- Rental subsidy will be needed to achieve deeper affordability that is required to achieve truly equitable development. Consider engaging CHA and leveraging CHA vouchers to provide affordable units in new TOD developments.

### **Implementation**

- Single point-of-contact at the City rather than a multi-layered, complex review and approval process would encourage more “out-of-the-box” thinking and proposals from potential developers.

# **Red Line Extension Coalition**



**Red Line Extension Coalition Board  
and  
RLEC 95<sup>th</sup> Street POD Meeting**

**October 15, 2019**

# Red Line Extension Coalition



## Call To Order:

**\*Opening Prayer: Alice Harper Jones**

**\*Opening Statement: Michael LaFargue**

- 95<sup>th</sup> TOD area to be beautiful, safe, secure, preferred Point of Destination.
- Disparities and Time Line

**\*RLEC Background. Dr. Briggs**

**\* Committee Reports**

- 95<sup>th</sup> Street Terminal Cleanliness Inspections – Charles Rhodes
- 95<sup>th</sup> Street Terminal Landscaping – LaFargue/Williams
- Illinois Institute of Technology – Ipro Dr William Briggs
- Memorandum of Understanding - Michael LaFargue
- Branding – Clevan Tucker (University Village 95)
- Security – Alonzo Anderson (Safety/Emergency Kiosks)
- Good Business Neighbors – Marcia Shannon Jones (6 businesses signed)
- Abbott Park – Lori Burns (Chicago Park Dist. Assigned Sarah White to RLEC)
- CTA Staging Area - Michael LaFargue (What the WCCA Community Wants)
- CTA Red Line Extension Fall New Letter Reading

**\* Metropolitan Planning Council – Community Meetings Postponed**

**\* NEXT CTA BOARD MEETINGS**

- Wednesday, November 20, 2019 at 2:30 p.m.\*\*
- Wednesday, December 11, 2019 10:00 am,

**\* NEXT RLEC Board and POD Meeting: December 9, 2019 6:30PM**





# CTA 95<sup>th</sup> Terminal Project

**\$280M CTA  
Terminal  
Project  
Completed**



**Abbott Park 21 Acres Improvements Suggested**

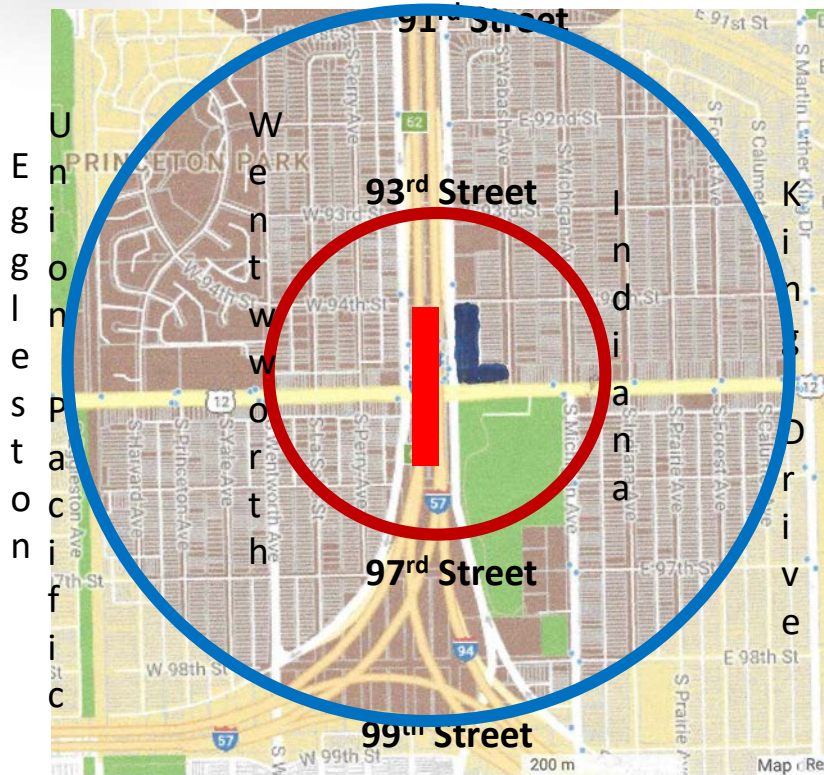
**CTA Staging  
Area to Be  
Developed.**

**Transit Oriented  
Development**

**Metropolitan  
Planning  
Council  
with  
Community  
Input  
Postponed**



# 95<sup>th</sup> Street Terminal 1/2 Mile Radius TRANSIT ORIENTED DEVELOPMENT



1/4 Miles	1/2 Mile	FTA TOD	YES
1	3 Schools	CITY TOD	N/A
2	4 Grocery Stores	TIF DIST.	NO
3	6 Restaurants	Q Census	NO
0	0 Banks	DDA	NO
0	3 Doctors	IHDA opportunity	N/A
0	0 Pharmacy	NMTC designation	N/A
1	2 Parks		
6	18 Stores		
	2000 to 2016 Population Trend <b>-18%</b>		
14.8%	20%	Population in poverty	
473	2,087	House Holds	
\$996	\$1,037	Rent % of Rental HHs: <b>28%</b> and <b>40%</b>	
\$52K	\$46K	Median Income	
33%	30%	Transit Commuter's	
47yrs	44	Years	

June 18, 2018





# 1/4 Mile TRANSIT ORIENTED DEVELOPMENT

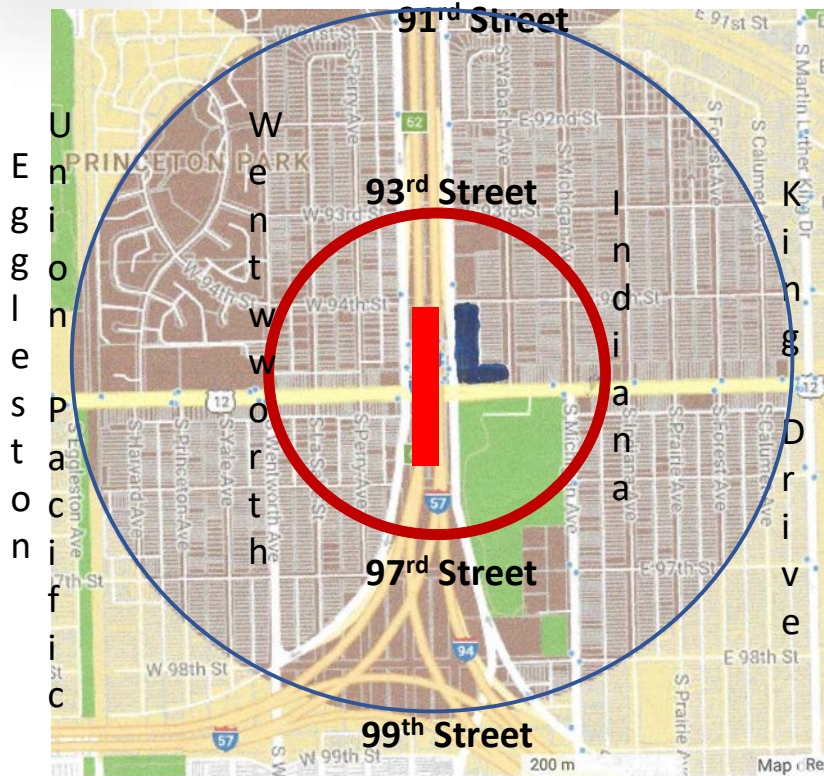


<b>1/4 Miles</b>	<b>1/2 Mile</b>	
<b>1</b>	<b>3</b>	<b>Schools</b>
<b>2</b>	<b>4</b>	<b>Grocery Stores</b>
<b>3</b>	<b>6</b>	<b>Restuarants</b>
<b>0</b>	<b>0</b>	<b>Banks</b>
<b>0</b>	<b>3</b>	<b>Doctors</b>
<b>0</b>	<b>0</b>	<b>Pharmacy</b>
<b>1</b>	<b>2</b>	<b>Parks</b>
<b>6</b>	<b>18</b>	<b>Stores</b>
<b>14.8%</b>	<b>20%</b>	<b>Population in poverty</b>
<b>\$996</b>	<b>\$1,037</b>	<b>Rent</b>
<b>489</b>	<b>2,047</b>	<b>House Holds</b>
<b>\$52K</b>	<b>\$46K</b>	<b>Median Income</b>
<b>33%</b>	<b>30%</b>	<b>Transit Commuter's</b>
<b>47yrs</b>	<b>44</b>	<b>Years</b>

**June 18, 2018**



# 95<sup>th</sup> Street Terminal 1/2 Mile Radius TRANSIT ORIENTED DEVELOPMENT “University Village 95” TOD Area

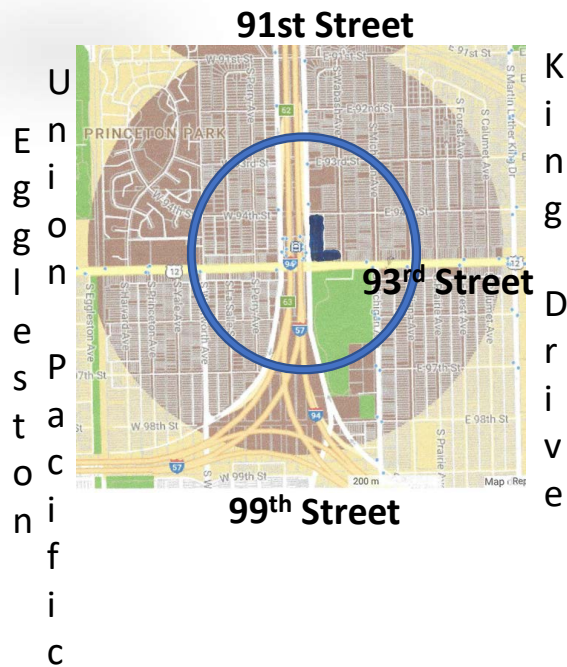


1/4 Miles	1/2 Mile		FTA TOD	YES
1	3	Schools	CITY TOD	N/A
2	4	Grocery Stores	TIF DIST.	NO
3	6	Restaurants	Q Census	NO
0	0	Banks	DDA	NO
0	3	Doctors	IHDA opportunity	N/A
0	0	Pharmacy	NMTC designation	N/A
1	2	Parks		
6	18	Stores		
		2000 to 2016 Population Trend	-18%	
14.8%	20%	Population in poverty		
473	2,087	House Holds		
\$996	\$1,037	Rent % of Rental HHs:	28% and 40%	
\$52K	\$46K	Median Income		
33%	30%	Transit Commuter's		
47yrs	44	Years		

June 28, 2019



# 95<sup>th</sup> Street Terminal 1/2 Mile Radius TOD SFR HOME VALUES



1/4 Miles

6 Sold - Detached Single Statistics

	High	Low	Average	Median
List Price	\$215,000	\$32,000	\$99,867	\$55,850
Sold Price	\$200,000	\$35,553	\$102,175	\$63,550
Listing Market Time	47	1	17	10
Market Time	47	1	17	10

1/2 Mile

35 Sold - Detached Single Statistics

	High	Low	Average	Median
List Price	\$219,900	\$21,000	\$120,879	\$145,000
Sold Price	\$219,000	\$22,500	\$118,596	\$145,000
Listing Market Time	372	1	72	28
Market Time	664	1	110	47

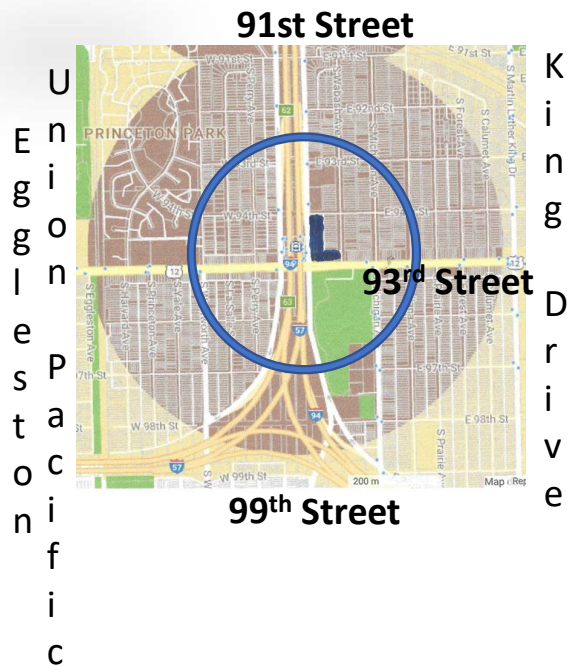
June 18, 2018







# 95<sup>th</sup> Street Terminal 1/2 Mile Radius TOD SFR HOME VALUES



1/4 Miles

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1/2 Mile

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June 18, 2018

# Red Line Extension Coalition



## RLEC 95th Street Panel of Development

### **RLEC 95th Street POD Member and Invited Organizations**

African American Leadership and Policy Institute

Endeleo Institute

Communities Organized to Win

Greater Roseland Chamber of Commerce

Ivey Park Homes

Lilydale/Princeton Park Community

Lowden Homes

Multi-Ward Community Development Advocates

Ninth Ward Greater Roseland Community Coalition

Rosemoore Community Association

Roseland Heights Community Association

Roseland Matters

Vernon Park Community Council

West Chesterfield Community Association

Abbott Park Advisory Council

University Village 95 Coalition in Support of Chicago State University

# Red Line Extension Coalition



## RLEC 95th Street Panel of Development

### RLEC 95th Street POD Member and Invited Organizations

#### **CHURCHES**

New Progressive MB Church  
Resurrection AME Lutheran Church  
St. James AME Church  
Trinity United Church of Christ  
Wesley United Methodist Church

#### **EDUCATIONAL INSTITUTIONS (Participants)**

Chicago State University  
Harlan Community Academy High School  
Gillespie Technology Magnet Elementary  
Turner-Drew Elementary Language Academy



# RLEC COMMITTEE

## INEQUITEES

**CHICAGO ASSOCIATION OF REALTORS - 2019 MARKET REPORT – Co Star’s Economist Brandon Svec States there are many more commercial construction deliverables the north side Few on the South Side .**

**2016 the Far North Side gets a \$2.1 Billion (CTA’s 10/2/19 groundbreaking of the \$2.1 billion Red Purple Modernization (RPM) bypass project promises 6,000 jobs easier, safer, more accessible travel for north side residents.**

**Home Values Low home values on the south \$20,000 Low on the North Side \$250,000**

**Friends of the Parks 2018 State of the Parks Report states capital requests in black communities are approved at half the rate of those in white communities.**





# 95<sup>th</sup> Street TOD vs North Avenue TOD

**¼ Miles ½ Mile**

- 1**      **3** Schools
- 2**      **4** Grocery Stores
- 3**      **6** Restaurants
- 0**      **0** Banks
- 0**      **3** Doctors
- 0**      **0** Pharmacy
- 1**      **2** Parks
- 6**      **18** Stores



**¼ Miles ½ Mile**

- 1**      **14** Schools
- 2**      **4** Grocery Stores
- 3**      **56** Restaurants
- 0**      **6** Banks
- 0**      **60+** Doctors
- 0**      **6** Pharmacy
- 1**      **6** Parks
- 6**      **56** Stores



**2000 to 2016 Population Trend -18%**

- 14.8%**    **20%**    Population in poverty
- 473**      **2,087** House Holds
- \$996**    **\$1,037** Rent    % of Rental HHs: **28%** and **40%**
- \$52K**    **\$46K**    Median Income
- 33%**      **30%**      Transit Commuter's
- 47yrs**    **44**      Years

**2000 to 2016 Population Trend -12%**

- 5.0%**    **13%**    Population in poverty
- 1,000**    **5,234** House Holds
- \$1960**    **\$1,565** Rent    % of Rental HHs: **51%** and **51%**
- \$134K**    **\$117K**    Median Income
- 37%**      **36%**      Transit Commuter's
- 32yrs**    **32**      Age

**June 18, 2018**



# Red Line Extension Coalition Development Corporation

The Red Line Extension Coalition (RLEC) is a **State Illinois not for profit**, We are organized to continue the work of the Developing Communities Project founded by a young Barack Obama.

## PURPOSE

- 1.) Advocate for the 5.3 mile \$2.3 Billion CTA Red Line extension to 130<sup>th</sup> Street.
- 2.) To improve the Greater Roseland Community's economy through Transit Oriented Development (TOD).
- 3.) To be a conduit for stake holder interests of the Greater Roseland Community for economic Development.  
(To Educate, Understand and Advocating for the Community through Panels of Development)

# Red Line Extension Coalition



“DEVELOPING 95th & STATE STREET and BEYOND”

Thursday, September 12, 2019

COMMUNITY EDUCATION ON REAL TRANSIT ORIENTED DEVELOPMENT 101

at

New Progressive Missionary Baptist Church 9425 S. Perry 6:00 p.m. to 7:45 p.m.

Speaker: Kendra Freman, Ms. Debbie Liu,

[Metropolitan Planning Council](#)

# Red Line Extension Coalition



The following Meetings Were Scheduled but Were Cancelled

Community Education, Input and Discussions:

- Tuesday, October 29 Location to Be Announced
- Tuesday, November 5 Location to Be Announced
- Tuesday, November 19 Location to Be Announced

Core Areas: Lilydale, Roseland Heights, Vernon Park, Washington Heights and West Chesterfield

Special Thanks to: Metropolitan Planning Council, Roseland Heights Community Association

[Red Line Extension Coalition](#) & Panel of Development, EndeLeo Institute, Abbott Park Advisory Council, Vernon Park, West Chesterfield Community Association, Chicago State University, Local Churches and Schools.

# Red Line Extension Coalition



CTA and Metropolitan Planning Council (MPC) Press Conference on Thursday 8/22/19 Announcing MPC's role in community engagement in Developing the 95th and State Street Construction Staging Area. (Left to Right) Michael LaFargue RLEC & WCCA, MarySue Barrett Pres. MPC, Samir Mayekar Chicago Deputy Mayor, Dorval Carter CTA Pres, Howard Brookins Alderman, Melvin Thompson Endealeo Institute, Exec Dir. (PHOTO - from Endealeo Institute Publication)



# The PROPOSED EXTENSION

**\$2.3+ Billion**







# 95<sup>th</sup> Street TOD - POD RELATIONSHIPS

## Public Official & Institution Collaboration

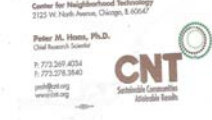


Endeleo Institute

Metropolitan Planning Council

CMAP

Illinois Dept of Planning





# 95<sup>th</sup> Street TOD - POD RELATIONSHIPS

## Public Officials

### Ward: 21

Alderman: **Howard B. Brookins, Jr.**

Phone #: **(773) 881-9300**

Email: **ward21@cityofchicago.org**

URL: <http://www.howardbrookinsjr.com/>

### State Congressional District: 27

Representative: **Justin Slaughter**

Phone #: **217-782-0010 / 773-445-9700**

Email: **justin@repslaughter.com**

URL: <http://ilga.gov/house/Rep.asp?GA=100&MemberID=2487>

### State Senate District: 14

Senator: **Emil Jones III**

Phone #: **217-782-9573 / 773-995-7748**

Email: **ejone3@senatedem.ilga.gov**

URL: <http://ilga.gov/senate/Senator.asp?GA=100&MemberID=2370>





# 95<sup>th</sup> Street TOD - POD RELATIONSHIPS

## Ward: 9

Alderman: Anthony A. Beale

Phone #: (773) 785-1100

Email: [ward09@cityofchicago.org](mailto:ward09@cityofchicago.org)

URL: <http://www.ward09.cityofchicago.org/>

## State Congressional District: 34

Representative: Nicholas K Smith

Phone #: 217-782-6476 / 773-783-8800

Email: [repsmith34@gmail.com](mailto:repsmith34@gmail.com)

URL: <http://ilga.gov/house/Rep.asp?GA=100&MemberID=2511>

## State Senate District: 17

Senator: Elgie R. Sims, Jr.

Phone #: 217-782-3201 / 773-933-7715

Email: [Repsims34@gmail.com](mailto:Repsims34@gmail.com)

URL: <http://ilga.gov/senate/Senator.asp?GA=100&MemberID=2509>

## U.S. Congressional District: 1

Representative: Bobby L. Rush

Phone #: (202) 225-4372

Email: - -

URL: <http://rush.house.gov/>



# 95<sup>th</sup> STREET TOD AREA CURRENT FOCUS

Our CURRENT TOD FOCUS is transit-oriented development around CTA's \$280 million 95<sup>th</sup> St. Terminal.

The community's objective is to make the area a **preferred point of destination** that is safe, secure, walkable, with vibrant beauty and improved businesses, parks and schools. Working with; the local community.

- Chicago Public Schools
- Chicago Park District
- Chicago Police Department
- Current and new local businesses and
- Developers in crucial to our grass roots efforts.



# 95<sup>th</sup> STREET TOD AREA

## UNIVERSITY VILLAGE 95

### **University Village 95 (UV95) Master Plan Overview**

**Project Description:** The project area includes the half-mile radius located around the Red Line Chicago Transit Authority Rail commuter station located on the South Side of Chicago. University Village 95 is currently focused on developing East 95th Street from State Street to King Drive with hopes to span from Cottage Grove Avenue (800 East) to Halsted Street (800 West).

UV95 will transform the 95th Street corridor into a more walkable, safe, business thriving, and transit-oriented community. The master plan will combine market realities and vision, catalyzed by transit into a block by block plan-to-build utilizing form-based code that will be the product of new studies and workshops, building on previous studies and plans for nearby sites taken from public outreach and additional analysis.



# 95<sup>th</sup> STREET TOD AREA UNIVERSITY VILLAGE 95

**Red Line Extension Coalition**  
A diverse Resident Community Organization

**NEWSLETTER** June 2019  
M. LaFargue, Editor

**University Village 95 (UV95)**

After meetings with community and community leaders, the Red Line Extension Coalition (RLEC) Board of Directors with the RLEC 95<sup>th</sup> Street Panel of Development voted on June 15, 2019 to support branding the area from Halsted Street to Cottage Grove "University Village 95".

Because of Chicago State University, local schools and privately owned day cares the community around the CTA 95<sup>th</sup> Street Terminal can be educated from "The K to PhD" within a 1 Mile Radius of the CTA terminal, branding the area to the theme of education was recommended by the RLEC 95<sup>th</sup> Street Panel of Development in June of 2018. Several branding ideas were suggested from University Village, University Community, College Town, to COM-06165075.

Chris Tucker a member of the RLEC 95<sup>th</sup> Street Panel of Development and President of the Roseland Heights Community Association suggested "University Village 95" refined the idea, put pen to paper and attained writers of support for the concept. On June 1, 2019 the West Centerfield Community Assoc., formerly endorsed branding the area it shares with Roseland Heights along 95<sup>th</sup> Street from State St. to King Drive "University Village 95" (UV95). A CUJ support group has already renamed themselves University Village 95 Coalition in Support of CSU.

**Conceptual Branding - Gateway Signage and Logo for 95<sup>th</sup> Street**



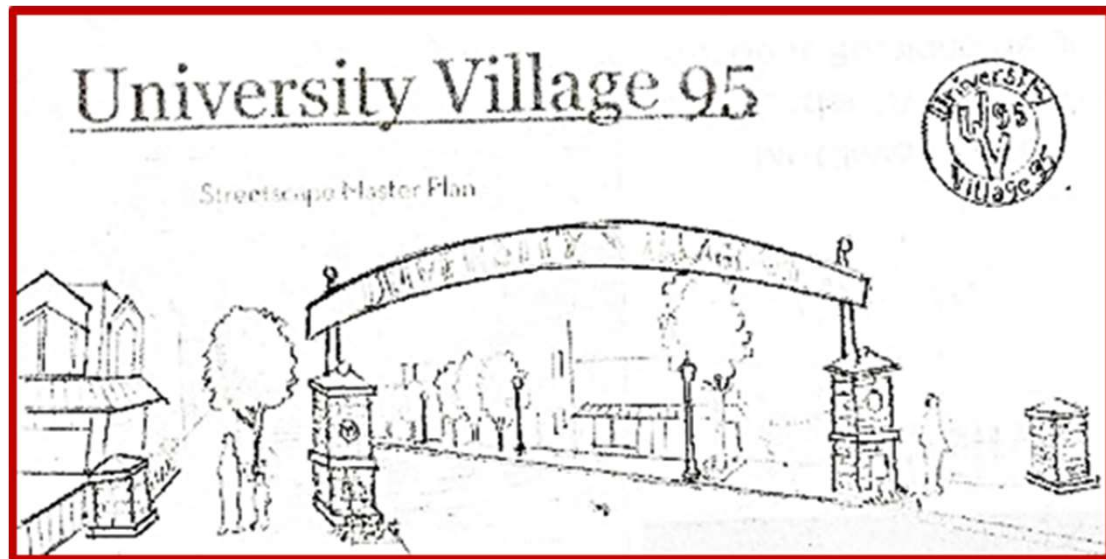
Michael LaFargue President of the Red Line Extension Coalition shares, "It is important to have community support on projects as UV95." He expects the Abbott Park PAC to vote in favor of UV95 next. Attaining formal support for UV95 from Vernon Park and Chicago State Univ. for their shared area of 95<sup>th</sup> St. from King Drive to Cottage Grove. Support by Endless Institute and Washington Ithb. for 95<sup>th</sup> Street from Houston Library/Halsted Street to State Street University Village 95 is also important. The RLEC will continue to advocate for supporting UV95 branding.

**Theater Gates - Audio Broadcast Booth at the CTA 95<sup>th</sup> Street Terminal**

Theater Gates Broadcasting booth called "An Expanded Song of Our People" (AESOP) at the 95<sup>th</sup> Street CTA Red Line Terminal is expected to be fully functional this summer 2019. Furniture as the Book from Johnson's Publishing company and re-purposed items from Chicago are used in the AESOP booth.

Dr. Milton T. Briggs, Jr., Chairman  
Michael LaFargue, President  
Patricia Reardon Coleman  
Di. Glen Young Community Center, Inc. (RLEC) 1400 South Park Avenue, Chicago, IL 60620

Patricia (Bob) Palmer, Jr.  
Doreen Tamm  
Rev. Alan Nelson Jones  
Marla Sherron Jones  
Arden Reed  
Brenda Briggs





# UNIVERSITY VILLAGE 95

## ABBOTT PARK

### **Abbott Park – East 95th Street from State Street to Michigan Avenue**

**Abbott Park** is included in the plan to provide open space and hike/bike trail opportunities to enhance this public facility. The plan provides detailed options and implementation programs to develop the Abbott Park Cultural Center.

**Park Entrance:** Create a new gateway to Abbot Park in front of the original fieldhouse located 49 East 95th Street. The gateway will relate to the architectural structure of the fieldhouse.

**State Street Park Signs:** At the street intersection of the 95th & State Street corner a sign will be placed. The sign will have the same characters as the park entrance archway with arched sign, between two stone columns. However an electronic LED box with a state of the art message board will be added. The installation of new signage will foster a new sense of pride for Abbott Park.

**2nd Park Sign:** Signage with the architectural design previously mentioned will be placed in the 96th & Michigan Avenue block at the end of the current park fence. The sign will be a low stone wall with a column on one end. The inclusion of a 2nd column can be discussed when final plans are drawn.



# UNIVERSITY VILLAGE 95 SAFETY KIOSKS

**Emergency Security Kiosks & Cameras** (linked to CSU & Chicago Police)

**University Village 95 Interactive Neighborhood Watch Cameras Plan for Safety:** The University Village 95 / Surveillance Plan will utilize a Setup Neighborhood Watch Cameras with 24-hour surveillance. The

**Fishcam FI8905** is a wireless weatherproof camera with night vision and sells for around \$90 US. These cameras can be easily setup outside aimed at neighborhood entrances, exits and cross-streets. Access to the cameras can be restricted to prevent unauthorized viewing. The streams can be viewed via most [web browsers](#) with specific software recording 24/7.

**Kiosk System:** Kiosks will be placed on 95<sup>th</sup> Street added to surveillance camera system. Outdoor weatherproof cameras can be installed in each kiosk. Since cameras are accessible from the internet, the neighborhood watch leader, Chicago Police, and CSU Campus State Police can access the cameras or surveillance footage can be provided when warranted.



# UNIVERSITY VILLAGE 95 95<sup>th</sup> Street SAFETY KIOSKS



We are in communications with the Chicago State University Police Department about this concept and for plans.

Representatives from the kiosk corporation met with the community.

As single emergency kiosks may cost about \$13,000.

\$300,000 is a minimum project.

**Code Blue**  
17100  
57100 Fx 616.362.8391  
www.cb.com

**QUOTE**

Quote no.:	0119058
Quote date:	03/20/19
Page:	1

Ship-to:  
Code Blue MSRP Quote  
Address to be decided on PO  
All material ships from Code Blue in  
Holland, MI 49423  
United States of America

Chicago Red Line Ext.      Sales Rep: PHYSICAL LAYER TECHNOLOGIES  
Date: 8/28/2019      Lead Time in Weeks: 1

Product	MSRP	Partner Cost	Excluded Cost
# #: CB200028 Unit Type: CB 2 s Finish: 48 Brushed Stainless Steel Graphic: Text, Emergency Graphic Color: Blue Speakerphone: IP5000 F.P1 Single Button PUSH FOR HELP Beep! Communication: IP Ethernet Power: Line Power Incoming Voltage: 24VAC Lighting: Strobe Light Blue Lens	2,625.00	2,625.00	2,625.00
# #: CB150002 Unit Type: CB 1 s Finish: Safety Blue Graphic: Text, Emergency Graphic Color: White Speakerphone: IP5000 F.P1 Single Button PUSH FOR HELP Beep! Second Calling: Not Included Communication: IP Ethernet Power: Line Power Incoming Voltage: 24VAC Lighting: Strobe Light Blue Lens Lighting: Area Light Blue Lens Varning Type: Peewee	5,845.00	5,845.00	5,845.00
# #: CB300085 Unit Type: CB 3 s Finish: Safety Blue Graphic: Text, Emergency 2 Sided Graphic Color: White Speakerphone: IP5000 F.P1 Single Button PUSH FOR HELP Beep! Communication: IP Ethernet Power: Line Power Incoming Voltage: 24VAC Lighting: Strobe Light Blue Lens	4,125.00	4,125.00	4,125.00
# #: 40141 Overhead Camera Mount For CB 1 Series Finish: Safety Blue	925.00	925.00	925.00
Tax excluded line total		13,320.00	USD

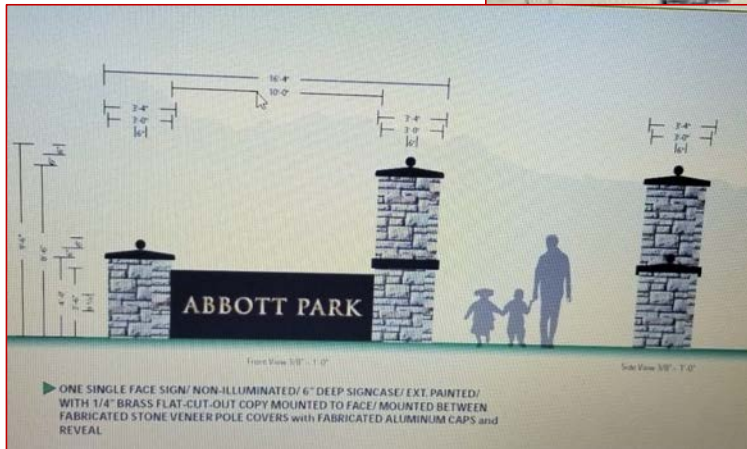




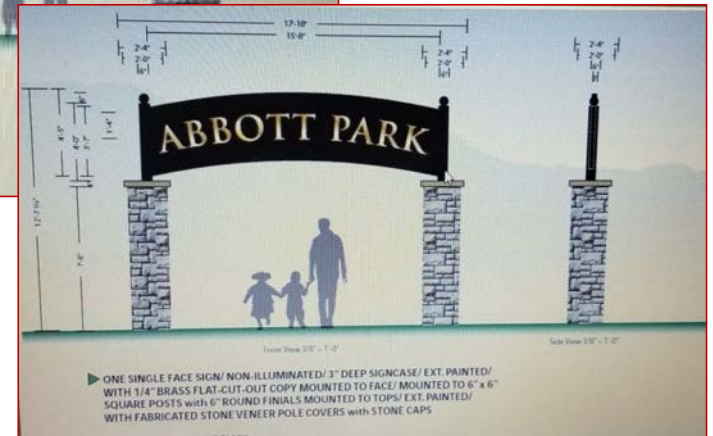
# UNIVERSITY VILLAGE 95 ABBOTT PARK

Improved signage that can better ID and generate revue for the park is needed.

Signage and electrical run for a Winter Wonderland Area. \$300,000+/-



NON-ILLUMINATED/ 3" DEEP SIGNCASE/ EXT. PAINTED/ FLAT-CUT-OUT COPY MOUNTED TO FACE/ WITH ONE SINGLE LED ELECTRONIC DISPLAY UNIT/ MOUNTED BETWEEN POLE COVERS WITH STONE CAPS







# UNIVERSITY VILLAGE 95 CSU BELL TOWER



Pat Dochenetz | Regional  
Representative

p: 567-231-6844

f: 1-513-297-5870

[patd@verdin.com](mailto:patd@verdin.com)

THE VERDIN COMPANY  
Cincinnati, OH | 800-543-  
0488 | [verdin.com](http://verdin.com)



RLEC/Community  
Idea. A UV95 Bell  
Tower at CSU. Verdin  
a bell company has  
visited the campus.

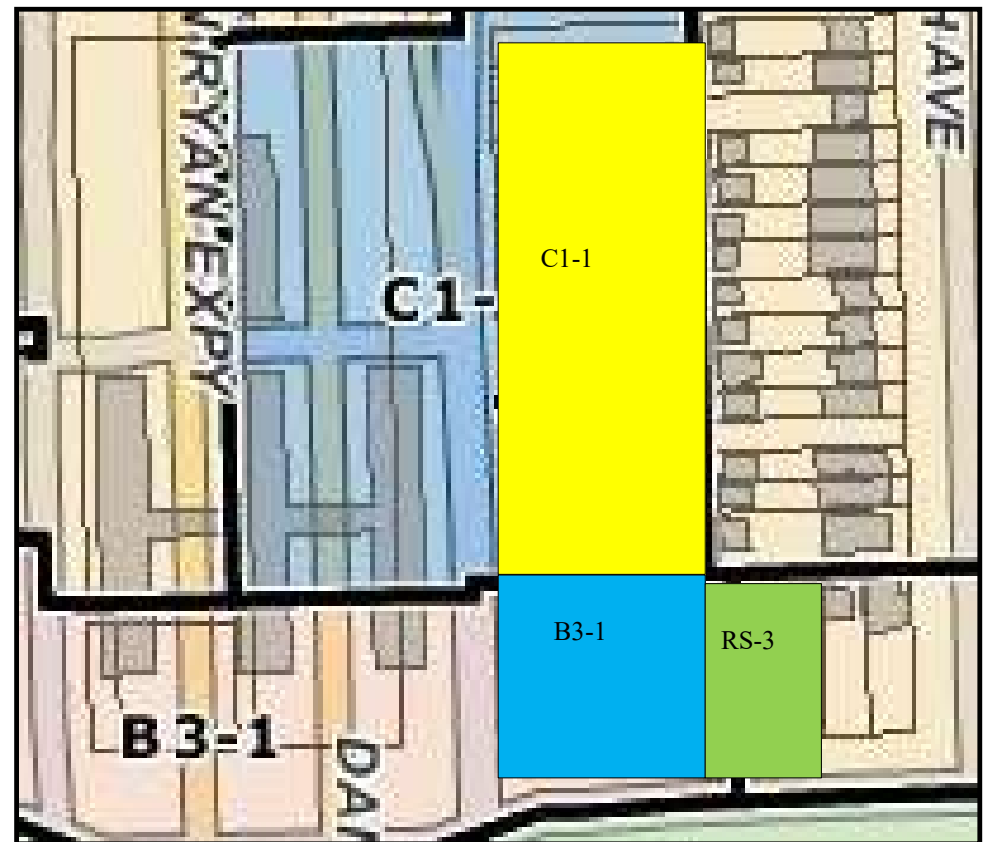
An electronic Carrillon  
system sound system  
may cost \$25,000+

A true Bell Tower  
could start at \$300k



# CTA STAGING AREA

100 E 94th	cta	VL	C1-1	25-03-321-001-0000
9405 S State	cta	VL	C1-1	25-03-321-002
9407 S State	cta	VLF	C1-1	25-03-321-042
9409 S State	cta	VLR	C1-1	25-03-321-043
9413 S State	cta	DCare	C1-1	25-03-321-005
9423 S State	cta	Citgo	C1-1	25-03-321-007
9431 S State	cta	Citgo	C1-1	25-03-321-010
9433 S State	cta	Citgo	C1-1	25-03-321-011
9435 S State	cta	VL	C1-1	25-03-321-012
9437 S State	cta	Curncy	C1-1	25-03-321-013
9439 S State	cta	Ed's	C1-1	25-03-321-014
2 E. 95 <sup>th</sup> St.	cta	Mobil	B3-1	25-03-312-041
4 E. 95 <sup>th</sup> St.	cta	Mobil	B3-1	25-03-312-040
14-14 E 95th	cta	Mobil	B3-1	25-03-312-034
14-14 E 95P	cta	Jims	B3-1	25-03-312-035
16 E. 95 <sup>th</sup> St.	cta	Jims Pkg	B3-1	25-03-312-036
22-22 E 95P	cta	Jims Pkg	RS-3	25-03-312-037
24-24 E 95P	cta	Jims Pkg	RS-3	25-03-312-038





# UNIVERSITY VILLAGE 95 CSU BELL TOWER

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## **MEETINGS**

**Chicago Park District Budget Meeting 9/15**

**Chicago Police Department 9/18**

**Deputy Governor 10/2**

**Mayor Lightfoot 10/5**

**Red Line 95<sup>th</sup> Street POD Meeting 10/14**

**COMMUNITY LEADER MEETING TBD**

June 18, 2018



# Red Line Extension Coalition

**Our organization:**

**Our capital needs:**

**Deputy Governor assistance ideas:** Collaborate with the community

**RLEC and Development Corporation**

**Developing in Master Plan**

**Assign a Representative in community**

**Governor visit the 95<sup>th</sup> Street TOD area**

**Assist with TIF Area Designation**



## Estimated Funding Needed to Start or Complete UV95 Projects

SSA -	\$300,000
Abbott Park PAC	\$300,000
Safety Kiosks	\$300,000
CSU Bell Tower	\$300,000
RHCA UV95 Plan	\$300,000
WCCA CTA Staging Area	\$300,000
RCA MLK Bridge	\$300,000
RLEC Kick Start	\$100,000
Approximately	\$2,200.000

- **NEXT CTA BOARD MEETINGS**

- Wednesday, November 20, 2019 at 2:30 p.m.
- Wednesday, December 11, 2019 10:00 am,

- **NEXT RLEC Board and POD Meeting: December 9, 2019 6:30PM**

# Red Line Extension Coalition



**Michael LaFargue**

Chicago's 1<sup>st</sup> National Association of Realtors 2018 Good Neighbor Honoree

**RECENT RECOGNITION:**

2019 Friends of Parks – Recognition for Chicago Parks Coalition

2018 National Association of Realtors Good Neighbor Honoree (Chicago's 1<sup>st</sup>)

2018 National Association of Realtors National Website Choice Winner

2017 Roseland Business Development Council Dedicated Service within Roseland Award

2016 Most Distinguished Men of Illinois Award

2015 Civil Rights Library, Civil Rights Hall of Fame Dedicatee



# Red Line Extension Coalition



**Michael LaFargue**

Chicago's 1<sup>st</sup> National Association of Realtors 2018 Good Neighbor Honoree

## **VOLUNTEER WORK**

- Red Line Extension Coalition, Pres
- Chicago Parks Consortium, Pres.
- West Chesterfield Community Association Inc., Pres.
- Lake Calumet Vision Committee
- University Village 95 Coalition in Support of Chicago State University
- Community Representative for Senator Elgie Sims:  
Pace Bus "Pulse 95th Street Line- Corridor Advisory Group
  
- Served on the 2018 Chicago State University Presidential Search Committee



# CTA STAGING AREA PHOTO REPORT AUGUST 2019 vs 2020



2020 Please address torn fence coverings and trash



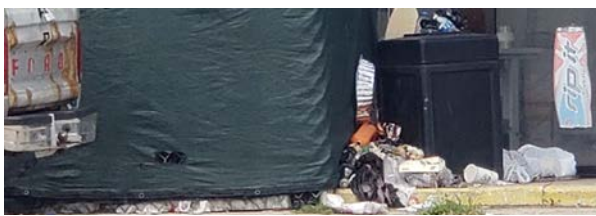
2019 Please address torn fence coverings and trash



2020 Please address overgrown parkway and torn fence coverings.  
City of Chicago 19-02395792 16 East 95th Street. SR



2019 Please address overgrown parkway and torn fence coverings.  
City of Chicago 19-02395792 16 East 95th Street. SR



2020 Trash NE corner 19-02395871 4 E. 95th Street

2020 Torn fence coverings along State Street 94th to 95th



2020 Trash and debris at form hot dog stand.



2020 Trash, torn fence covers. NE corner 4 E. 95th Street



2019-2020 Cars parked in unmaintained area 4 E 95th.



2020 Please address overgrown Alley area 9415 S. State St.



2019 Please address overgrowth and trash at 9415 S. State



# CTA STAGING AREA PHOTO REPORT AUGUST 2019 vs 2020



2020 Please address torn fence coverings and trash



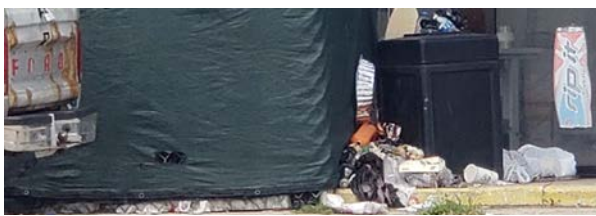
2019 Please address torn fence coverings and trash



2020 Please address overgrown parkway and torn fence coverings.  
City of Chicago 19-02395792 16 East 95th Street. SR



2019 Please address overgrown parkway and torn fence coverings.  
City of Chicago 19-02395792 16 East 95th Street. SR



2020 Trash NE corner 19-02395871 4 E. 95th Street

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2020 Trash, torn fence covers. NE corner 4 E. 95th Street



2019-2020 Cars parked in unmaintained area 4 E 95th.



2020 Please address overgrown Alley area 9415 S. State St.



2019 Please address overgrowth and trash at 9415 S. State

**TIF and Development Funds Usage on the Far South Side:  
How the Lightfoot Administration Can Even the Investment in Black Communities**

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**Abstract**

During my research into my thesis, I found that Chicago has inequitably spent the TIF money throughout the city. As Mayor Lori Lightfoot's administration starts to formulate its own development strategy, I examined possible avenues as to how they could start to rebuild the low-income areas of the Far South Side TIF zone. The question I sought to answer in the paper was, "How can the lightfoot administration use public projects and development to revitalize black and brown neighborhoods located inside the boundary?". I used data from past projects in similar neighborhoods and various government and news publications to gather my research. There I found that large TIF usage for public and private can help drive property values as was done in other neighborhoods in Chicago. Within the paper there will be corresponding policy and legislative changes to provide more equity in the fund disbursement. With this paper, my intention is for it to be a springboard for getting more resources in and around the Chicago State University community

Keywords: TIF, Chicago, South

### **TIF and Development Funds Usage on the Far South Side:**

When examining Chicago's past in the area of urban development, in many ways it was a trend setter for the modern American city. The Great Fire of 1871 provided a blank slate for infrastructure and projects throughout the city. Within the four decades, the city had its own style of architecture, the earliest portions of what is now the "L" and the culmination of this city's greatest advocate in the early 20th century Daniel Burnham's 1909 plan. Commissioned by the Commercial Club of Chicago, this grand design was a plan for how the city would be developed for the next century (Burnham, 1909). This along with multiple other plans across the United States were part of what is now referred to as the City Beautiful movement, which featured an emphasis on parks and artistic expression in the *Beaux-Arts* style (Bledstein, 2017). The question often asked then is a similar one that's asked now; "How is this getting paid for?"

Development and neighborhood investment in Chicago often come at the expense of the poor. When the Cabrini Green Housing towers were demolished completely in 2011, the Near North neighborhood rapidly gentrified with new luxury apartments, new schools and commercial development. Generational problems came to the forefront over the last two years when two schools merged, Jenner Elementary and Ogden International. Jenner which was 98 percent African American and Ogden which was majority white and upper income had to merge due to enrollment issues (Chalkbeat, 2019). In the past year of the merger, there was community objection, disparity rates in discipline and several other issues that further embodied Chicago as a whole. This is the tale of two Chicagos; one increasingly whiter and more developed and the other resource starved minority neighborhoods. Though not located in the South Side, it is a story of gentrification that played out in South Loop during the 1990's and Lincoln Park in the late 1980's. Both areas were heavily industrial and run down. Now both are occupied by

sprawling investment, luxury high rise apartments and trendy restaurants but also a heavily majority white population now. “White flight” meanwhile took much of the investment out of Roseland and other formerly diverse areas. This antiquated belief that areas with minority populations aren’t deserving of resources because those in power have no vested interest or connection to the people of the neighborhood.

Cities before the 1970’s, when TIF and other development tools were first introduced, did not have the budgeting and legislative tools to fund urban development such as Tax Increment Funds (TIF) and Transit Oriented Development (TOD) zones. Both of these will be heavily mentioned throughout the paper. By examining the budget process, legislative framework, project site selection, and TOD zones. I will provide policy and legislative changes that Mayor Lightfoot and the city of Chicago can use to provide equity in development.

### **Budget Process Examination**

Before critiquing the budget process, it must be examined. Currently the City of Chicago has more tools including the budget process to help spur development. Office of Budget and Management starts with each department's personnel needs and uses last year's budget to make informed decisions. The document includes a historical analysis of the City’s revenue and expenditures; financial forecasts for the City’s major funds of which TIFs are included. After receiving input from Chicago residents, the Mayor and OBM work with departments to develop one final budget for the entire City government. “OBM compiles and balances the Mayor’s proposed budget, which is introduced to the City Council on or before October 15th of each year. Once approved by the City Council, it becomes the Annual Appropriation Ordinance. The Annual Appropriation Ordinance is implemented on January 1st of the following year and represents the City’s operating budget for that year.” (Office of Budget and Management, 2020).

**Policy Recommendation 1:** Leaving so much power in the hands of the mayor and their factions takes away from each aldermanic ward's ability to receive a proportionate amount of added development funding. One solution to address this, is to create a formula that considers the amount of blight and poverty in each district and allocate extra funding. There would also need to be a corresponding formula to set a basic amount of funding for each resident in each ward. Establishing a rating system that uses federal poverty data and a blighted property index is integral. An example would be if the base formula is one dollar per resident, the additional funding increase would be:

$$\{(base\ formula) \times (poverty\ rating \times blight\ rating)\} / 1$$

Potentially, such a formula would provide a logical unbiased data driven way to spread development in low income heavily blighted areas that are often cash strapped. Data driven approaches to solving solutions leads to more informed and rational choices.

### **Legislative Framework**

A foundational pillar of government is that there must be a revenue stream. Locally among the various sources of revenue collected are property taxes assessed by Cook County. Many Chicagoans are well aware of Tax Increment Funding which are excess taxes collected during a 23 year period after the property tax has been frozen. Excess funds were at the Mayor of Chicago's discretion for neighborhood development in areas considered TIF zones. During the Emanuel Administration, many negative stories surfaced about the use of TIF funds on projects in neighborhoods that hardly fit the purpose of what they were. (65 ILCS 5/) Illinois Municipal Code. states in section b, "It is hereby found and declared that in order to promote and protect the health, safety, morals, and welfare of the public, that blighted conditions need to be eradicated and conservation measures instituted, and that redevelopment of such areas be undertaken..."



What's considered blighted, is a discretion has led to cases where large amount of TIF funds are given to projects in wealthier neighborhoods such as Lincoln Yards where as the South Works project has stalled numerous times because the city will not has often showed that the development of black and brown neighborhoods are less of a priority than wealthier, whiter neighborhoods.

**Policy Recommendation 2:** One issue that the law makes it very hard for TIFs collected in one zone to be transferred to another. So in Chicago when the assessed value of one area like Lincoln Park or Logan Square continues to skyrocket, the continuous excess funds should be transferred. Excess funds are likely to not be transferred to other zones within a municipality because of the current law Two possible fixes are, since the funds are assessed at the county level, the county should be the controller of TIFs. Option two is that Mayor Lightfoot petitions for an amendment to the law so that TIFs can be moved around so long as it's in the same municipality. The second option is more realistic to garner support because city governments can have different priorities depending on the administration.

### **Project Site Selection**

When looking at the far south side, To understand the problem two things must be done; know the physical boundaries of the area and look at its past. Knowing both will help examine the decline and give the reader a hard definition of where in the city this is. As of now, the official defined TIF area for the Far South Side starts at 53rd and extends to 138th street. Its eastern boundary is the Indiana border and western edge is the city limits which varies (Department of Planning and Development, 2020). Where we will specifically look at is the "heart" of the district which will be from 71st to 103rd with the east west parameter being the

lakefront and the Dan Ryan expressway. This partially spills into another TIF district but I think it's important to include them because it encompasses the immediate area around Chicago State. Mayor Lightfoot's relationship with President Scott will be useful and the Mayor has made it a point to start building around the area and using the local assets first.

The history of this area is very diverse, some areas like Roseland underwent serious population loss and demographic changes. This is evident in building names and former Roman Catholic churches like St. Salomea. Jackson Park and South Shore still retained some of the wealth although many of the previous white residents are much older. The former South Shore country club thrived on the area's upper class population that resided in Highlands mansions and lakefront luxury apartments, but is now a public owned and under utilized asset. Economic development has been sparse in the main retail corridors with many business and buildings in dire need of cosmetic face lifts. Loss of retail can also be attributed to national shopping trends of consumers which lean toward more online shopping. An asset to the area is the local intersecting Metra Electric branch and South Shore Drive. Both are vital to the community and would benefit from seeing development in the form of restaurants and business to the area.

### **Examples of Inequity of Project Selection**

Just several blocks away was the proverbial "straw that broke the camels back" regarding TIFs. The Lincoln Yards and 78 projects are using 2.4 billion dollars in TIF funds (Cerone, 2020). The priority of these projects were initiated under the Emanuel administration and were briefly paused as Mayor Lightfoot took office. Her plan to provide more transparency and equality in the process are considered a very important part of TIF reform. In Chicago, the Mayor has the power in the process and without oversight this allows those with visible bias towards the needs of a community, to be discriminated against. Some of the other projects passed

during his tenure were 606 Bloomingdale Trail, Jones College Prep. In a 2015 Chicago Reader article written by Ben Joravsky found that the funding discrepancy under Emanuel was made an example by showing that: “The River South TIF district, for example, received \$51 million for street improvements and \$9 million for CTA track repairs in the last four years. In contrast, the West Woodlawn TIF district—in Alderman Cochran's ward—got no money for street improvement or train work. But it did get \$1.3 million for new lighting. That's exactly \$1.3 million more than the far-south-side district of Roseland got for new lighting, which is nothing.”(Joravsky, 2015).

**Policy Recommendation 3:**Data like this shows how the city will move funds to where commercial interest. For too long city governments have run more like faceless corporations that have little regard for the people areas they don't see as “profitable”. Taking a more holistic and humanistic approach to governing will help provide perspective as to spreading out development. Lastly, a spreading out development will help alleviate population density issues in heavily congested areas. Creating more pockets served by substantial retail zones, transit and affordable housing allows for more areas to thrive across the city instead of centralizing them in downtown adjacent areas. My policy recommendation is to develop urban areas that become micro downtowns. Using the South Works vacant plot and a phased development building process to reverse the effects of the area's severe job loss.

Several potential projects that would have similar cost could have been aggressively pursued to solve multiple issues facing the city. Job concentration downtown has led to skyrocketing rents in the bordering neighborhoods. A lack of modern and affordable development on the south and west sides reinforces the negative connotations about black and brown neighborhoods. Hyde Park only because of its proximity to University of Chicago, sees

continuous development but 3 miles south here on campus, we don't have a single dine-in restaurant or apartments for students. Streets like 79th, 87th and 95 were at one point large centers for retail, food and centers of neighborhood life. Now when one drives down, there are dilapidated buildings, vacant lots and high poverty rates. When middle class jobs in rust belt areas left, the associated businesses suffered. To redevelop these areas can be done with more than TIF money.

### **TOD Zones**

With public transit being an integral part of Chicago, Transit Oriented Development zones are a newer more flexible tool for the city to pursue. Shortly after the completion of the new 95th street CTA station, the mayor announced that 8 vacant lots had been purchased for redevelopment (Lightfoot, 2019). Though their purpose will be determined, there are several spaces large enough for mixed use development. This coupled with a new Metra station coming to campus, provides a glimmer of hope for this area. Along 71st street and the South Shore area, the ornate architecture shown by houses and buildings are signs of a time long ago. The redevelopment there has been equally slow even with such amenities like the lakefront, multiple historic homes and churches and a future PGA course located on the grounds of the old country club. Property around public transit has been shown to have a higher value and demand when on the market. Large investments in public transit and the surrounding development on an equitable level will allow neighborhoods to recover and allow economic parity in the city. There are more and more areas still suffering after the 2008 recession, it's imperative to provide an influx of resources beyond after school programs. Both the north and south side have bike trails that are several miles long, the big difference between the two is the development around them. A 2016 Chicago Tribune article highlighted the differences between the "606" and Major Taylor trails

(Wiśniewski, 2016). Whereas the 606 has 24/7 security and multi million dollar homes, Major Taylor is littered with broken glass, poor lighting and various other security issues. But the one thing more glaring than the trail itself is the lack of development along the route. The Institute for Housing Studies at DePaul University found that housing prices have increased up to 48 percent since the project was started and up to 9 percent since its opening on the western poorer end of the trail (Duda et.al., 2016). In the same study on the 606 trail they also found that buyers were willing to pay on average 23.3 percent above market price to be located one fifth of a mile from the trail (p. 6). For better development to occur across the south side there needs to be better transit and infrastructure development utilizing existing amenities.

Chicago State is another such amenity. With its location between the expressway, major thoroughfares and both CTA and Metra Electric lines, The neighbourhood is a prime candidate for heavy investment. As previously stated there is a need for amenities like restaurants and bars, affordable mixed use housing for students and even jobs tied into the university community.

**Policy Recommendation 4:** Some of the proposals for better bike lanes, more rapid transit would make the area more attractive for development. With a lack of viable city run public transit to and from downtown in Far South Side TIF zone, the Cook County Board President Toni Preckwinkle laid out a proposal to cut Metra Electric line fares and increase service frequency in the city to spur development along the lake shore (Preckwinkle, 2019). This proposal coupled with a possible extension for the Red Line into the Roseland neighborhood would lead to an increase in property values. Communities that saw TOD investment saw a 19 percent increase in value as well. This can increase fears of gentrification and displacement among long time residents, it's on the city's end to ensure that doesn't happen by using very progressive tactics such as rent capping and fair property tax assessment. Creating new affordable housing will also

allow the low and middle income residents to still enjoy the benefits of the better investment in TOD zones (Gray, 2013).

As we see greater disparity in how Chicagoans live, it is on the city government first and foremost to develop plans to mitigate and reverse some of the situations that created this. African Americans since the great migration have been largely stuck underfunded neighborhoods with unfair housing practices, lack of social mobility and numerous other social issues. In this paper to both highlight the disparity and offer solutions, I have used various projects and methods funded and controlled by the City of Chicago to show the disparity. Policy and legislative recommendations included are; to create data driven selection methods with formulas that allow extra funding outside the TIF process for low income areas, change the laws to allow more freedom of movement in TIF funds and make smarter development choices using a holistic and humanistic approach to governing.

Anyone that drives through the city and can see the disparities between low and high income areas. Examining the systemic problems that created this takes another level of insight. How development was pursued under the Daley and Emanuel administrations were geared towards the areas they felt were going to be more profitable. Projects that were closer to downtown getting large TIF funds and tax breaks were more important, than properly using the excess TIF money for truly blighted communities. Chicago's African American community is leaving the region and more investment needs to occur by utilizing the TIF and TOD zones in place and creating new ones. This isn't going to occur overnight either. Reversing embedded issues that are over 100 years old will take work from each and every Chicagoan. What will happen if the effort gets put in can be a model for urban development through equitable funding and open up possibilities for future generations of black and brown Chicagoans.

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