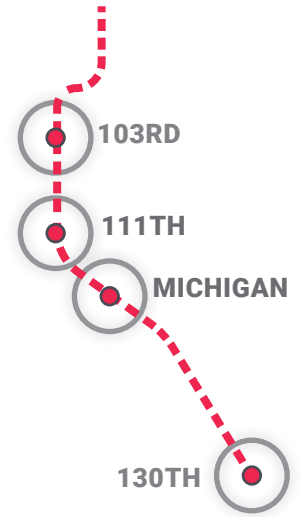


RED LINE EXTENSION

Transit-Supportive Development Plan

EXECUTIVE SUMMARY
MAY 18, 2023



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This plan was made possible through funding and support provided by the Federal Transit Administration.

ACKNOWLEDGMENTS

The Chicago Transit Authority (CTA) Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE project area and within the Far South Side of Chicago.

The TSD Plan is a CTA-led project, in partnership with the City of Chicago's Department of Planning and Development (DPD).

The TSD Plan was developed through a 15-month outreach process with a cross-section of over 40 neighborhood, City, and regional stakeholder organizations. The extensive project outreach ensured that this plan balanced transportation goals with community goals, needs, and aspirations.

CTA, DPD, and the consultant team would like to acknowledge and thank all organizations and individuals, especially community residents, for contributing their time, knowledge, and perspective to the RLE TSD planning effort.

RESIDENTS & PUBLIC

- » **Thank you to all of the residents and the public who shared their vision and input for the RLE station areas and TSD Plan through public meetings, conversations, and surveys.**

ALDERMEN

- » **9th Ward Anthony A. Beale**
- » **10th Ward Susan Sadlowski Garza (former)**
- » **21st Ward Howard Brookins Jr. (former)**
- » **34th Ward Carrie Austin (former)**

PLANNING LEADS & PARTNERS

- » **Chicago Transit Authority**
 - Leah Dawson Mooney - Director of Strategic Planning & Policy
 - Sonali Tandon - Senior Manager of Strategic Planning, Rail
 - Marlise Fratinardo - Senior Project Manager
 - Ammar Elmajdoub - Strategic Planner (TSD Plan Project Manager)
- » **Chicago Department of Planning and Development**
 - Maurice Cox - Commissioner
 - Erica Sellke - Lead Planner, Far South Region
 - Jasmine Gunn - City Planner V, Far South Region (TSD Plan Project Manager)
 - Michael Penicnak - Project Coordinator, Far South Region
- » **RLE Program Management Consultant Team (HNTB, CDM Smith, CHIN, and Ardmore Roderick)**

CITY & REGIONAL AGENCIES

- » **Cook County Land Bank Authority**
- » **Cook County Bureau of Economic Development**
- » **Chicago Department of Transportation**
- » **Chicago Department of Housing**
- » **Chicago Park District**
- » **Chicago Housing Authority**
- » **Forest Preserves of Cook County**

RLE PROJECT ADVISORY COUNCIL

- » Agape Community Center
- » Chicago Neighborhood Initiatives
- » Chicago Metropolitan Agency for Planning
- » Chicago Police Department 5th District Pastoral Council
- » Elevated Chicago
- » Far South Community Development Corporation
- » Greater Roseland Chamber of Commerce
- » Historic Pullman Foundation
- » Illinois International Port District
- » People for Community Recovery
- » Professor of Urban Planning (Lou Turner)
- » RLE Coalition
- » St. Anthony of Padua Catholic Church
- » T.R.E.A.D. The Rock Enterprises and Development Corporation
- » TCA Health
- » The Endeleo Institute
- » West Chesterfield Community Association
- » Young Adult Representative (Jaylin McClinton)

STAKEHOLDERS

- » Altgeld Gardens Local Advisory Council
- » Another Chance Church
- » Bread of Life
- » By the Hand Club for Kids
- » Calumet Area Industrial Commission
- » Carver Park Advisory Council
- » Chicago State University

- » Fernwood Community Church
- » City Colleges of Chicago (Olive-Harvey College, Kennedy-King College)
- » Community Investment Corporation
- » Curtis School of Excellence
- » DL3 Realty
- » Far South Chicago Coalition
- » Golden Gate Homeowner's Association
- » Roseland Community Hospital & Medical District Planning Team
- » Rosemoor Community Association
- » The Promised Land MBC

*While this list is not inclusive of all involved stakeholders, the above list is highlighted for organizations participating in stakeholder interviews.

CONSULTANT TEAM

- » Solomon Cordwell Buenz (Prime)
- » Goodman Williams Group
- » Urban Resolve
- » Applied Real Estate Analysis
- » Nia Architects
- » Center for Neighborhood Technology
- » Canete-Medina Consulting Group
- » Fish Transportation Group
- » SOW Solutions
- » Ware Realty Group

ACKNOWLEDGING CHICAGO'S HISTORICAL INEQUITIES ON THE FAR SOUTH SIDE

As noted at the outset of the We Will Chicago Citywide Plan, historical acknowledgment is the first step of a reckoning process to repair harms perpetrated against specific groups and to prevent them from occurring again. From the We Will Chicago Plan:

The city's evolution has directly and indirectly impacted generations of racial and ethnic communities, often in negative or burdensome ways and frequently for the benefit of privileged population groups. Harms to Chicagoans were both deliberate and unintentional, often involving the leadership, cooperation or silence of local, state and federal governments, as well as the private sector and other civic institutions.

This is painfully true for the community areas surrounding the Red Line Extension, which are predominantly African American. The historical lack of dedicated resources by the government, civic entities and the private sector has led to decades of disinvestment on the Far South Side. This includes the lack of high-capacity rapid rail transit reaching the City's southern border. Decisions not to invest have contributed to harmful impacts to residents of the Far South Side and to the City at large, some of which are detailed in Metropolitan Planning Council's The Cost of Segregation report.

Though this does not recount every instance of racial and social oppression in city history, it is important for historical context to be acknowledged at the outset of this document. This context has informed the creation of the TSD Plan -- including the need for it -- and must be considered moving forward. A key tenet of authentic historical reckoning is to incorporate the feedback and diverse perspectives of local residents, and a commitment to elevating community voices and participation must continue through implementation.



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SECTION 1

EXECUTIVE SUMMARY

The Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan is a Chicago Transit Authority (CTA) led project, in partnership with the City of Chicago's Department of Planning and Development.

This Plan is intended to act as a guide for future development in communities located near the Red Line Extension station areas on the Far South Side of Chicago.

Extensive collaborative community engagement was central to the planning process, focusing on positive local development and anti-displacement strategies. The community's vision for future development along the RLE corridor was a fundamental element in developing the plan's recommendations for enhancing economic vitality, improving quality of life, and increasing mobility.

Figure 1-1: RLE Project Area and Station Area Diagram





REET
ON

MICHIGAN AVENUE
STATION

130TH STREET
STATION

WHAT IS THE RED LINE EXTENSION (RLE) PROJECT?

The Chicago Transit Authority is pursuing the Red Line Extension (RLE) Project, a 5.6-mile extension starting from the existing terminal at 95th/Dan Ryan and terminating at 130th Street, subject to the availability of federal funding, as well as state and local funding.

The RLE Project would include four new fully-accessible stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, within the

Roseland, West Pullman, and Riverdale community areas.

Each new station would include multimodal connections for bus, bicycle, pedestrians, and automobiles. The project will also feature a new rail yard and rail maintenance shop in the industrial area near 119th street and highlighted in gray in Figure 1-2.

PROJECT OVERVIEW

- » **5.6-MILE EXTENSION** with elevated tracks from 95th Street to 119th Street.
- » **4 NEW STATIONS:**
 - 103rd Street
 - 111th Street
 - Michigan Avenue
 - 130th Street
- » **\$3.6 Billion** estimated project cost
- » **Up to 30 MINUTES** of time savings to riders traveling from the 130th Street Station to the Loop.
- » **47% INCREASE** in newly accessible jobs within one hour commute of the RLE project area.

PROJECT BENEFITS

EQUITY



Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit dependent residents and people with disabilities.

CONNECTIVITY & ACCESS



Connectivity and access to the entire city via the CTA network.

ECONOMIC OPPORTUNITY



Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the city's Far South Side.

FREQUENT RAIL SERVICE

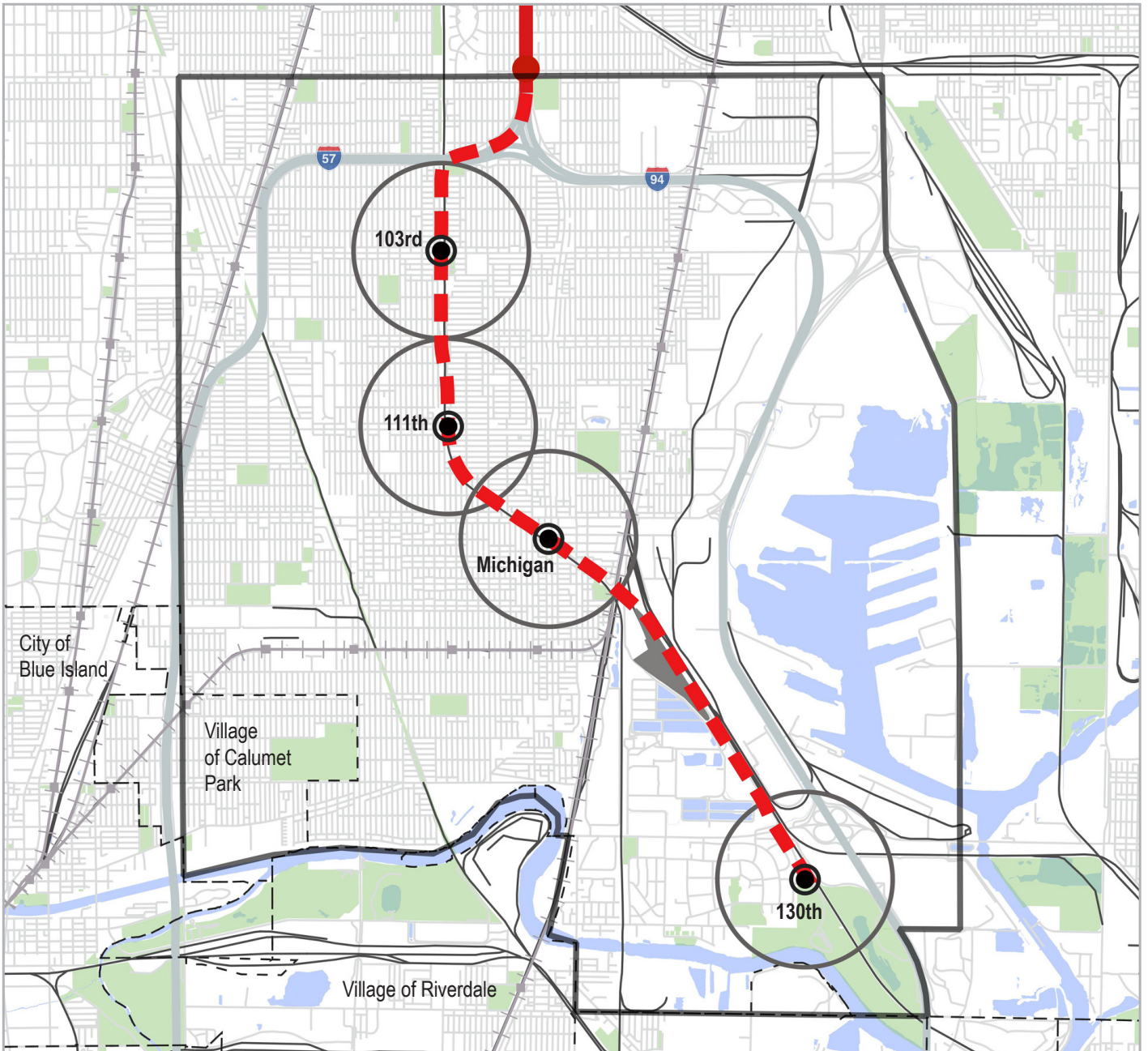


Frequent rail service that will reduce commute times.

SUSTAINABLE TRANSPORTATION



Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.



Sources: Chicago Transit Authority, Red Line Extension Alignment Shapefiles, September 2020; Metra Commuter Rail, Rail Station and Line Shapefiles, September 2020. Note: Base map created using geospatial datasets from the City of Chicago Data Portal (<https://data.cityofchicago.org/>), Cook County GIS (<https://hub-cookcountytill.opendata.arcgis.com/>) and US Census TIGER/Line shapefiles (<https://www.census.gov/>), all sources downloaded or accessed October 2020; Parks data updated using Chicago Metropolitan Agency for Planning (CMAP) 2015 Land Use Geospatial Dataset, unpublished data, October 2020.

LEGEND

- RLE Station
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy
- Municipality Border
- Parks
- Water Body

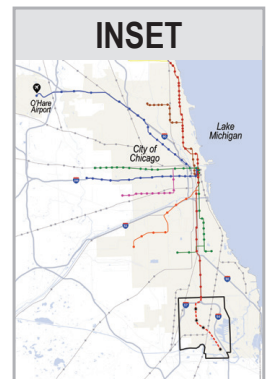


Figure 1-2: RLE Project Area Map and Station Area 1/2-Mile Boundaries

WHAT IS TRANSIT-SUPPORTIVE DEVELOPMENT?

The diagram below explains what Transit-Supportive Development is along with other common terminology.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Transit-oriented development (TOD) is a moderate to high-density mixed-use node designed to maximize walkability and transit access. TOD is generally located within a half-mile radius (ten-minute walk) of a rail station or bus corridor. As a real estate concept, TOD has often manifested in the form of unaffordable, luxury developments adjacent to transit stations. While this form of development does result in benefits such as increased transit ridership and reduced congestion and greenhouse gas emissions, these benefits may not extend to all members of the community.



EQUITABLE TOD (ETOD)

ETOD is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or disability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. ETOD elevates 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 voices in decision making processes.



TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

Transit-supportive development (TSD) is based on an ETOD framework, but it takes a broader approach to planning beyond the areas immediately adjacent to transit stations. The RLE TSD Plan is a comprehensive effort for 1/2 mile station areas surrounding each station, while also taking into consideration connections to activity hubs and destinations in the broader project area. The increased density in station areas not only supports transit but also helps accomplish other goals, including reducing urban sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits, and building sustainable communities.



Figure 1-3: ETOD Infographic Source: City of Chicago

CITY OF CHICAGO CONNECTED COMMUNITIES ORDINANCE & ETOD PLAN

The City of Chicago's first ever ETOD Policy Plan was adopted in June 2021. Additional information on the ETOD Policy Plan can be found at chi.gov/ETOD. On July 20, 2022, the City approved the Connected Communities Ordinance that supports ETOD with the following 3 categories:

- Create jobs and allow for more homes and businesses near transit by expanding existing incentives
- Makes streets safer for Chicagoans who walk, roll, and ride
- Increase housing opportunity, affordability and accessibility, especially near transit

ADVANTAGES OF TRANSIT-SUPPORTIVE DEVELOPMENT

Nationally, transit projects have a 5-to-1 economic return on investment (Source: APTA). Focusing growth near transit stations capitalizes on public investments and provides many benefits, including:

- Greater ridership for transit systems
- Added support for local restaurants and retail
- Increased public and private sector engagement and investment
- Increased supply of affordable housing
- Traffic congestion relief and associated environmental benefits
- Improved safety for pedestrians and cyclists

Transit-accessible locations outperform on job growth, especially near rail:

- Between 2005-2015, half of new Chicagoland jobs were located within a half-mile of a CTA or Metra station

Transit investment catalyzes residential and commercial development:

- In 2017, 85% of commercial construction in the region occurred within a half-mile of a CTA or Metra station

Source : MPC

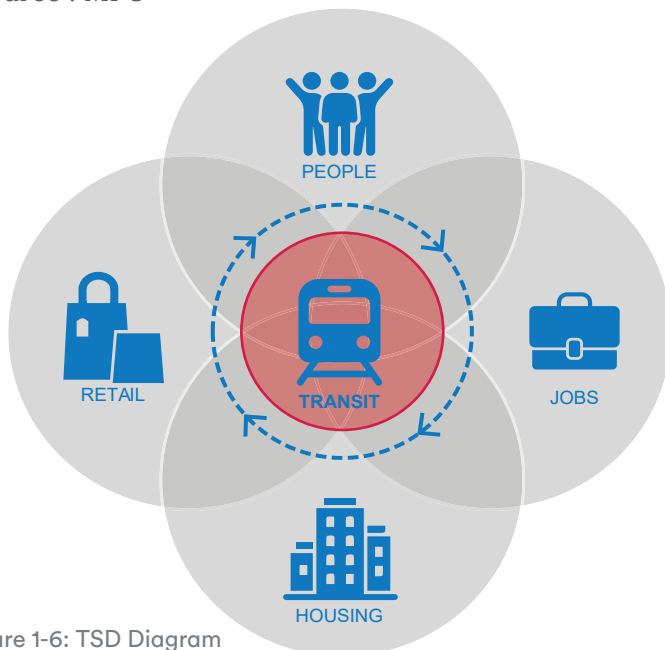


Figure 1-6: TSD Diagram

CHICAGO CASE STUDIES



Figure 1-4: 43 Green Source: Landon Bone Baker Architects

43 GREEN

43 Green is a phased, mixed-use development adjacent to the 43rd Street Green Line Station in the Bronzeville neighborhood. The development aims to be a catalyst for economic growth on 43rd Street. The first phase has 99 apartments, where half are affordable units, and the other half will have market rate rents.



Figure 1-5: Woodlawn Station Source: Gensler

WOODLAWN STATION

Woodlawn Station is the final development phase of POAH's Woodlawn Choice Initiative, to rebuild and revitalize the South Side Woodlawn community. It features 70 mixed-income units, 55 units in a four-story building at 63rd and Cottage Grove and the remaining 15 units are in nearby scattered sites.

PROCESS & TIMELINE

The planning and community outreach process was broken down into three major phases:

DISCOVERY

Assessing and documenting community strengths, needs, and goals.

CREATING A VISION

Establishing cohesive and concise statements of the community's vision for the future.

CREATING A PLAN

Identifying action steps to achieve the vision; refining financial and development recommendations and strategies.

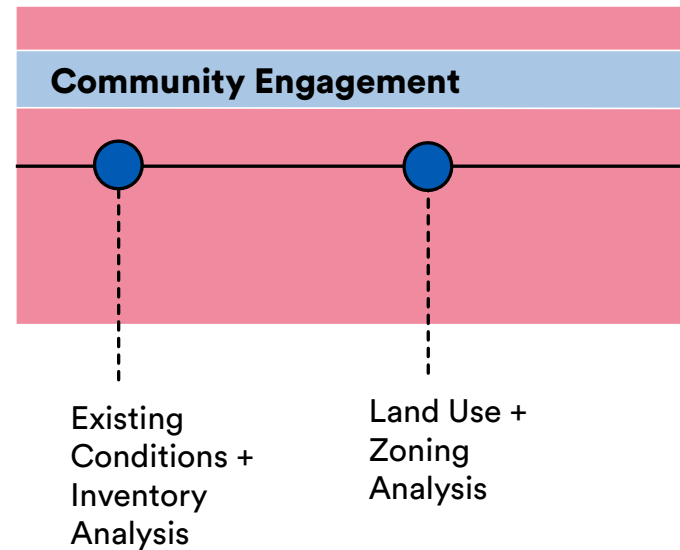
Each phase included numerous stakeholder conversations and a broader community meeting for reviewing findings and concepts. This TSD Plan is a summary of the conclusions from those meetings and information gathered on different topics as the team progressed through the three plan phases. The topics of the material gathered include:

- Existing Conditions
- Market Analysis
- Affordable Housing Analysis
- Land Use and Zoning
- Economic Development
- Transit-Supportive Development Design Guidelines
- Implementation Strategies and Feasibility Assessment
- Multi-Modal Connectivity

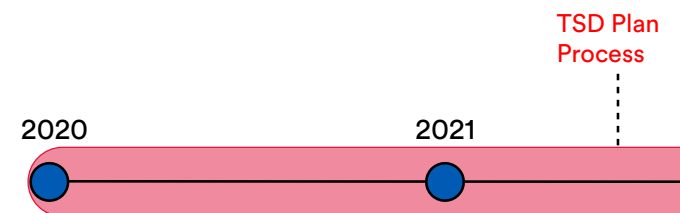
TRANSIT-SUPPORTIVE DEVELOPMENT PLAN TIMELINE

Discovery

2020



RED LINE EXTENSION PROJECT TIMELINE



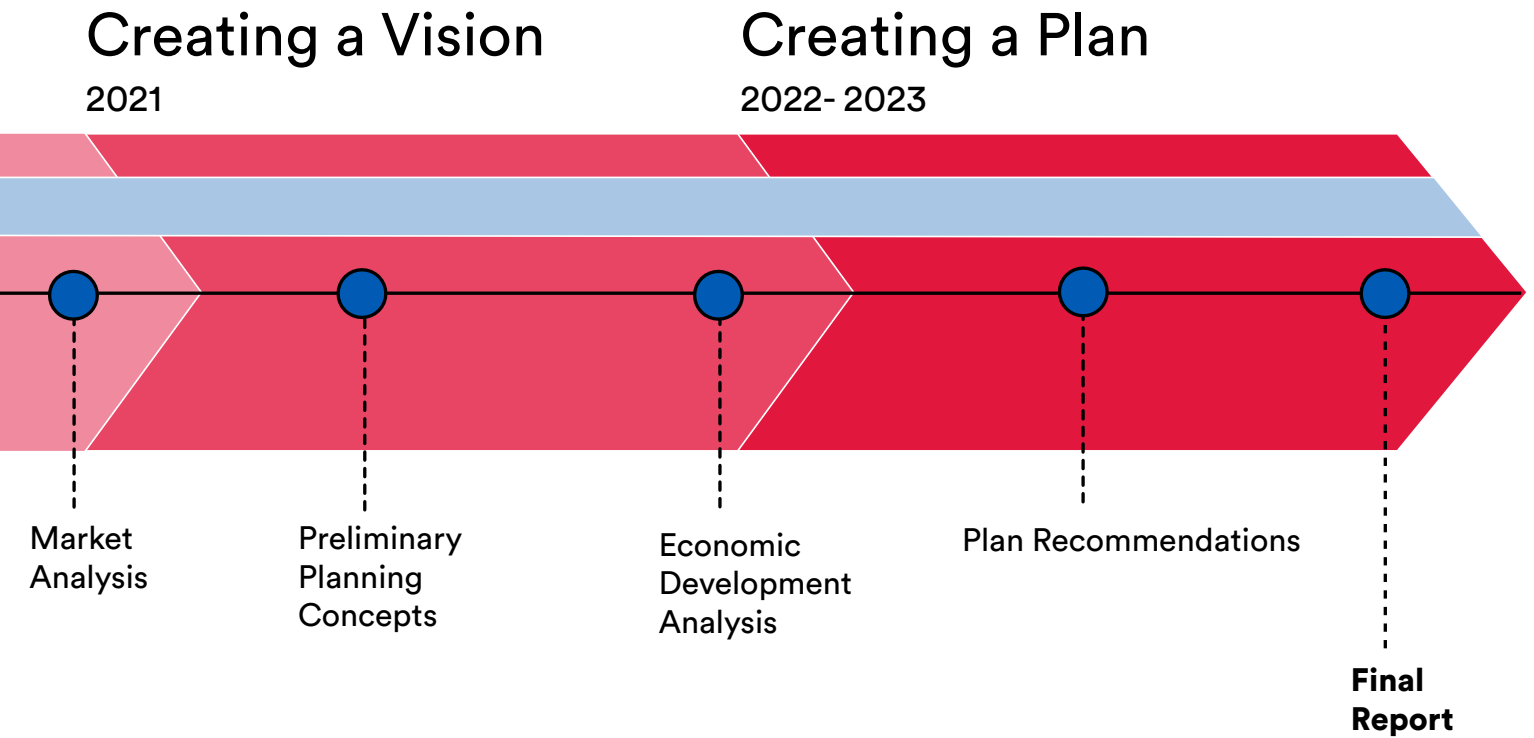


Figure 1-7: TSD Plan Timeline

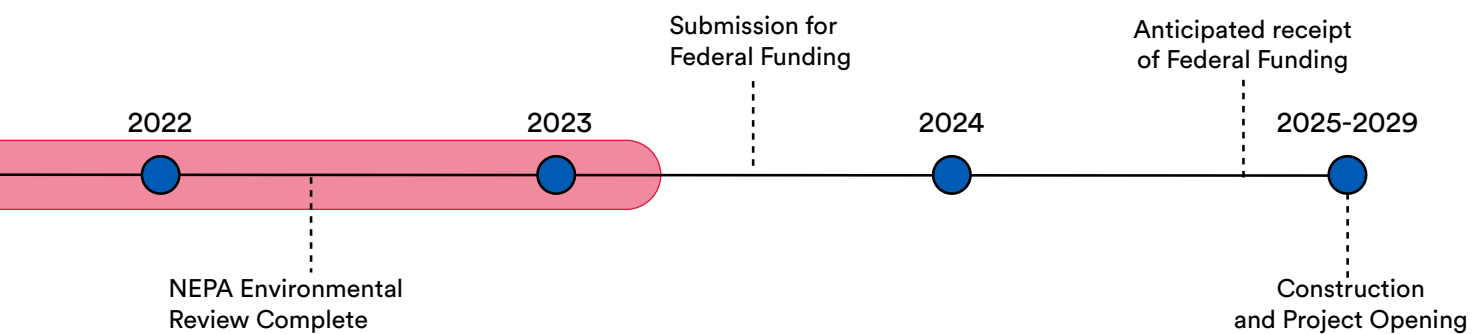


Figure 1-8: RLE Project Timeline



Figure 1-9: RLE 130th Street Community Outreach

COMMUNITY ENGAGEMENT & OWNERSHIP

Community ownership of this TSD Plan is fundamental to ensuring that the benefits of the new RLE stations serve the community in an equitable manner. For over two decades, the Far South Side community leadership has supported and promoted extending the Red Line south to the city limits. The planning goals contained in this document are the result of many community conversations, review of previous and on-going planning efforts, and synthesis of research and data regarding existing conditions, community needs, and community assets. In particular, this plan builds upon the significant work of past community-led planning studies.

Asset-Based Community Engagement is a way of framing community development that focuses on a community's existing skills, experiences, and resources.

The TSD planning team employed an Asset-Based Community Engagement approach in its outreach and subsequent messaging, ensuring that these valuable stakeholders were active partners in planning associated with the RLE TSD Plan, and creating a sense of collaboration in strengthening and redeveloping the Far South Side.

As a part of its asset-based outreach, the TSD planning team:

- Engaged long-term community institutions.
- Engaged long-term and local residents.

- Exchanged information and knowledge with community stakeholders on the work that is currently happening in the project area.
- Worked closely with aldermen, local community organizations, and DPD on neighborhood planning efforts.

In response to COVID-19 health concerns and City and State “stay at home” orders, face-to-face community engagement was not an option for most of the duration of the RLE TSD planning process. This prompted a transition to virtual and social media platforms.

In addition to hosting stakeholder meetings, the CTA also launched a dedicated TSD engagement website where residents could get more project information, sign up for meetings, submit questions, take surveys and provide input, and review project documents. To bridge the digital divide, the outreach strategies also included mailing postcards, flyers, and partnering with sister city agencies to augment outreach with a full range of community groups and stakeholders. The CTA also partnered with local organizations including CRED and T.R.E.A.D to distribute meeting flyers to residents and businesses.

“Community members are best able to speak when we have platforms that enable us to not only tell our stories but to fight for things that we desperately want.” - Resident

PUBLIC MEETING SUMMARY

Three public community meetings, as well as individual station area meetings were hosted on Zoom and streamed live on Facebook. The meetings included a visual and verbal presentation by the CTA team, interactive chat features, real time question and answer (Q&A) sessions, interactive polling, and breakout sessions for small group discussions. The breakout sessions allowed community members to provide feedback directly to the CTA team related to the topics presented during the meeting, give general feedback about the RLE Project, ask questions, and discuss concerns with project team members.

The public meetings for the first phase of the plan were held in December 2020, and station area meetings were held in January and February 2021. These meetings gave community members an opportunity to share how they see their neighborhood and to share their goals for the future. The second round of community meetings were held in May 2021 to garner feedback on the draft vision statements and draft land use strategies for the areas around the new stations. The final round of public meetings occurred in December 2021 to solicit input on the draft economic development recommendations, overall approach to development in the four station areas, and draft development concepts for eight catalyst sites near the new stations.

Figure 1-10: Community Engagement Summary Diagram (August 2020-December 2021)

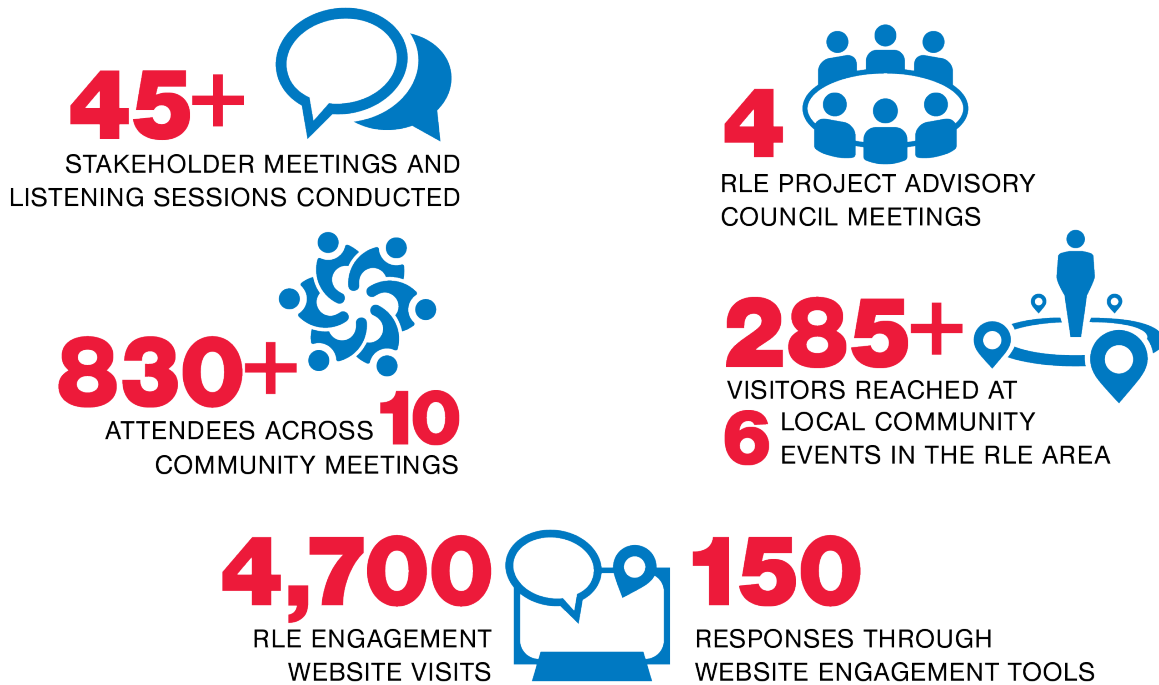


Figure 1-11: CTA Community Workforce Event (April 2022)

STAKEHOLDER FEEDBACK

Below is a sampling of the spectrum of comments gathered from stakeholder organizations and residents during the TSD planning outreach process.

This input from the community concerning station area development and the broader RLE Project directly influenced the principles, goals, and recommendations developed for the TSD Plan.

MOBILITY



- There is a desire for enhanced bus service, bus connections, and frequency following RLE Project completion.
- Traffic and parking impacts need to be closely studied and remedied, especially around station area schools.

CRITICAL

- **Variety of Jobs & Training Needed**
- **Prioritize & Address Public Safety**
- **Grocery Store / Healthy Food Access Needed**

SUSTAINABILITY & OPEN SPACE



- Environmental justice and sustainability are especially important to consider for RLE Project-related work at the 130th terminal.
- Equity and sustainability should be incorporated throughout the TSD Plan.
- Environmental issues, safety & security, and property values are important community concerns.
- Open space improvements could include farmers markets or food kiosks, walking and biking trails, plazas and other gathering spaces, and increased recreational activities.

ECONOMIC DEVELOPMENT

- Manufacturing, retail, construction, healthcare, transportation and public sector jobs are desired in the community.
- There are opportunities for retail and commercial development, in addition to incorporating community attributes into the RLE project design.
- New shopping options & new locally-owned businesses are needed, including grocery stores, restaurants, health & wellness stores, and national chains.



FEEDBACK

- **Maintain Neighborhood Feel and Character**
- **Manage Traffic**
- **Provide Adequate Parking**

HOUSING DENSITY & SCALE

- A mid-rise scale of buildings seems appropriate for the area around the Michigan Avenue station to fit into the existing character.
- Development concepts near the 103rd Street station and 111th Street station should have gradual increased density with a lower scale more appropriate to the adjacent residential neighborhoods.
- Housing needs in the community include affordable housing, mixed-income housing, and mixed-use housing. Townhouses and 2-and-3-flats are also desired.



VISION STATEMENT

Extending the CTA Red Line will provide many benefits to the Far South Side communities, the broader city of Chicago, and the region. Currently, the Red Line is the busiest rapid transit line in the CTA system with an average of 73,273 passengers boarding each weekday in 2021. The current Red Line terminal at 95th street is also the busiest station in the entire CTA system with an average of 2,739 passengers per day. The Red Line Extension project supports the City's equitable transit goals by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

The Red Line Extension will provide connectivity not just to the surrounding neighborhoods, but the city as a whole. Riders will be able to board at one of the four new fully-accessible rail stations and connect to the entire CTA rail and bus network.

The Red Line Extension will enhance economic opportunities for Far South Side residents, significantly improving access and reducing commute times to jobs, schools, and other destinations throughout the city. More broadly, encouraging public transportation use over motor vehicles will contribute to improved air quality, reduced greenhouse gas emissions, and energy savings for a greener and more sustainable Chicago.

The Red Line Extension will serve as a catalyst towards achieving the community's vision for regional prosperity, improved quality of life, and community wealth generation. These strong and prosperous communities will benefit from Transit-Supportive Development (TSD) that provides diverse housing options meeting the needs of all residents, successful commercial districts with thriving businesses and workforce advancement, neighborhood activity, and connectivity.

Increased transit access will attract customers and visitors from outside the community to local businesses, landmarks and cultural centers, bolstering community investment for many years to come.

STATION AREA VISION DIAGRAM

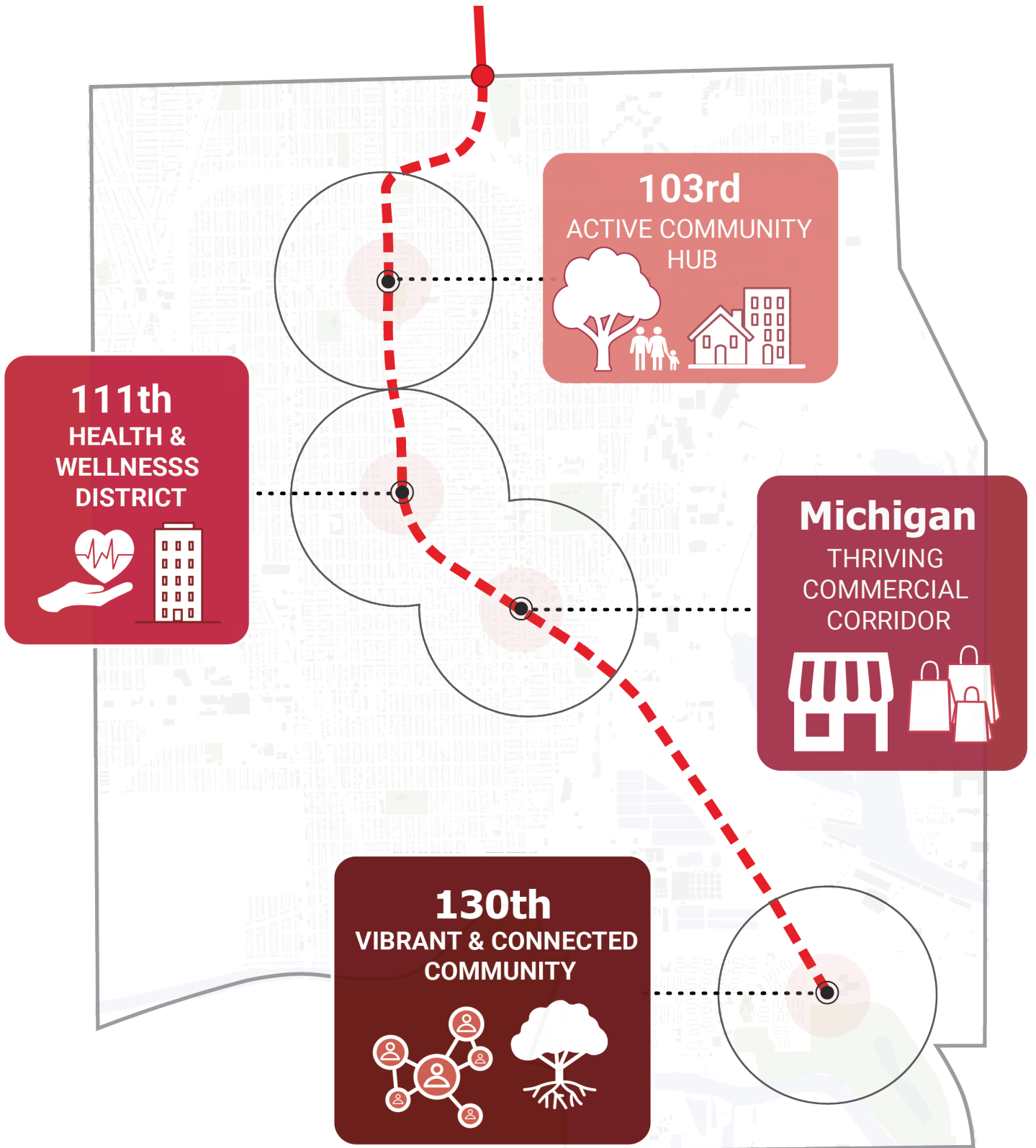


Figure 1-12: Station Area Vision

TSD PLAN GOALS

1 INCREASE RESIDENTIAL DEVELOPMENT VARIETY, AFFORDABILITY, AND DENSITY

- » Identify and rehab existing housing stock in station areas.
- » Encourage equitable investment and establish anti-displacement strategies.
- » Strategically infill the project area with new affordable housing along major corridors and targeted sites in neighborhoods.
- » Increase residential density with multifamily development where appropriate.
- » Propose catalytic developments, comprised of a mix of uses, at key locations in close proximity to the RLE stations.



Roseland Senior Campus | Source: Landon Bone Baker Architects

2 STRENGTHEN COMMERCIAL, RETAIL AND MIXED-USE DEVELOPMENT

- » Partner with existing local businesses and community members to increase support and create a plan for unified business corridors.
- » Coordinate with existing initiatives, such as INVEST South/West to revitalize streetscapes, revive existing historic buildings and identify sites for new development.
- » Increase density and update zoning for potential developments to provide a robust customer base for transit, new and existing restaurants, and businesses.



Tanisha and Dominique Leach owners of Lexington Betty Smokehouse in Pullman | Source: Terrance Antonio James/ Chicago Tribune

3

ENHANCE PUBLIC SPACE AND GREATER TRANSPORTATION ACCESS

- » Create inviting streetscapes and employ placemaking strategies along key station area corridors to make the project area a more desirable place, attracting businesses and people.
- » Increase access to jobs in commercial and industrial corridors by strengthening the intermodal connections and ensuring clear wayfinding to buses, drop off zones, parking, pedestrian, and bike connections.



Far South CDC New POP! Heights Plaza At Halsted & 113th St.
Source: Lamar Johnson Collaborative (LJC)

4

ENCOURAGE ECONOMIC DEVELOPMENT, BUSINESS AND EMPLOYMENT GENERATORS

- » Provide training and opportunities towards sustainable jobs for residents.
- » Support opportunities for pop-up shops, civic events, and programs to bring visitors to the station areas, ultimately supporting transit ridership.
- » Attract businesses focused on providing access to healthy food and other needed resources.



Source: Illinois Clean Jobs Coalition

ECONOMIC IMPACT SUMMARY

DEVELOPMENT POTENTIAL



\$1.7B+
TOTAL REAL ESTATE & DEVELOPMENT INVESTMENT



118,000
GROSS SQUARE FEET OF NEW RETAIL



3,385
NEW INFILL AND REHAB HOUSING UNITS

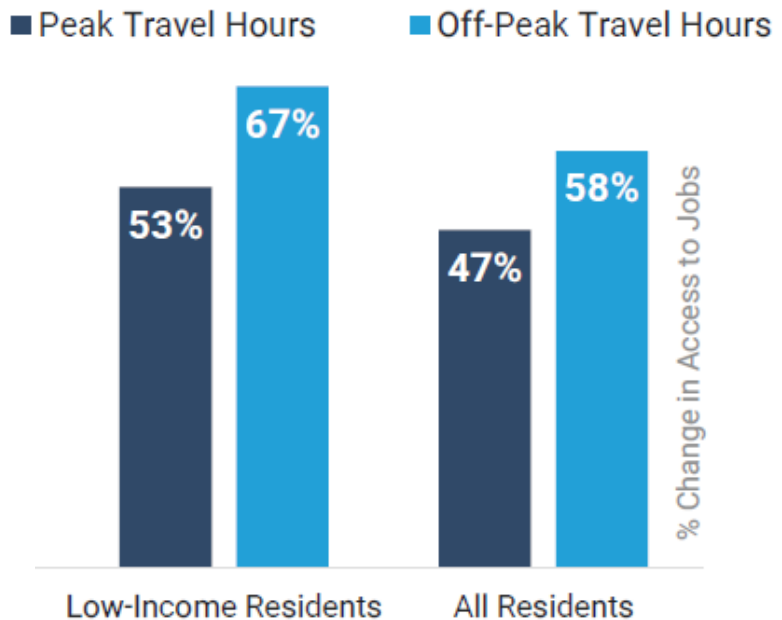
An economic impact study was conducted to analyze the potential impacts of the Red Line Extension on Chicago and the broader Cook County region. The information on this summary page shows that this project will create robust economic development opportunities and be catalytic for economic growth. The new retail square footage and housing unit estimates were calculated using development projections based on vacant land and building data from the City of Chicago, Cook County Land Bank Authority, and surveying.

ECONOMIC IMPACT OF RED LINE EXTENSION

	Business Output	Pay to Workers	On Average Annually
Construction (2023-2030)	\$4.4B	\$1.7B	2,500 Jobs
Operations & Maintenance (2029-2040)	\$714.4M	\$280.6M	700 Jobs

Note: B= Billion, M-Million *Business Output represents cost of the purchased goods and services, pay to workers, profits, and taxes.*Pay to workers is one component of Business Output. Source: EBP US (DRAFT RLE Economic Impact Study.)

INCREASED ACCESS TO JOBS BY POPULATION GROUP



Note: Low-Income includes persons with household incomes below the federal poverty level. Source: EBP US (DRAFT RLE Economic Impact Study. Results subject to refinement.)

Note: Real Estate Development Investment Potential projected for 2029-2040. B = Billion

MARKET ANALYSIS SUMMARY

The RLE Market Analysis informs the TSD Plan in providing research on residential, commercial, retail, and industrial development trends. The Market Analysis offers insights into potential development opportunities that will maximize the economic benefits of the RLE Project especially within the surrounding communities.

ANTICIPATED POPULATION GROWTH

The predominantly African American communities (85% Black Non Hispanic) that comprise the RLE market area have modestly-sized households. CMAP's regional comprehensive plan, ON TO 2050, projects a recovery in the RLE market area population after significant losses over the past couple of decades. These projections indicate up to 30,000 new residents in the RLE project area by 2040 – a 30% increase – and a demand for more than 15,000 new residential units – a 24% increase. This corresponds to steady growth in project area jobs, though most residents still work outside the market area.



152,223
Market Area Population



2.7
Average Household Size

INVESTMENT NEED

The construction and rehabilitation of housing in the RLE project area neighborhoods, coupled with the transit benefits of the RLE Project, would enhance the desirability of living in these neighborhoods and spark new investment and development in the future. At present, residents do most of their shopping outside the project area, leading to a significant retail gap. An influx of new residents will help support existing commercial offerings and will support ongoing demand for additional locally-owned retail and small businesses, including small grocery or co-op food stores as well as specialty stores.



\$391 Million
Retail Gap

EMPLOYMENT & INDUSTRIAL GROWTH

The Far South Side has proven a viable market for industrial sector investment. There is potential for significant new industrial employment on the Far South Side with the Red Line Extension and in the industrial corridors. The new stations provide the opportunity for closer bus connections to deliver employees to these industrial sites. An abundance of proximate well-paying industrial jobs will spur residential development in the RLE project area, which in turn, would support more commercial uses and increased ridership.

While the prospect of additional jobs is a positive for nearby neighborhoods, concerns of negative environmental impacts must be addressed, including truck traffic, as well as emissions and waste. Community input, environmental impact testing, and mitigations need to be part of future permitting and planning processes.

103rd



Figure 1-13: 103rd Street Station Area Development Concept For Illustrative Purposes Only

VISION: ACTIVE COMMUNITY HUB

The 103rd Street station area community hub will be comprised of complementary land uses surrounding the station to include, but not be limited to, retail, affordable housing, education, community services, and land uses that will serve both neighborhood residents and transit riders.

DEVELOPMENT POTENTIAL



13,000
Gross Square Feet
of New Retail



800
New Infill & Rehab
Housing Units



\$360M+
Development
Investment

Note: M = Million

103RD STREET STATION AREA

The northernmost station on RLE will be located at 103rd Street and Eggleston Avenue on the border of Washington Heights and Roseland community areas. The station will be positioned at 103rd Street on the west side of the Union Pacific Railroad (UPRR) tracks. This area has a mix of uses, and many vacant parcels that have potential for transit-supportive development.

The 103rd Street station area is primarily residential with commercially-zoned parcels along the major corridors of 103rd Street, Halsted Street, and State Street. During stakeholder and public meetings, community members identified the abundance of single-family homes, affordable housing options and access to parks, open space, and schools as significant assets and neighborhood strengths.



Figure 1-14: 103rd Street Station Area Infill Massing Concept For Illustrative Purposes Only

STATION AREA STRENGTHS

- » Affordable family housing
- » Access to parks
- » Schools

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Catalyst Development Sites
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



KEY STRATEGIES

- » Leverage the new 103rd Street station to establish a community hub that supports the neighborhood experience by improving transportation access. This can act as a spark for community-oriented retail, and provide opportunities for people to live close to high quality transit and meet their daily needs close to home.
- » Strengthen intermodal connections along 103rd Street with improvements to streetscape, promoting safe access for all modes of transportation.
- » Create mixed-use development at the catalyst sites adjacent to the station to spur additional development along 103rd Street. Strengthen the existing neighborhood through renovation of existing structures and increasing the housing inventory.

CATALYST SITE TRANSFORMATION



EXISTING



POTENTIAL

111th



Figure 1-15: 111th Street Station Area Development Concept For Illustrative Purposes Only

VISION: HEALTH & WELLNESS DISTRICT

The 111th Street station area will be a Health and Wellness district with clustered development that offers connections to jobs and activity along Halsted Street, in the Roseland Community Medical District (RCMD), the historic Pullman neighborhood, and the Pullman Industrial Corridor.

DEVELOPMENT POTENTIAL



11,000

Gross Square Feet
of New Retail



880

New Infill & Rehab
Housing Units



\$460M+

Development
Investment

Note: M = Million

111TH STREET STATION AREA

The 111th Street station area is primarily residential with a few scattered commercial nodes along Halsted Street and Wentworth Avenue. The 111th Street corridor connects activity and job centers in West Pullman, Roseland, and Pullman. It is home to many organizations and institutions that contribute to the community social fabric.

The Roseland Community Hospital is located on 111th Street within a 1/2 mile of the station. The hospital is both a major employer and healthcare provider for the community. A master plan for the Roseland Community Medical District (RCMD) was adopted by the city in November of 2022 to promote a vision of growth and attract professionals to the area with both supportive medical facilities and new community amenities.

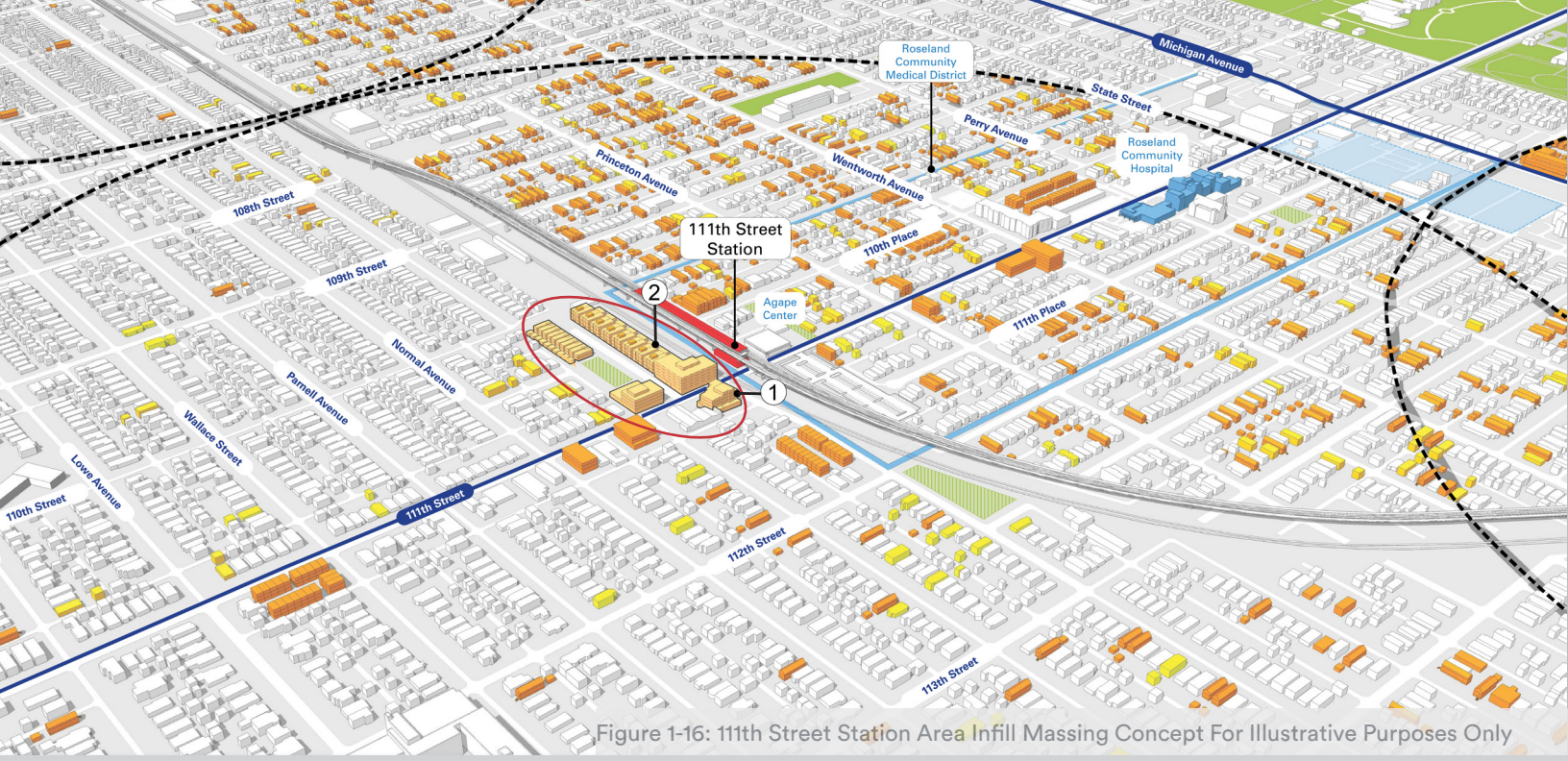


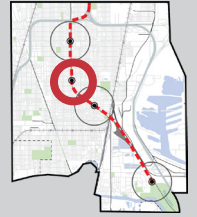
Figure 1-16: 111th Street Station Area Infill Massing Concept For Illustrative Purposes Only

STATION AREA STRENGTHS

- » Affordable Multifamily Units
- » Roseland Community Medical District
- » Schools and Community Organizations

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Parks & Open Space
- Catalyst Development Sites
- Key Corridor
- RLE 1/2-mile Station Area



KEY STRATEGIES

- » Strengthen the existing neighborhoods around the 111th Street station, through renovation of existing structures and infill to increase the housing inventory.
- » Cluster development to promote vitality along the major east-west corridor of 111th Street with new complementary mixed-use development surrounding the station.
- » Make connections to jobs and activity on Halsted Street, the RCMD, the Michigan Avenue commercial corridor, the historic Pullman neighborhood, and the Pullman Industrial Corridor.
- » Reinforce intermodal connections along the 111th Street corridor with improvements to establish safe access to all modes of transportation.

CATALYST SITE TRANSFORMATION



Michigan



Figure 1-17: Michigan Avenue Station Area Development Concept For Illustrative Purposes Only

VISION : THRIVING COMMERCIAL CORRIDOR

The Michigan Avenue station area will be a thriving mixed-use shopping district in the heart of Roseland, with renovated historic buildings, new infill development featuring commercial destinations, increased access to housing, and improved connections to all forms of transit.

DEVELOPMENT POTENTIAL



72,000

Gross Square Feet
of New Retail



2,100

New Infill & Rehab
Housing Units



\$850M+

Development
Investment

MICHIGAN AVE. STATION AREA

The Michigan Avenue station is located on Michigan Avenue south of 115th Street in the West Pullman community area. The station area is a part of the historic Michigan Avenue commercial corridor, which extends from 111th Street to 115th Street.

Today, some long standing, locally-owned businesses on this shopping street in Roseland remain with clothing stores, eateries, and professional service businesses occupying ground-level spaces. Unfortunately, over the years many of the historic buildings have fallen into disrepair, and some have been demolished, leaving gaps in the street wall.

A new CTA RLE Michigan Avenue station has the potential to revitalize this historic corridor and surrounding neighborhood by attracting new infill development, serving as a catalyst for rehabilitating existing buildings, and attracting new residents and new businesses to the area.

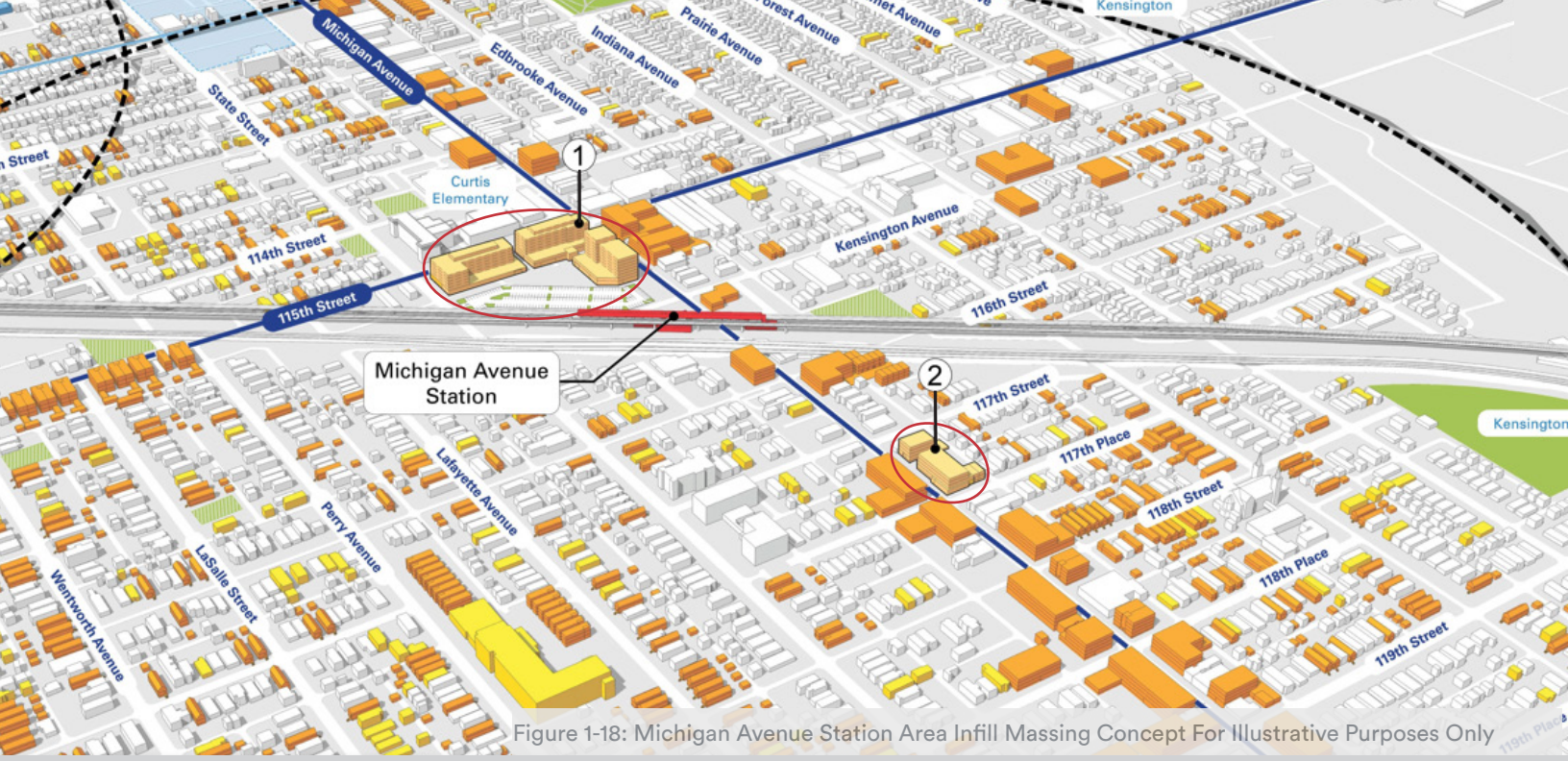


Figure 1-18: Michigan Avenue Station Area Infill Massing Concept For Illustrative Purposes Only

STATION AREA STRENGTHS

- » Affordable Multifamily Units
- » Retail/Commercial Destination
- » Schools

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Catalyst Development Site
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



KEY STRATEGIES

- » Position the new Michigan Avenue station as the southern anchor of a thriving, mixed-use commercial corridor in the heart of the Roseland community.
- » Renovate the existing historic structures and encourage strategic infill of vacant parcels to develop new commercial destinations, and a variety of mixed-use residential options to better serve the community housing needs.
- » Attract investment that benefits the local community and provides opportunities for new business creation and community entrepreneurship in the Michigan Avenue commercial district.

CATALYST SITE TRANSFORMATION



EXISTING



POTENTIAL

130th



Figure 1-19: 130th Station Area Development Concept For Illustrative Purposes Only

VISION: VIBRANT & CONNECTED COMMUNITY

The 130th Station area will be a historic, vibrant, connected, environmentally sustainable community with equitable access to jobs, healthy food, amenities, schools, open space, and transit.

DEVELOPMENT POTENTIAL



22,000

Gross Square Feet
of New Retail



55

New Infill
Housing Units



\$37M+

Development
Investment

130TH STREET STATION AREA

The 130th Street station is the terminal station on the Red Line Extension. Approaching the station, the RLE alignment is proposed to travel along Cottage Grove Avenue adjacent to the Metropolitan Water Reclamation District's (MWRD) Calumet Water Reclamation Plant, and then under the 130th Street viaduct west of the I-94 Bishop Ford Freeway interchange. The RLE rail alignment will terminate in the Riverdale community area and the station will be located in a large parcel on the eastern edge of the Chicago Housing Authority's (CHA) Altgeld Gardens and Phillip Murray Homes.

Neighborhoods south of 130th Street have historically had limited access to public transit and are isolated by physical barriers such as the highway, industrial uses, and the Little Calumet River.

The new CTA station will provide the much-needed access to retail, services, and jobs, and will bring new life and vibrancy to the neighborhood by strengthening connections to community resources.



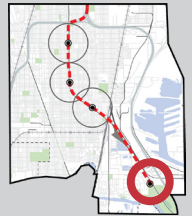
Figure 1-20: 130th Street Area Illustrative Plan

STATION AREA STRENGTHS

- » Affordable Housing
- » Access to Open Space
- » Rich History & Culture
- » Schools

LEGEND

- Opportunity Area
- 130th Street Station Zone
- RLE At-Grade Track Area
- Open Space / Low Density Residential Area
- Rehab Opportunity
- Parks & Open Space
- Key Corridor
- RLE Station 1/2-Mile Boundary



KEY STRATEGIES

- » Strengthen the connections between the neighborhoods of Altgeld Gardens / Phillip Murray Homes, Golden Gate, and Eden Green with the amenities and benefits of nearby George Washington Carver Military Academy, TCA Health, and Forest Preserve of Cook County Beaubien Woods.
- » Expand mobility and access for both the Altgeld Gardens community and regional population to a wider network of jobs and education.
- » Raise awareness, and mitigate environmental impacts associated with former heavy industry sites, landfills, and utilities, by advancing environmental clean-ups and seeking sustainable solutions.
- » Incorporate local culture in ways that tell the community's history and aspirations to benefit future generations.

CATALYST OPPORTUNITY AREAS



ECONOMIC DEVELOPMENT & IMPLEMENTATION

OVERVIEW

The RLE TSD economic development and implementation section provides specific strategy and action recommendations to realize the community’s vision for balanced and equitable development in the RLE project area. Four major areas of special interest to the community emerged from the engagement process, and require special emphasis:

- Business development, retention, and support
- Housing development and affordable housing stock
- Community wealth and capacity-building
- Social Infrastructure

These focus areas provide the overarching structure for the Implementation Section that frame the ten key goals. The recommendations identify opportunities to strengthen employment, improve housing choices, increase retail, support community services, and expand recreational land uses.

IMPLEMENTATION & ACTION PLAN MATRIX

Implementation recommendations for policies, funding priorities, strategies and actions that can be applied in the project area are shown within the Strategy and Action Plan Matrix located at the end of this document. Each action item identifies key financial resources, support programs, a projected time frame, and potential partnerships that can help facilitate the realization of the community’s vision.

DEVELOPMENT WITHOUT DISPLACEMENT

Ultimately the implementation section endeavors to provide answers to the community’s question “How can we encourage investment in the Far South Side neighborhoods while respecting the existing character and preserving what makes them attractive and special?”

Fundamental to the implementation of the TSD Plan is the goal of having new growth without displacement of existing residents – balanced and responsible development that brings economic vitality to the community as a whole.

Development should encourage neighborhood investment, growth, and vibrancy, while improving the quality of life for existing residents, and profiting businesses and local assets. Policies, programs, and ongoing strategic partnerships will be necessary to ensure that residents, both new and existing, benefit from transit-related development.



**BALANCED & RESPONSIBLE
DEVELOPMENT**

FOCUS AREAS & GOALS



HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK

- » **Goal 1:** Encourage vibrancy and resiliency (anti-displacement)
- » **Goal 2:** Broaden access to quality, affordable, and diverse housing options



BUSINESS DEVELOPMENT, RETENTION & SUPPORT

- » **Goal 3:** Retain and expand local businesses
- » **Goal 4:** Attract new local businesses
- » **Goal 5:** Identify, enable and promote existing commercial and cultural assets



COMMUNITY WEALTH & CAPACITY BUILDING

- » **Goal 6:** Provide access to education and workforce training
- » **Goal 7:** Achieve equitable economic development
- » **Goal 8:** Drive community wealth building and generational prosperity



SOCIAL INFRASTRUCTURE

- » **Goal 9:** Promote wellness
- » **Goal 10:** Communicate, create & coordinate to magnify investment

STAY ENGAGED

FOR PROJECT UPDATES PLEASE VISIT:

[TRANSITCHICAGO.COM/RLE](https://transitchicago.com/rle)

[FACEBOOK.COM/CTAREDEXT](https://facebook.com/ctaredeext)

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CHICAGO TRANSIT AUTHORITY RED LINE EXTENSION
TRANSIT-SUPPORTIVE DEVELOPMENT PLAN

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