



Transit Oriented Development Bus Tour

Various Chicago-area Metra Stations

March 10, 2017

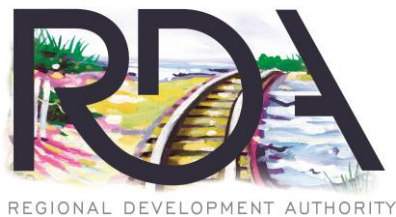


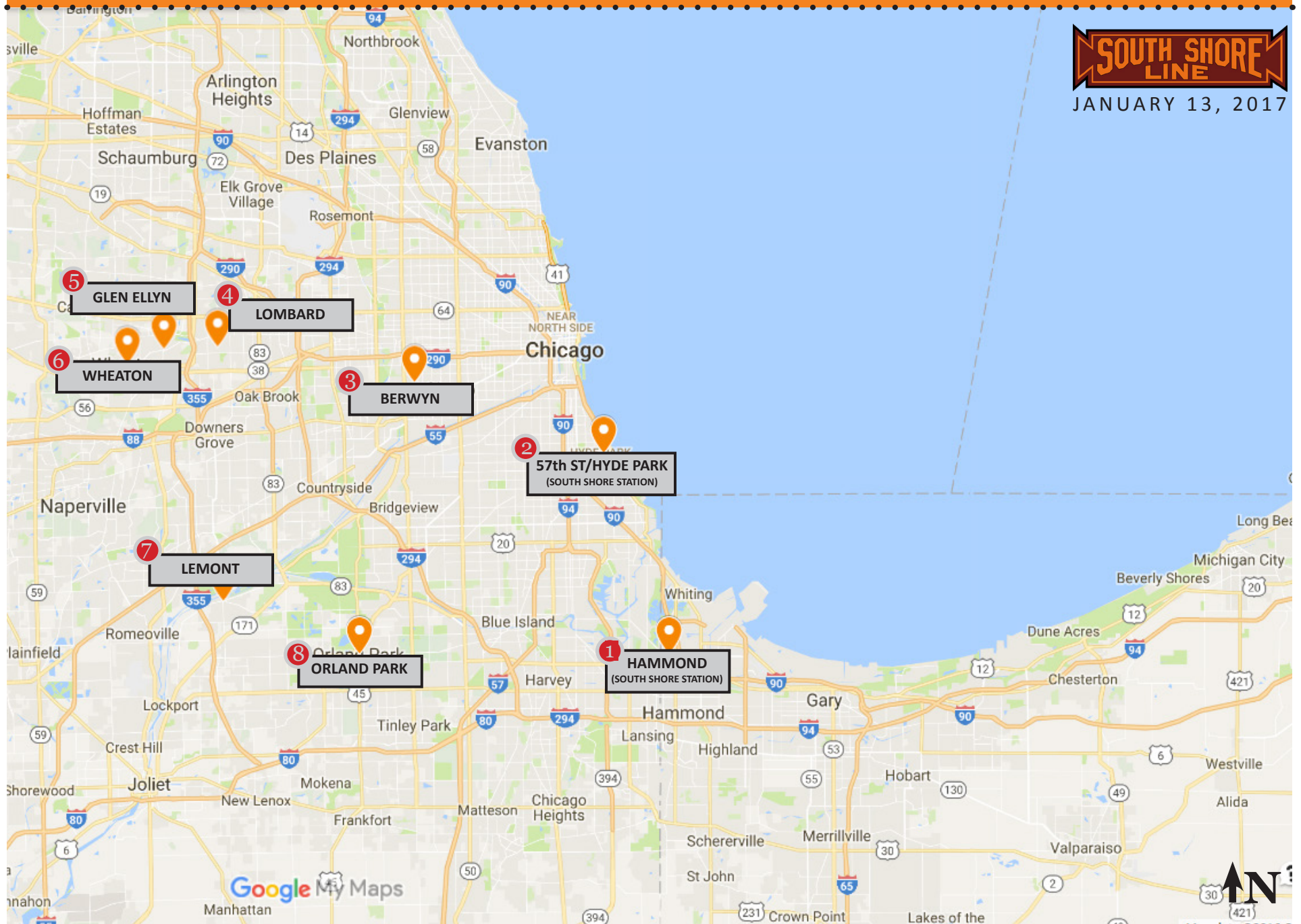
TABLE OF CONTENTS

MAP OF TOD TOUR STOPS	PAGE 3
COMPARING DEMOGRAPHICS	PAGE 4
HYDE PARK	PAGE 5
BERWYN	PAGE 6
LOMBARD	PAGE 8
GLEN ELLYN	PAGE 10
WHEATON	PAGE 11
LEMONT	PAGE 12
ORLAND PARK	PAGE 13
POPULATION GROWTH COMPARISON	PAGE 15
MAP OF METRA STATIONS IN CHICAGO	PAGE 17
MEDIAN HOUSEHOLD INCOME/PROXIMITY TO DOWNTOWN CHICAGO	PAGE 18
CHICAGO METROPOLITAN AGENCY FOR PLANNING TOD 101 AND EXAMPLES	PAGE 19
NEWSPAPER COVERAGE/TOD PROJECT DETAILS	PAGE 21
SPEAKER BIO – RICHARD KWASNESKI	PAGE 22

TRANSIT ORIENTED DEVELOPMENT (TOD) TOUR



JANUARY 13, 2017



Summary of Suburban Chicago Communities

	LAKE COUNTY, INDIANA					PORTER CO, IN		LAPORTE	ILLINOIS SUBURBS									
	Dyer	East Chicago	Gary	Hammond	Munster		Portage	Valparaiso		Michigan City		Berwyn	Glen Ellyn	Hyde Park*	Lemont	Lombard	Orland Park	Wheaton
Demographic																		
Population	16,257	29,178	78,483	78,983	23,250		37,197	32,123		31,412		56,706	27,890	26,705	16,513	43,957	58,273	55,585
Median Age	43.6	31.3	37.9	33.8	44.5		37.7	34.2		38.3		34.5	40.9	31.4	42.4	40.3	45.6	38.6
Economic																		
Median Household Income	\$79,708	\$26,486	\$28,020	\$39,576	\$70,503		\$53,730	\$49,509		\$35,503		\$57,355	\$97,039	\$48,725	\$86,043	\$69,787	\$81,453	\$85,705
Median Monthly Housing Cost	\$1,118	\$660	\$703	\$828	\$1,098		\$927	\$893		\$712		\$1,134	\$1,639		\$1,577	\$1,375	\$1,375	\$1,521
Owner Occupied (pct)	91%	45%	51%	59%	85%		71%	58%		54%		60%	76%	35%	83%	73%	89%	71%
College Degree (pct)	29%	8%	13%	14%	42%		15%	37%		17%		21%	61%	71%	40%	43%	41%	62%
Commuting																		
Drive alone	87%	77%	81%	82%	80%		88%	82%		82%		69%	72%	29%	83%	80%	82%	73%
Public Transport/Walk	4%	8%	6%	7%	7%		3%	7%		6%		15%	12%	64%	5%	6%	8%	13%
Works outside place of residence	89%	72%	65%	74%	76%		71%	51%		45%		89%	76%		78%	82%	89%	72%
Average Commute Time (mins)	31	23	25	27	28		27	22		20		31	29		32	27	31	27

Source: American Community Survey (2015; 5-year estimates) for all communities except Hyde Park.
Because Hyde Park is not a Census Designated Place, data from the CMAP "Community Data Snapshot" (2014) is used.

Definitions

Median Income -The median divides the income distribution into two equal parts: one-half of the cases falling below the median income and one-half above the median. For households and families, the median income is based on the distribution of the total number of households and families including those with no income.

Median Monthly Housing Cost - The sum of payments for mortgages, real estate taxes, insurance, utilities, fees and gross rent

Average Commute Time - Mean travel time to work (in minutes) is the average travel time that workers usually took to get from home to work (one way) during the reference week. This measure is obtained by dividing the total number of minutes taken to get from home to work (the aggregate travel time) by the number of workers 16 years old and over who did not work at home. The travel time includes time spent waiting for public transportation, picking up passengers and carpools, and time spent in other activities related to getting to

Distance to Millennium Station in Chicago: Approximately 7 miles.

In 2014, the Chicago Plan Commission adopted the [City of Chicago & Metra Station Typology Study](#), which created a classification system of station area typologies for Metra stations located within Chicago. Funded by the Regional Transportation Authority (RTA) and the City of Chicago, the project assigned a typology for each of the City's 79 existing and planned stations based on local characteristics such as land use mix, intensity of development around the station, ridership, mode of access to the station (e.g. walking, driving, or transit), and availability of parking. The goals of the study were to:

- Incorporate transit-friendly design for new development around Metra stations;
- Guide improvements to station areas over time, such as pedestrian crossings, lighting, way-finding and parking; and
- Improve the accessibility and use of Metra in the City of Chicago.

A Case Study was completed of the station, which serves Hyde Park, the University of Chicago, and the Museum of Science and Industry. The area is at the center of a large built-up neighborhood with a mix of land uses, from high rise residential to large retailers and university-related buildings. The station is located above a viaduct with a small retail space at ground level. With 1,500+ riders per day, the station is one of the most heavily used stations -- ranking 8th of all 77 existing Metra stations within the City of Chicago -- in a neighborhood setting. The pedestrian environment, signage, and linkages to nearby amenities are important aspects of this station area.

Is there a Tax Increment Financing (TIF) District? The redevelopment of Harper Court was financed partly with a pledge of up to \$20 million from the 53rd Street TIF district, established in 2001. University of Chicago invested \$30 million in the project, plus a \$21.5 million loan guarantee for construction of the hotel, and tens of millions of dollars more on complementary efforts surrounding the shopping center.

- **Address:** 5105 S Harper Ave, Chicago, IL 60615.
- **General Information:** “Anchored by retail tenant Whole Foods, the development will feature 180 residences, of which 36 units will be reserved for affordable housing. City Hyde Park will also feature two underground levels for parking, and at the top of the structure will be a 7,700 square foot green roof.”¹
- **Occupancy:** Opened in January 2016. All the studios and one bedrooms have been rented; there are only two and three bedrooms remaining.
- **General Cost of Unit:** Two Bedroom \$2,600 and Three Bedroom as high as \$4,800.

- Kilwin's Chocolates and Fudge is one of the 28 new businesses that have opened in the past three years along the 53rd Street corridor, the focal area of the redevelopment. ²
- Harper Courts with retail - Hyatt Place (hotel), the Promontory (restaurant/live music), Akira (clothing retail)

² <http://www.chicagotribune.com/business/ct-hyde-park-retail-0831-biz-20140829-story.html>

BERWYN

Berwyn has three stations: Harlem Ave, **Berwyn (Depot District)**, and LaVergne.

Station Location: 6814 Windsor Ave, Berwyn, IL 60402.

Distance to Union Station in Chicago: Approximately 9.6 miles.

RTA Information about Berwyn TOD:

In November 2008, Berwyn completed the Berwyn Transit-Oriented Master Plan, which is a transit-oriented development plan for the three Berwyn Metra station areas along a 1.25-mile section of the Metra BNSF rail corridor between Harlem Avenue and Ridgeland Avenue. The Plan recommendations include the development of a promenade through the heart of the community using the transportation right of way that cuts through the city as well as desired characteristics for each of the three individual station areas. Focus was placed on the urban form and design guidelines to steer the appearance of future private and public improvements. Since completion of the Plan, the City has been able to attract a few new developments and they have worked toward improved streetscape and better utilization of available parking.

Other Information About Berwyn TOD:

Depot District is a quaint, walkable city center across both sides of the Metra Line with shops and restaurants. In recent years the Depot District became home to local artists, musicians and young professionals who were drawn to the town's unique food and beverage establishments. Berwyn's Depot District: Collectors Row is an area with shops that have a unique set of themes and styles from comic books to vintage collectors. There is a store called "Horrorbles", in fact. It's a shop where a life-size Jason character from Friday the 13th greets you at the door while you shop for horror and sci-fi memorabilia. The Depot District is also home to the annual Oktoberfest celebration, Berwyn's largest event of the year.

Berwyn's Opportunities and Challenges from its 1993 Comprehensive Plan and Economic Development Strategy:

Opportunities

- Convenient location
- Quality of housing at affordable prices
- Variety of shopping and job opportunities
- Excellent schools and city services
- Cooperative and responsive local government

Challenges

- Aging population and changing demographic characteristics
- Aging housing stock
- Commercial areas showing signs of decline
- Rapidly changing housing and commercial markets
- Different needs of residents and businesses

Is there a TIF District? Yes – it was adopted in 1997. Prior to the TIF district, the Metra/BNSF Railway corridor lacked growth and development through private investment.

Example of TOD: Century Station Apartments

- **Address:** 3200 S Oak Park Ave, Berwyn, IL 60402.
- **General Information:**
 - These apartments were created originally as condominiums but transferred to apartments to attract young professionals. The apartments have successfully brought in young professionals.
 - Completed in 2008. Five-story condominium complex with 10,000 square feet of ground-floor commercial space. Units are 1, 2, and 3 bedrooms.
 - Building has underground parking. Owned by Foxford Communities. When the building opened the president of Foxford said "As more people gravitate toward transit-oriented communities, Century Station represents a perfect opportunity for those who rely more heavily on public

transportation” as it is located so closely to the Berwyn train station and within walking distance of shops, restaurants, and parks.

- *Occupancy*: As of 2014, the units were 100% leased and the commercial space was only 1/3 leased. Foxford hired a new brokerage firm to fill the remaining commercial space.
- *General Cost of Unit*: Rent is \$1,600 for 2 bedrooms.
- *About Foxford Communities*: A real estate firm based in Hinsdale, IL and is an active developer of luxury condominiums and single family homes in the Chicago area.³

Examples of New Business in 2016 in Depot District:

Thanks to TOD, Berwyn saw a renaissance of new business. However, they are still faced with the challenge of encouraging people to stop and explore multiple businesses and amenities in the District rather than coming to a single location and departing. Berwyn’s Development Corporation hopes that the City’s streetscaping plan will help curb this challenge.

- June 2016 – Outta Space, an arts center for classes and programs.
- The Berwyn Development Corporation, a nonprofit (public-private partnership) promoting Berwyn regionally and nationally, representing over 300 businesses.⁴
- May 2016 – Flapjack Brewery.

³ <http://patch.com/illinois/oakpark/foxford-communities-acquires-century-station-mixed-use-building-berwyn-includes-5-0>

⁴ <http://www.chicagotribune.com/suburbs/oak-park/community/chi-ugc-article-a-new-arts-venue-opens-in-berwyns-depot-dist-2016-06-22-story.html>

LOMBARD

Station Location: 16 S Park Ave, Lombard, IL 60148.

Distance to Ogilvie Station in Chicago: Approximately 19.9 miles.

About Lombard TOD (provided by Regional Transit Authority):

The Lombard Downtown Implementation Study was completed in March 2011, which created a TOD plan for an approximate ½ mile radius surrounding the existing Metra station within the Village. The plan focused on improving pedestrian and bicycle safety and access, creating redevelopment opportunities for surrounding properties, and improving the look and signage downtown. There was a detailed analysis of two areas, including the Core Downtown Area and East St. Charles TIF Area. Specific site recommendations were provided with associated financial analysis and façade ideas. The plan also made recommendations for accommodating parking in the long-term as well as wayfinding signage and branding.

Updates to Study

In 2013, the Village released a Request for Interested Parties to solicit interest in the old DuPage Theatre site. The Village then conducted a market feasibility analysis to determine what is most appropriate for the site. The Regional Transit Authority has not heard recently about next steps.

In 2015, a new pedestrian tunnel opened at the Metra station. The tunnel was part of a larger project to improve the immediate station area with new retaining walls, ADA ramps, stairways, platform shelters, canopies over both inbound and outbound platforms, landscaping, and other ancillary items for the station.

Is there TIF District? Yes.⁵

- The Downtown TIF expires in 2023. The TIF has been used for the following projects:
 - 101 S. Main Street site studies and reports
 - Purchasing property at 7 E. St. Charles Road for future expansion of Metra commuter lot
 - Downtown business grants
 - Public art grants
 - Streetscape improvements
 - Lombard Town Centre funding

The TIF has been a critical piece for bringing in new business and improving the downtown area. From the TIF, local businesses can receive three types of grants:

- 1) Restaurants receive \$100,000 if they spend \$300,000 (⅓ match)
- 2) Facade grants - new windows, new awnings, etc. (50% matching grant up to \$50,000)
- 3) Retail business grant - \$20,000. Not all businesses have received the grant, but a good handful have. This has helped with revitalization. One business feeds off the next. They have many new restaurants and a couple of new boutiques. Examples of businesses that received the grants: Marquette Kitchen and Tap and Babcock Grove House both applied for grants, whereas the Corner House Coffeeshop was funded with private dollars.

Example of TOD: Parkview Pointe

- *Address:* 123 W St Charles Road, Lombard, IL.
- *General Information:* A condominium complex built in 2001. Has indoor heated parking, storage, and is located minutes from downtown Lombard and Metra. Units are 1 to 3 bedrooms – average living space is 1,438 square feet.
- *Occupancy:* Currently 1 unit available for sale.
- *Apartments or Condominiums:* Mostly condominiums downtown. However, near Lombard's Yorktown Mall, away from the train, Lombard has seen demand for Luxury apartments attracting Millennials and empty nesters.

⁵ <http://www.villageoflombard.org/DocumentCenter/View/15037>

- General Cost of Unit: \$150,000-\$225,000⁶.

PARKVIEW POINTE

Recent Sales



Source: homesbymarco.com

⁶ https://www.homesbymarco.com/subdivisions/parkview_pointe_in_lombard_il

GLEN ELLYN

Station Location: 551 Crescent Blvd, Glen Ellyn, IL 60137.

Distance to Ogilvie Station in Chicago: Approximately 22.4 miles.

About Glen Ellyn TOD (provided by Regional Transit Authority):

As a result of the DuPage county Transit Plan recommendations, Glen Ellyn applied for, and was awarded, Access to Transit funding through the RTA and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. The funding is for access improvements to Pace bus routes including pedestrian signal heads, crosswalks, ADA compliant sidewalk ramps, and sidewalks along or connecting to Pace Route 301. Improvements also connect to existing sidewalk networks, the Glen Ellyn South Bike Route, residential areas, a senior housing complex, and commercial and office land uses.

Is there a TIF District? Yes. In 2012, Glen Ellyn created the Central Business District as a TIF district. The TIF was created as part of the recommendation through the Downtown Strategic Plan (DSP), adopted in October 2009, which provides a vision for the future of downtown Glen Ellyn.⁷

Examples of TOD Future Development:

- **Former McChesney & Miller Grocery Store⁸:** The former McChesney & Miller grocery store at Crescent Boulevard and Prospect Avenue will be razed to make way for more than 200 apartments and 76,000 square feet of retail space.
- **Lord's Auto Clinic:** Winnetka-based Springbank Real Estate Group's plans include building 245 residential apartments, which would contain a mix of 115 two-bedrooms, 30 two-bedroom dens, 70 one-bedrooms and 30 three-bedrooms. The Lord's Auto Clinic property at 453 Pennsylvania Ave. would also be razed as part of the project.

⁷ <http://www.glenellyn.org/Web/TaxIncrementFinancingDistrict.html>

⁸ <http://www.mysuburbanlife.com/2015/11/13/glen-ellyn-plan-commissioners-say-mcchesney-miller-project-would-revitalize-downtown/axa241b/>

WHEATON

Station Locations: Wheaton has two stations. One is downtown at 303 N. President Street, and the other is at College Avenue and West Street, Wheaton, IL.

Distance to Ogilvie Station in Chicago: Approximately 25 miles.

About Wheaton TOD:

The City of Wheaton is committed to revitalizing downtown Wheaton in order to offer its residents and visitors a unique variety of retail and dining experiences and to create a thriving heart of Wheaton. The City's TIF districts in their downtown area, including near the Metra station, help encourage new development surrounding the station.

Is there a TIF District? Yes. The City of Wheaton created TIF Districts in their downtown area to help redevelop it and attract new businesses. In these districts, the City offers financial assistance to developers who will redevelop areas that otherwise wouldn't be redeveloped. These areas must meet a number of criteria that are determined by state law, such as age, deterioration and depreciation. The money that the City allocates to the developer is repaid over time by the tax revenues that the redevelopment generates. The Wheaton City Council also adopted a TIF Policies and Procedures document, which establishes requirements that must be met in order for TIF assistance to be considered.

Example of TOD: Wheaton 121

- *Address:* 121 N Cross Street, Wheaton, IL.
- *General Information:* 306 units, "Tenants can relax in the building's resident lounge with a catering kitchen, use the business center and separate conference room, or unwind in the theater room or fitness center, which includes a yoga area. In warm weather, they can enjoy a heated pool, grilling stations, fire pit, lounge areas, dog run and bocce court in a private central courtyard on the second level. The building has a heated indoor parking garage with elevator access to all floors, a car wash and stations for washing pets and filling tires. Heated indoor bike storage and storage lockers are available too."⁹
- *Occupancy:* In October 2013, it was at 80% occupancy.
- *General Cost of Unit:* Studios \$1,200 and two bedrooms \$1,800.

Examples of New Business:

- Wheaton has seen new restaurants, coffee shops, and retail stores come to the downtown. Just a few months ago, several businesses announced openings.

⁹ http://articles.chicagotribune.com/2014-01-23/classified/ct-mre-0112-apartment-hunt-20140110_1_wheaton-renters-lofts

LEMONT

Station Location: 101 Main Street, Lemont, IL 60439.

Distance to Union Station in Chicago: Approximately 25.3 miles.

About Lemont TOD (provided by Regional Transit Authority):

This station area planning project, completed in January 2005, focused on mixed use development and improved access and circulation while maintaining the historical character of the study area. A detailed concept plan for the western portion of the Village, including the Metra station area, was prepared.

In 2008, the Village revised their zoning ordinance as recommended in the Plan and developed a Unified Development Ordinance, which allows them to provide optimal transitions between incompatible land uses, incorporate design controls, and focus on transit-supportive uses. They are currently exploring funding opportunities for a streetscape improvement plan.

In 2014, the Regional Transit Authority also assisted the Village with an Urban Land Institute (ULI) Developer Discussion Panel to solicit advice from development experts on ways to proactively attract infill development near the Metra Station as well as along the Downtown Main Street corridor.

Is there a TIF District? Yes. The TIF district was created in 2006 and expires in 2029. The Canal TIF District was created to provide funding to the portion of downtown Lemont that was not included in the original Downtown TIF district. The goal of both the Canal and Downtown TIF districts is to promote a vibrant downtown Lemont, characterized by a complementary mix of retail and residential uses. Projects within the TIF district included:

- Construction of a 262-space public parking structure. Opened in 2009, the parking structure provides free parking for downtown residents, business owners, and visitors.
- Reconstruction of River Road and Front Street. Reconstruction included new water and sewer mains, curb and gutter, sidewalks/pavers, street lights, pavement, etc.
- Relocation of overhead ComEd, AT&T, and Comcast utilities along River and Front Street to underground. The relocated utilities serve 340 River, parcels west of 340 River, and the Post Office block.¹⁰

Example of TOD: The Front Street Lofts

- *Address:* 335 Front Street, Lemont, IL 60439.
- *General Information:* Public-private partnership between Marquette Companies and Village of Lemont. An 82-unit condominium loft development located in the TOD area has been completed. There are four buildings that are each five stories with lofts above street level retail space. The townhomes and lofts range from 723 – 2,192 square feet. There are 262 parking spots. The development was modeled after canal towns in Europe. The Front Street Lofts were completed in 2008, and in 2010, Marquette Companies cut the cost of the units by at least 50%.

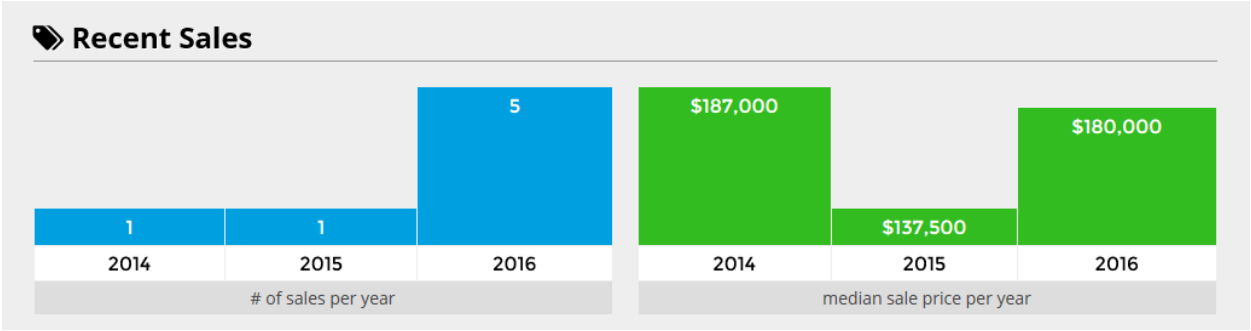
The Front Street Cantina (today's lunch location) opened in 2010 and is a prime example of the character of the neighborhood. The restaurant boasts a festive atmosphere, which is accentuated by a large outdoor dining area.

- *Occupancy:* Full – currently two condominiums for sale
- *General Cost of Unit:* \$157,000 - \$289,000¹¹.

¹⁰ <http://www.lemont.il.us/352/TIF-Districts>

¹¹ https://www.homesbymarco.com/subdivisions/front_street_lofts_of_lemont_in_lemont_il

FRONT STREET LOFTS



Source: homesbymarco.com

ORLAND PARK

Station Location: 143rd Street & Southwest Highway, Orland Park, IL.

Distance to Union Station in Chicago: Approximately 23 miles.

About Orland Park TOD:

The Village of Orland Park embarked on their TOD journey in 2000. The town had historic industrial uses (primarily concrete and lumber) that were now gone, various brownfields, blight, and outdated zoning in the area near the Metra station. They conducted a Transit-Oriented Development Planning Study using RTA funds to develop a conceptual plan for mixed-use development in the Metra 143rd Street station area. The plan thematically ties the station area to Orland Park's historic district south of 143rd Street. Recommendations included a mix of land uses, including housing, shops and offices surrounding a new 143rd Street Metra station. The plan also included a recommendation for the relocation of the commuter rail station to the north and east of its current location to mitigate access and circulation problems at the original station site. The study was completed in November 2000.

Orland Park began implementing the Plan by constructing and opening the new Metra station at 143rd Street in April 2007. Service was also doubled on the SW Service line at the same time and saw a 20% increase in ridership. The Village also updated their zoning ordinance to include transit-supportive regulations.

New development has occurred at a rapid pace over the past five years. In 2014, the University of Chicago announced that they will be developing a 120,000SF outpatient medical facility at the northwest corner of 143rd Street and LaGrange Road. That facility opened in December 2016. In conjunction with this project, the Village built a parking structure at the northeast corner of 143rd Street and Ravinia Avenue – that also opened in 2016. The project added 520+ spaces on roughly two acres of currently vacant municipal-owned land and includes a 12,000 square foot restaurant space. Orland Park expects to announce a third phase of the TOD project by March 2017. It will involve a mixed use development with entertainment and small shops that they hope will be the heart of the community's nightlife and a hub of their local economy.

According to Karie Friling, Director of Development Services, who has worked on the TOD effort for over 11 years, the project would not have happened without the strong leadership of their mayor of 24 years, Mayor Daniel J. McLaughlin. The TOD took a long time and required a great deal of commitment. It also required a downtown zoning code, developed in 2004. Karie Friling underscored the importance of adhering to the code – she said multiple businesses approached the Village hoping to locate in the TIF district but their plans did not match the zoning and TIF district requirements. The Village encouraged these entities to develop elsewhere in the community, and that methodical approach resulted in a very strong TOD.

Is there a TIF District? Yes. The Main Street / Downtown Project TIF district was created in 2004.¹² It totals 25 acres.

Examples of TOD:

Ninety7Fifty

- *Address:* 9750 Crescent Park Circle, Orland Park, IL 60462.
- *General Information:* A 295-unit luxury apartment complex and commercial development built near the 143rd Street Metra station. Broke ground in March 2012 and is now fully occupied. The project is a public-private partnership.
- *Occupancy:* Ninety 7 Fifty -94% leased as of 12/2014.
- *General Cost of Unit:* Rent - 1 bedroom \$1,400-\$1,700; 2 bedroom \$1,800-\$2,000.\

Residences of Orland Park Crossing¹³

- *Address:* 9510 140th St. Orland Park, IL 60462.

¹² <http://www.chicagotribune.com/suburbs/daily-southtown/news/ct-sta-orland-park-triangle-st-0828-20160826-story.html>

¹³ <http://www.residencesoforlandparkcrossing.com/>

- *General Information:* This 231-unit rental apartment, rowhome and townhome development opened in 2016 across the street from the Metra station at 143rd and La Grange Road. The first residential units have been delivered for occupancy.
- A Mariano's grocery store opened in the commercial area adjacent to this site.
- *Occupancy:* 80% leased - All the smaller units have been rented.
- *General Cost of Unit:* Rent - Larger one bedrooms (\$1,500) and two bedrooms remaining (\$1,800) and three bedroom (\$2,670).

Future TOD Development: In the spring of 2016, the Village issued a Request for Proposals for a "highly creative development" for the 1.6-acre, triangle-shaped property it owns just west of Ninety7Fifty on the Park and south of the Metra station. The additional density in the Village's transit area generated by these projects will encourage transit usage as well as increased pedestrian mobility.

Examples of New Business:

- Main Place Mall Shopping Center

POPULATION GROWTH COMPARISON

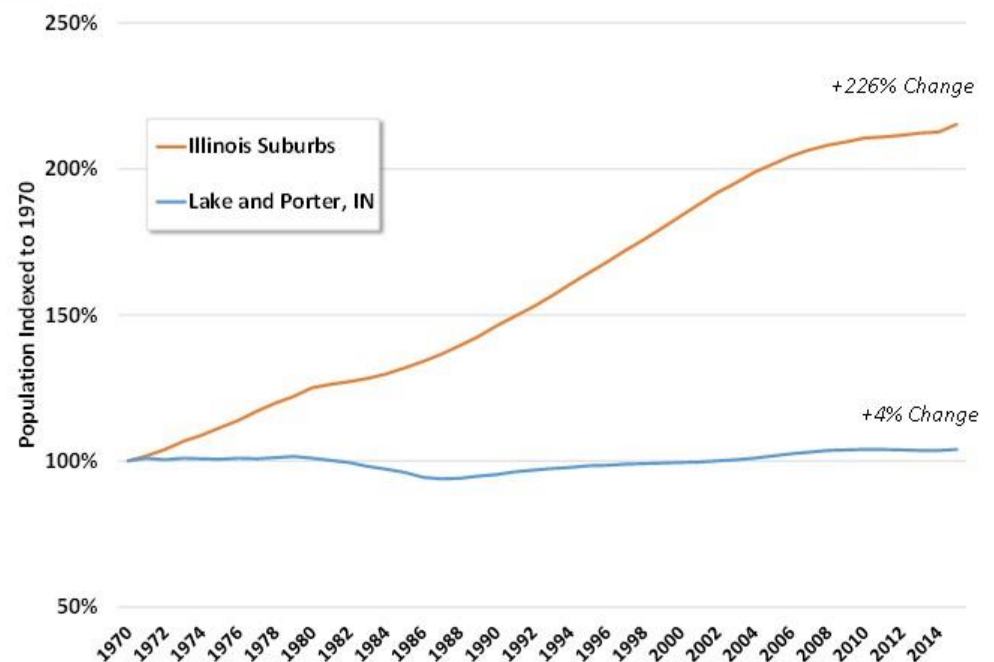
SOURCE: NORTHWEST INDIANA RDA

POPULATION

Population Growth

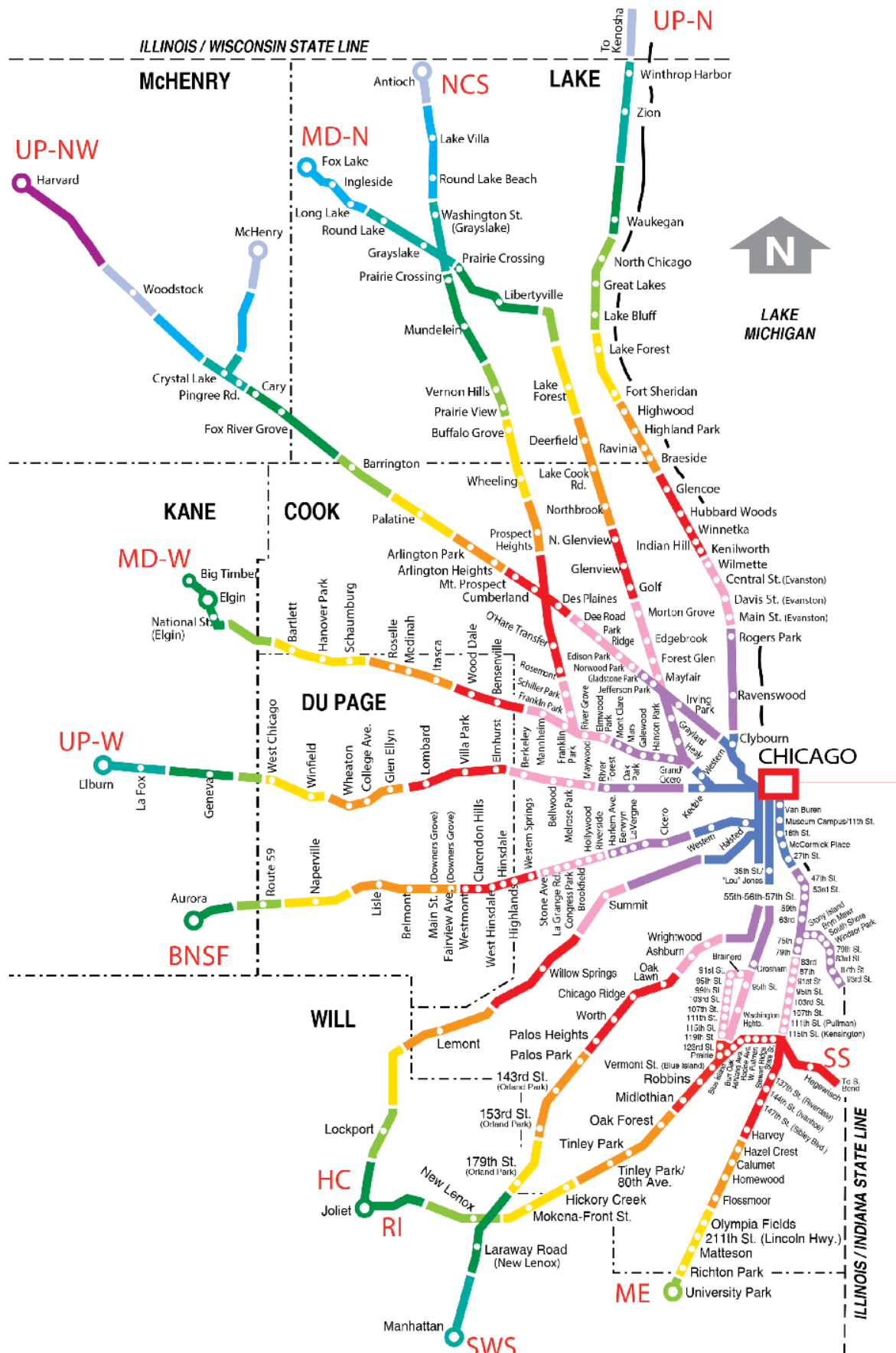
- Population in the overall Chicago region increased by approximately 20% between 1970 and 2015.
- The Cook County core lost 5% of its population over that timeframe, while the suburbs gained 226%.
- Northwest Indiana experienced a 4% population increase.

Comparison of Chicago Region Population Change



Source: Woods & Poole; Illinois Suburbs defined as Lake, McHenry, Kane, DuPage and Will Counties

17



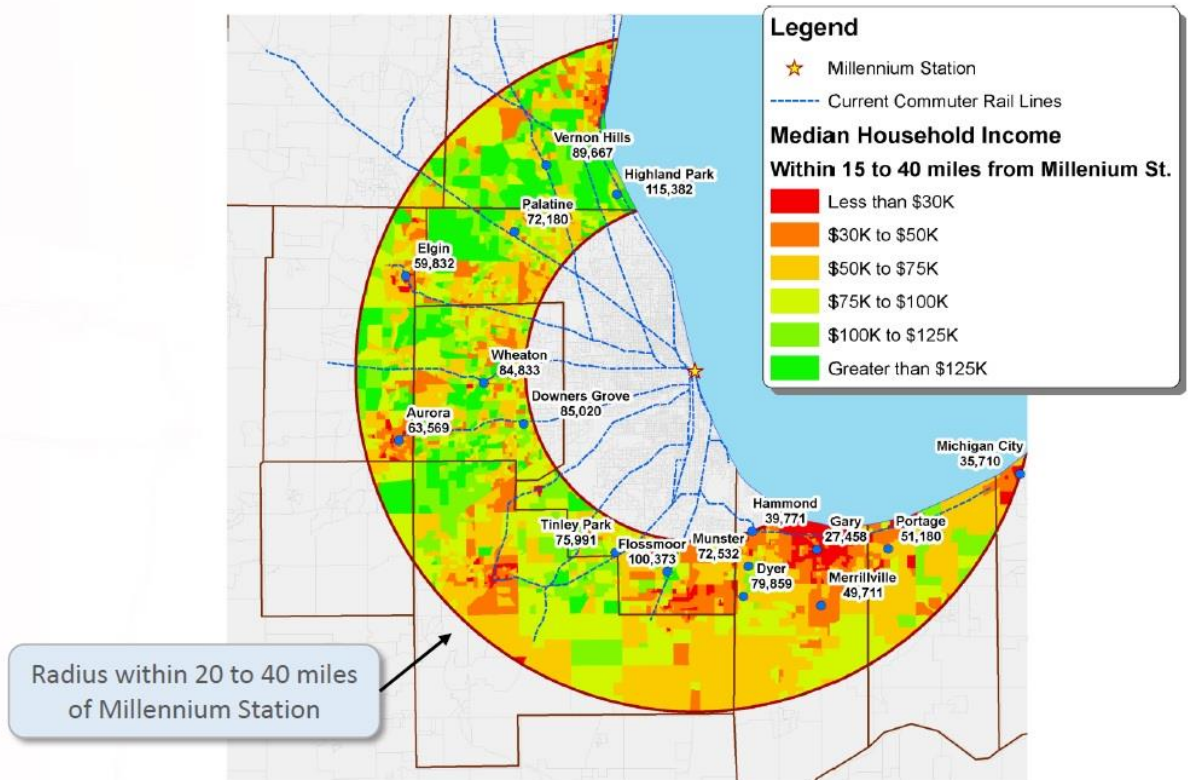
MEDIAN HOUSEHOLD INCOME / PROXIMITY TO DOWNTOWN CHICAGO (MILLENNIUM STATION)

SOURCE: NORTHWEST INDIANA RDA

MEDIAN HOUSEHOLD INCOME

Comparing Incomes and Commuting Distances

- Many Illinois suburban communities within 40 miles of the urban core are economically prosperous.
- However, Lake County lags in median household income behind similarly located Chicago regions – counties adjacent to Cook Co.



Note: this 5-page piece was created by Chicago Metropolitan Agency for Planning (CMAP). It highlights various areas that have TOD developments in the Chicago region - these are not stops on our bus tour, but we thought the stories would be compelling to share.

Transit-Oriented Development

© 2016 Chicago Metropolitan Agency for Planning



As the name suggests, transit-oriented development (TOD) is anchored by some form of public transportation, typically a train line. It has been widely accepted as an important planning paradigm to create attractive, livable and sustainable urban environments. The purpose of TOD is to concentrate housing and commercial development close to existing (or occasionally, extended) transit infrastructure, thereby providing an alternative to automobile trips. Most TOD development radiates roughly a half mile – or less than 10 minutes walking distance – from its anchoring rail station.

In the Chicago region, potential sites for TOD are plentiful. The CTA has 142 stations on its seven rapid transit lines along 100 miles of rail, while Metra's suburban service comprises 239 existing stations, with plans for 33 more potential stations through Metra's four current New Starts projects (UP-W Upgrade, UP-NW Extension and Upgrade, new SouthEast Service Line, and new STAR Line),

on 11 existing commuter rail lines along 489.2 route miles. TODs can also be anchored by bus stations or terminals, or near major stops along Bus Rapid Transit (BRT) systems.

The remainder of this section describes the general features of TOD and provides local examples of its applications. A systematic assessment of existing and potential TODs in the region is planned to be added to this section at a later date.

Design Characteristics

In most cases, TOD is made of the design features identified earlier in this paper as general characteristics of urban design and traditional neighborhood development (TND). This paper will focus on three specific design elements:

- Mixed land uses
- Moderate-to-high residential densities
- High-quality walking environments to transit stations

Note: this 5-page piece was created by Chicago Metropolitan Agency for Planning (CMAP). It highlights various areas that have TOD developments in the Chicago region - these are not stops on our bus tour, but we thought the stories would be compelling to share.



Mixed Land Uses

TOD is associated with a mix of land uses that facilitate diverse activities in walkable distances around transit facilities. Compatible, but distinct, land uses located in close proximity decrease people's dependency on automobiles by allowing residents to work or shop near their homes. This also promotes exercise and social interaction on the street.

TOD visioning and planning, TOD zoning and design guidelines, and TOD overlay zones are major planning tools for implementation of this strategy.

Moderate-to-High Residential Densities

In TOD areas, most structures are designed at medium-to-high unit density. Residential density thresholds are often necessary to guarantee a certain population in the area to support local businesses. This is measured by the number of housing units per acre. It can be as low as seven units per acre for bus-based TODs, and as high as 50 units per acre in larger TODs near a light-rail station. For non-residential uses such as offices, planning guidelines such as Floor Area Ratio (FAR), lot coverage, and building massing are used to control and maintain the density. For instance, Calthorpe (2004) suggests a minimum FAR of 0.35 for nonresidential land uses.



High-Quality Walking Environments

Being pedestrian-friendly is the most significant characteristic of TODs. High-quality walking environments are vital for promoting the use of transit facilities. Easy and nearby access and walking routes, comfortable and enjoyable streetscapes and vibrant and interactive public spaces encourage people to take mass transit instead of relying on private automobiles. Those features of TOD are achieved through good urban

design and landscape design. Design elements include sidewalk, building façade, street frontage, etc. Bicycling and parking are also significant in TOD development.

Strategies

In Palatine, the village recently brought 1,000 units of new housing and 200,000 square feet of office and commercial space around its newly renovated Metra station as part of a five-year project. Previously, the station was surrounded by parking lots (Barry and Finkel).

In La Grange, the village's 1986 Master Plan introduced a "transitory" zoning district to parcels around its rail station to allow for higher uses and greater densities. Additionally, the village established a Tax Increment Financing District (TIF) and renovated its Metra station to help usher in its recent boom of infill development and spiking land values (Cervero).

Blue Island:

A Blue Island TOD project is encouraging development along two Metra rail stops in this aging industrial center, just beyond Chicago's southwest border. The project has been praised – both for its well-informed and inclusive planning process, as well as its rare integration of cargo-oriented development (COD). According to a planner with the Center for Neighborhood Technology (CNT), which lent technical support to the project, it was preceded by an Urban Land Institute (ULI) study that helped convey the importance of TOD to local stakeholders. The study identified locations in Blue Island that would be optimal for both a COD and a TOD development – increasing retail as well as industry and freight rail. The results have reinvigorated an aging downtown and illustrated TOD's potent community development potential.

Elmhurst:

Through a combination of a Tax-Increment Finance district (TIF), a special services area (SSA) and other mechanisms, Elmhurst established the financial foundations necessary to offer incentives to downtown developers and to market the downtown district as a place to live, work, and shop. The City completed a Comprehensive Plan for the community in 1990 which included a Downtown Sector Plan. Subsequent plans included the Central Business District City Centre Planning Study (1999, in conjunction with the RTA), the North Downtown Planning Study (2000), and the Downtown Plan (2006). Out of these planning efforts, high-priority long-range plans emerged encouraging TOD.

Elmhurst worked with both Metra and IDOT to provide infrastructure improvements, most notably the redevelopment of the City's Metra commuter station and funding for parking decks. In other locations in the central business district, the City purchased and assembled land, solicited developers for mixed-use projects via a request-for-proposal process, and made the assembled land available to developers at a reduced cost. Successful TOD-related projects in Elmhurst include: the renovation of York Theater, the construction of over 600 residential units of various types and densities in and near downtown over the last ten years, and the emergence of a "Cultural Campus" in the Wilder Park area that includes a new public library, an expanding arts museum, and Elmhurst College with its ongoing campus master planning. Also, the City has well-utilized parking decks that charge a small fee but are free after 5:00 pm Mondays through Fridays as well as all day on weekends and holidays to promote patronage of the York Theater, shops and restaurants.

Note: this 5-page piece was created by Chicago Metropolitan Agency for Planning (CMAP). It highlights various areas that have TOD developments in the Chicago region - these are not stops on our bus tour, but we thought the stories would be compelling to share.

One key to the success of TOD projects in Elmhurst is its zoning ordinance. In the early 1990s, the City adopted a new zoning ordinance that re-categorized land uses, protected the designated downtown district, and created transitional zoning that became buffers between areas of different densities and uses. Townhomes help provide a buffer between the downtown district and nearby single-family residential zones, and a flexible commercial zone serves as a transition between the traditional downtown district and more service-oriented commercial establishments to the north.

Evanston:

As part of a greater national trend, the City of Evanston experienced a significant population decline by the 1980s, as middle-class residents moved to more outlying suburbs. To counter this, the city planned for higher residential densities along four of its commuter rail stations and, by 1989, had amended the zoning code to accommodate the density changes and mix of uses. To promote interest in Evanston – and leverage public funds to assist in the new development – the city proposed a library and transportation center, and then a research and technology center for a 22-acre site near a transit station at the north edge of downtown. Tax Increment Finance (TIF) districts were also established along the four transit centers to help fund the redevelopment. The transportation center represented the only regional transfer point outside of Chicago to have commuter and heavy rail service in addition to urban and suburban bus service. The technology center site, which failed to attract many research companies, instead became an entertainment center with a Hilton hotel, an 18-screen movie theater and retail and restaurant options. The entertainment complex set a high-density precedent that the city hoped would spark new development along its 10 rail stations (three Metra stations and seven Chicago Transit Authority stations). By 2005, roughly 2,500 housing units had been added to these transit zones, increasing Metra and CTA ridership by 6% (The population of Evanston increased by 1% over the same period of time). Depending on the station, Metra ridership alone increased by between 60% and 155%, as 32% of Evanston's residents commuted by non-automotive modes. This doubled the 16% non-automotive-commuter average seen in other regional suburbs. Between 1986 and 2004, Evanston's Equalized Assessed Value increased by 191%, allowing for its lowest tax rate since 1971 (Makarewicz and Benedict).

Mundelein:

The Village of Mundelein first sought to create a definitive downtown in its 1995 and 1997 Comprehensive Plans. However, it was not until the 2004 completion of their Transit-Oriented Development Plan, prepared under contract with the Regional Transportation Authority, that this vision began to take shape. The focus area for the plan encompasses a ½ mile radius around the Mundelein Train Station, which serves METRA's North Central Line. The North Central Line was double-tracked in 2005, effectively increasing the ridership that travels through Mundelein. The Transit-Oriented Development Plan looks to capitalize on this increase in pedestrian traffic by creating a walkable downtown in the immediate area around the Mundelein Train Station that is home to a multitude of land uses.

The area that the plan focuses on is characterized by mostly large, vacant lots that are cut off from the grid street system that serves the majority of the community. In constructing the plan, major

Note: this 5-page piece was created by Chicago Metropolitan Agency for Planning (CMAP). It highlights various areas that have TOD developments in the Chicago region - these are not stops on our bus tour, but we thought the stories would be compelling to share.

efforts were made to seek community input on how this land should be developed, which included open house meetings and the creation of a project advisory board (made up of local residents and business owners). Public input was used to create the overall goal of the plan – increase a more coherent and active downtown through increased utilization of transit functions and increases in growth and density in the planning area. To reach these goals, the TOD Plan proposes locating a variety of housing types and retail into the planning area. The plan also proposes the reconfiguration of streets in the area to allow for increased access to local bus routes and a greater sense of connectivity to the community as a whole. Finally, the plan calls for the creation of a "civic campus" that will offer a number of amenities in close range to residents of the downtown area.

To date, the Village of Mundelein has already begun to implement some of the proposals in the TOD Plan. The greatest of all of these accomplishments has been the planned development of Cardinal Square, a townhome and condominium development that will be located adjacent to the Mundelein Train Station. When completed, Cardinal Square will contain nine separate buildings – one building is already completed. This development is imperative to creating a more active downtown, as it will provide the area with a stable residency to provide business to proposed retail and civic uses.

The Bethel Center, Chicago:

For more than 10 years, the elevated train stop at Lake Street and Pulaski Road was surrounded by vacant, crime-ridden properties that deterred ridership and development. By 1992, the Chicago Transit Authority threatened to close the stop – and its greater line – outright. In a disinvested community where roughly 35 percent of the residents owned a car, the "El" provided a vital portal to jobs throughout the city. Recognizing the need for a train line in their community, Bethel New Life, a local faith-based organization, teamed up with other community groups to form the Lake Street El Coalition. After a year of lobbying on behalf of the West Side branch, the coalition succeeded, and the CTA announced that instead of closing the Green Line, it would rebuild it. Yet, Bethel New Life was not finished. The group sought funding from various public and private sources and set about developing the property directly adjacent to the Lake/Pulaski stop. The result is a LEED-certified, mixed-use building that comprises new housing and jobs in a neighborhood that sorely needed both. In a recent report of national best practices, former Bethel New Life President Mary Nelson, who was instrumental in developing the Bethel Center, is as quoted as saying, "We turned a dark, dank corner into a thriving place. This is really an anchor for more redevelopment in the area" (Grady and Leroy, 2006).

Suburban apartments tout fringe benefits



The living room area and kitchen in a model apartment at the new Ninety7Fifty luxury apartments in Orland Park. (Antonio Perez, Chicago Tribune)

Mary Ellen Podmolik, Contact Reporter Chicago Tribune

December 11, 2014

Suburban apartments doing well when built near transit.

Suburbs that have long thought of themselves as bucolic communities filled with houses and families are warmly embracing the very type of residence that used to make them leery: the apartment.

Just don't call them rentals, a word that conjures up an image different from the projects that municipal governments are selling to their constituents. Almost 4,000 apartments in well-appointed, amenity-filled buildings with rents to match are under construction or proposed in suburbs throughout the Chicago area. They are designed to attract young professionals and empty nesters with roots in the suburbs.

Some, but certainly not all the projects are transit-oriented, constructed near suburban downtowns and train stations or they are being used to create a downtown where there never was one before. But as they move forward, communities are grappling with concerns about density and traffic congestion, and affordable housing advocates worry that low and moderate-income residents who rely more heavily on public transportation don't have the option of living near it.

In the past, many suburbs were loath to consider large-scale apartment projects, worried that the buildings would change the community's demographics. They did, however, like condominium developments, but those dried up after the housing crash and remain difficult to finance. Instead, developers and suburban governments have turned their attention to large apartment buildings.

"Renter-occupied housing can represent some challenges and it can also bring in a more moderate-income household," said John Melaniphy III, director of economic development in [Wheeling](#).

However, the development of two apartment complexes with almost 600 units combined, along with a retail and restaurant component, is underway in Wheeling, which, like other communities, established a tax increment financing district to attract developers. Rents for one-bedroom units start at around \$1,300 a month. Still, that's at least \$500 a month less than rents for the smallest units in luxury buildings in downtown Chicago.



The Ninety7Fifty luxury apartment complex was built near Orland Park's Metra station. (Antonio Perez, Chicago Tribune)

The high rents "certainly were a factor in our decision-making process," Melaniphy said. "We're bringing a higher quality resident with a higher household income. If the condo market were stronger, we would certainly encourage condominium development."

Common-space extras like dog-washing stations, prep kitchens, theater rooms and business centers are a draw.

Ninety7Fifty on the Park, a 295-unit development in Orland Park that opened in the spring of 2013, is 94 percent leased, said Brian Moore, a spokesman for its developer, Indianapolis-based Flaherty & Collins Properties. In Wheaton, Morningside Equities Group's 306-unit Wheaton 121, which was completed in February, is 75 percent leased.

David Strosberg, Morningside's president, also says municipalities have had an attitude adjustment.

"Many of them equated rental housing with low-income property," Strosberg said. "It's more recent that they've appreciated that rental comes in all different forms. There's market-rate housing that appeals to a significant portion of their residents who don't want to make a commitment to buying a place today."



Karie Friling, director of Orland Park's Development Services Department, at the new Ninety7Fifty apartments in Orland Park. The 295-unit development opened in the spring of 2013. (Antonio Perez, Chicago Tribune)

It is those changing attitudes of both municipalities and consumers that has companies vying for projects in multiple communities. In downtown Elmhurst, for example, Morningside in 2008 planned a condominium project on city-owned land but it was mothballed with the housing recession. Six years later, the company is working with the city to develop a 192-unit apartment building that Strosberg describes as "ultraluxury."

"Developers are looking at it as 'I have this land, how much density can I put there,'" said Valerie Kretchmer, a real estate and urban planning consultant who has worked with several municipalities. "These projects can work in areas where you can get reasonably high rents."

Orland Park is frequently mentioned by officials from other suburbs as one to emulate. The closest thing the village, 37 miles southwest of Chicago, had to a downtown was Orland Square Mall. So two decades ago the village started envisioning the creation of one.

It began assembling property and created a TIF district near a Metra station near 143rd Street and La Grange Road. It selected a condominium developer for one parcel, but then the housing market collapsed. The village has shifted

gears to apartments and hired consultants to complete market studies to determine whether the community could support the large projects that most developers say they need to build to make the numbers work.

Today, residents at Ninety7Fifty only have to walk across the street to hop on the train. Another company, REVA Development Partners, broke ground this fall on a 231-unit luxury development. The University of Chicago will break ground next year on a 120,000-square-foot medical office building nearby and a Mariano's Fresh Market is under construction next to REVA's site.

"Everything is panning out better than we ever hoped," said Karie Friling, Orland Park's director of development services. "Most of our suburbs, when they think about rental, think it's just a building with a bunch of units. We wanted it to be a way of life. We knew we had to have the amenities. People would pay and want to live there. It's resort-style luxury living."

The changes are a shock to apartment shoppers who may have one lived in a third-story walk-up with a laundry machine in a dingy basement. The last time Chris White looked for an apartment was more than 30 years ago with a roommate. So he and his wife, Denise, were pleasantly surprised during their search for a west suburban apartment after selling their home.

The Whites, who settled into a two-bedroom apartment in Wheaton 121, jumped into staff organized activities as well as ad hoc ones started by residents. On Thursdays, for example, Chris White joins other men in the building to shoot pool and play poker.

We have a great community of friends in the building," he said, adding, "The really cool thing is we can jump on the train and we can go to Geneva or go into the city and have a great time and not worry about parking."

Still, advocacy groups like Open Communities and the Center for Neighborhood Technology are concerned about the lack of affordable housing. In the newest buildings, rent is approaching \$2 a square foot. The average rent for all suburban apartments in the third quarter was \$1.27 per square foot, a price that has continued to rise during the past two years, according to Appraisal Research Counselors.

In response, the advocacy groups are issuing a handbook to municipalities to promote mixed-income neighborhoods near transit centers.

"We were telling all these municipalities during the downturn, this is your time to plan for a healthier local economy and development strategies aren't just meant for the high end and for your professionals and empty nesters," said Gail Schechter, executive director of Open Communities. "All this transit-oriented development in the suburbs, by the Metra stations, is all for the high end. The development that we're seeing is the same stuff that would have gone up before the crash. Before it was condos, now it's apartments."

mepodmolik@tribpub.com

Twitter @mepodmolik

Copyright © 2017, Chicago Tribune



Image: Silliman Group LLC

Read more

- [15 story Studio Gang-designed City Hyde Park ready to rise, Curbed Chicago](#), September 22, 2014
- [Project website](#)

City Hyde Park (51st/53rd Street Metra Electric)

To be completed 2016 by developer, with Studio/Gang Architects

This visually stunning apartment building by Studio/Gang architects will add to the already-distinctive Hyde Park skyline when it opens in 2016. The project is located across the street from a station on the Metra Electric line and in front of CTA express buses that offer quick access to the Loop. The project will feature a large Whole Foods grocery store, the first in the city south of Roosevelt Road, as well as other retail. It will also include 36 affordable housing units on site, representing 20 percent of all units.

	Before	After
Commercial space	64,000 sq. ft.	35,000 sq. ft.
Residential units	6	180
10-year tax revenue (property, sales and transfer)	\$4,000,905	\$7,029,558
Annual local retail sales	\$1,129,118	\$1,498,925
Annual transit rides	18,312	91,498



Features

FEATURES

APARTMENTS

& PRICING

LOCATION

GALLERY

ARCHITECT

CONTACT

APPLY

RESIDENT LOGIN

Apartment Features



- Bright and airy apartments with minimum 9-foot ceilings
- Floor-to-ceiling fixed and operable windows offer uniquely framed views of city and lakefront
- Ample living space and closets
- Generous European-style kitchens with modern finishes
- Stainless steel appliances
- Washer and dryer in every unit
- USB charging outlets in every kitchen
- Quartz countertops with Grohe faucets
- Wood, carpet, and porcelain tile floor finishes
- Smart lock keyless entry door and building access
- Private balconies

Building Amenities

- Start-of-the-art new construction



- World class architecture designed by Jeanne Gang [Studio/Gang/Architects]
- Fitness Center
- Resident Lounge and Coffee Bar
- Party Room and Private Dining Room
- Study room with wi-fi and charging stations
- Resident roof deck terrace and green roof
- 24/7 secure access control via private residential lobby
- On-site parking and supplemental resident storage (extra fees may apply)
- Whole Foods and other major retailers

Neighborhood



- Gorgeous biking and walking paths along Lake Michigan and thru Jackson Park
- Steps from Metra rail station
- Easy access to Lake Shore Drive and I-94
- 2 blocks from shopping and restaurants on Hyde Park's "53rd Street Corridor"

Hyde Park's retail revival is on a roll



For years, some Hyde Parkers lamented having to leave the community to catch a show or buy a belt. Now, a restaurant and a cinema at 53rd Street and Harper Avenue, above, and new shops nearby have given the retail corridor a "fresh, vibrant and young" vibe. (Terrence Antonio James, Chicago Tribune)

By **Alexia Elejalde-Ruiz**
Tribune reporter

SHARE THIS



A hip Hyde Park? Retail remake paying off.

AUGUST 29, 2014, 10:05 PM

Chef Matthias Merges said he hesitated at first when the University of Chicago asked him several years ago to open a restaurant in Hyde Park. The owner of acclaimed Yusho and Billy Sunday in hipster haven Logan Square loved the diverse and tightknit South Side neighborhood, but would it have enough bustle to support his dining concepts?

Nine months after opening the upscale French-Italian restaurant A10 on 53rd Street, part of a sweeping university-led effort to revive Hyde Park's commercial core, Merges has an answer.

"It has crushed our expectations," said Merges, who this fall plans to open a second Yusho location in Hyde Park, at 53rd and Kimbark Avenue. "It's like people have been waiting for businesses to come down and help revitalize it."

The decadelong, multimillion-dollar effort to rejuvenate Hyde Park, widely known for its museums and academics, but not as a terribly cool place to hang out, has been on a roll in the past year, with a flurry of new businesses open in the redeveloped Harper Court shopping center and with business owners reporting positive results.

Kilwin's Chocolates and Fudge is one of the 28 new businesses that have opened in the past three years along the 53rd Street corridor, the focus of the redevelopment. Franchise owner Jackie Jackson said her sales are double what they were at the Kilwin's she ran for five years in the heart of the tony Old Town neighborhood. Jackson, who lives in Hyde Park and opened the shop in December 2012, said she started turning a profit this year for the first time since she went into business in 2008.

Jackson was able to open the second shop because the university offered a rent abatement and help with her build-out. She closed her Old Town store a year ago after vandals broke the windows there, the third break-in at the site, she said, and is focusing on Hyde Park, where she feels overwhelming support.

"I think this neighborhood is more receptive," Jackson said. "Because Hyde Park was underserved, people are very excited."

Across the street, at the Hyatt Place, which opened in September 2013 at Harper Court, revenues are exceeding expectations by 25 percent, and occupancy is 10 percent above projections, said general manager Anthony Beach. Average room rates are just \$5 less than its downtown competitors, a mark of high demand, he said.

Most of the hotel guests are visiting the University of Chicago school or medical center (the hotel offers a shuttle to both), but some are McCormick Place conference attendees, who Beach said are important for shedding widespread misconceptions about the neighborhood.

"We had a number of reservations cancel on us at first when they heard we were on the South Side. We hear it all the time from travelers who say they've heard terrible things about the South Side," said Beach, who grew up in the Englewood neighborhood and attended Hyde Park Career Academy for high school.

The hotel's ability to show off the neighborhood to visitors "gives more of a national and an international appeal to the area," he said.

An estimated \$320 million in combined university, public and private investments has gone toward revitalizing Hyde Park, according to an economic impact report the South East Chicago Commission published last year.

With the newly restored movie theater, buzz-worthy restaurants and several upscale retail boutiques, Jackson said she has heard people calling 53rd Street a "baby Rush Street." Others describe it as "a hipster neighborhood" or "a little Bucktown or Wicker Park" — surprising to anyone who hasn't visited Hyde Park in the past year.

Some are disconcerted by the comparisons.

Growing up in Hyde Park, Kiara Sinclair and Alia Ramirez remember saying they needed more things to do in the neighborhood — "but not like this," said Ramirez, 20.

"I think they're trying to make it a Lincoln Park," said Sinclair, 27.

Tensions simmer over Hyde Park businesses that were forced to relocate or close as the university bought a half-dozen properties and angled for a tenant mix that would turn 53rd Street into a more bustling retail strip. The university, Hyde Park's largest landowner, owns about eight of the 36 buildings along the 53rd Street shopping strip, which runs about five blocks from Lake Park to Woodlawn avenues.

One salon owner, Akroma Kourouma Sahan, fought back in court when she was told her lease at 1459 E. 53rd St. would be terminated two years early to make way for part of the Chicago Innovation Exchange, an incubator and co-working space for entrepreneurs. An April verdict mandated that Sahan Motherland Salon and Spa relocate, citing unpaid rent, which Sahan denies.

Mike Allen, owner of Hyde Park Cigars, still resents being "kicked out" of the same building just after he had completed a \$100,000 renovation of his cigar lounge, he said, and he was offered no relocation assistance. Now a block away, in a shop about one-fourth the size of his original, Hyde Park Cigars retained its loyal following, but business has declined, Allen said.

For its part, the university said that it offered everyone relocation assistance, but that Allen declined it.

Business turnover isn't the only lightning rod.

A group of residents who oppose the size of the planned 13-story Vue53 apartment complex filed a lawsuit alleging that the city acted in an "arbitrary and capricious" manner when it approved the zoning change for the development, which will bring 267 residential units and 30,000 square feet of retail to a former Mobil gas station site at 53rd and Kimbark owned by the university.

A judge dismissed the lawsuit, saying that not all neighbors were properly notified of its filing, and the plaintiffs have appealed. Vue53 is set to begin construction in September and open in 2016.

All the activity has fueled a rise in retail rental rates. Five years ago, when new projects were under construction, asking rents at the Hyde Park Shopping Center, the main center at the time, were about \$30 per square foot. The market is now demanding closer to \$40 per square foot, with rates as high as \$45 per square foot at Vue53 and Harper Court, said Peter Caruso, a retail real estate broker at Chicago-based JLL, formerly known as Jones Lang LaSalle.

The increase is comparable to what has been seen in trendy neighborhoods such as Wicker Park and Logan Square, Caruso said.

State figures reflect the surge in business. Retail sales generated in the 60615 ZIP code, which encompasses the area bordered roughly by 47th Street to 55th Street and State Street to the lake, jumped to \$444 million in 2013 from \$136 million the year before, according to figures from the Illinois Department of Revenue.

To be sure, the U. of C. has a vested interest in boosting Hyde Park's profile, as competes for top students and faculty with other premier schools. But the project began more than a decade ago with a request for help from then-Ald. Toni Preckwinkle and involved years of community input, the university said. The project benefits new and current businesses and residents, who for years had to leave the neighborhood to catch a show or buy a belt.

Preckwinkle, alderman of the 4th Ward for 20 years and now Cook County Board president, said endemic racism for years has kept Hyde Park under-retailed, because it is difficult to get national chains, in particular, to look at black and

Hispanic neighborhoods. Hyde Park, though highly mixed in race and income, is viewed as part of the larger, mostly African-American South Side.

She understands the nostalgia for the street of decades past, "but we have a more diverse retail environment and lots more people in the street, and that's a good thing," she said.

Ironically, she noted, the dearth of retail in neighboring communities benefits Hyde Park stores because people flock there.

Upon completion, the 53rd Street revitalization will have created 1,320 jobs, the university estimates, and it encourages its tenants and contractors to fill them with hires from five South Side ZIP codes. At the Hyatt, 65 percent of the staff are from one of those five ZIP codes, said Beach, the general manager.

The Chicago Innovation Exchange, scheduled to open in October, is expected to draw 120 to 200 scholars and entrepreneurs to the neighborhood daily.

Harper Court opened in November after being financed by a combination of university, private and public money. Now, 560 university employees occupy a 150,000-square-foot office tower, and the 53,000 square feet of retail space is about 80 percent leased.

The redevelopment of Harper Court was financed partly with a pledge of up to \$20 million from the 53rd Street tax increment financing district, which Preckwinkle pushed to establish in 2001.

The university invested \$30 million in the project, plus a \$21.5 million loan guarantee for construction of the hotel, and tens of millions of dollars more on complementary efforts surrounding the shopping center, a representative said.

The university, which bought Harper Court from developer Vermilion Development last year for \$98 million, sold it last month to Israeli financial institution Clal Insurance Co. for \$112 million. But as the master tenant, it continues to be in charge of leasing the retail space, and it retained the right to build out a 452-unit residential tower on the site. (The Hyatt Place hotel is owned by Smart Hotels and was not included in those transactions).

Harper Court boasts a mix of national and local stores, with Ulta Beauty, LA Fitness and Villa shoes occupying Lake Park Avenue, while the courtyard is ringed by eateries including Chipotle, where lines are long; Porkchop, whose owner lives in Hyde Park; and the Jamaican Ja' Grill, which closed its Lincoln Park location and had a soft opening in Hyde Park this month. A Freshii franchise is coming soon.

Some business owners in trendy North Side neighborhoods sought the opportunity to tap into the Hyde Park market.

Nancy Krause, owner of Nancy Krause Floral Design and Garden Antiques in Lincoln Park, plans to open a boutique in the Harper Court courtyard Sept. 15 after eyeing Hyde Park for years.

With business at her Webster Avenue storefront difficult — foot traffic is tepid, and rival big-box retailers sell flowers at lower prices than hers — Krause is excited to cater to a supportive community that could use a good flower shop. She has several clients who drive from Hyde Park to her Lincoln Park store.

"The foot traffic is going to be huge," said Krause, who signed a five-year lease.

The university has been strategic about which businesses it brings into the mix. One of its biggest catches was The Promontory, which opened in July to much foodie fanfare.

With a "hearth-to-table" restaurant concept from the owners of perennially popular Longman & Eagle in Logan Square, The Promontory, which also has a 7,000-square-foot music venue on the second floor, and A10 are intended to make Hyde Park a destination and draw visitors from throughout the city and suburbs, said Jim Hennessy, associate vice president of commercial real estate at the University of Chicago.

Bruce Finkelman, co-owner of The Promontory, said he hesitated when the university first approached him a few years ago because there weren't many other enterprises in the neighborhood. But he was sold on the university's goal of giving Hyde Parkers entertainment options within their own community, especially in a neighborhood steeped in music history.

"I liked the story," Finkelman said. The opening-night show featured Tom Tom Washington and the South Side Big Band, a 22-piece R&B and jazz orchestra that so celebrates the role of Chicago's South Side in American jazz and blues that it refuses to play on the North Side.

While Hyde Park's dining cred rises, retail has been slower to arrive.

Akira clothing boutique, an early retailer to join the project when it opened in fall 2012, is meeting sales expectations, and it is considering opening an Akira Footwear nearby, said co-owner Eric Hsueh.

But it has been tough to get others to follow suit, Hennessy said.

The university has designated five storefronts in Harper Court as temporary, or pop-up, shops for independent local retailers to test the market.

Jennifer Pope, owner of The Red Balloon children's boutique, opened a six-month pop-up shop there last month after being wooed by the university's leasing agent for 18 months. With offers of low rent and a team to set up the store for her, she ultimately couldn't say no.

"It's a little like suddenly being really popular at a dance," said Pope, who sells upscale children's apparel, toys and gifts at her boutiques in the Bucktown and Andersonville neighborhoods.

Hennessy, who has six retail vacancies left on 53rd Street that he would like to fill with tenants selling home and soft goods, said national apparel retailers have been challenging to pull in. He thinks that's in part because people incorrectly believe Hyde Park is unsafe and remote, and because of how national retailers assess neighborhoods using a 3-mile ring study. Hyde Park is at a disadvantage because it gets cut off by the lake to the east and the university to the south, where students don't get counted, Hennessy said.

In the South Loop, the new Roosevelt Collection shopping center, bursting with new openings of retailers like The Container Store and Lululemon, should help the cause, Hennessy said.

"Retailers may realize that if they can make money on Roosevelt, maybe they can make money on 53rd Street," he said.

To resident Lauren Richardson, who has lived in Hyde Park since 1999 and spent much of her youth there, the changes are long overdue.

"It makes it a much happier place to live," said Richardson, 35, as she sat in the Harper Court courtyard and took bites of frozen yogurt from Red Mango, which opened there this summer.

Richardson, who works in finance, remembers when 53rd Street was a busy shopping district decades ago, and she also remembers when it got run-down, the movie theater closed and "everything was sad."

"Now it feels fresh, vibrant and young," she said.

Malani Hughes and Mia Donaldson, both 15 and entering their junior year at Kenwood High School, said the area feels more family-oriented, and having more restaurants has kept them from eating at McDonald's every day.

Still, Hughes said, as the friends cleaned up after their Chipotle lunch, "We need more clothing stores. We need an H&M."

Some old Hyde Park businesses said the new energy has been fruitful for them as well.

"My numbers are much higher than last year; we really have a lot of new customers," said Max Taleb, general manager at Pizza Capri, which has been at 53rd and Harper since 1995.

Taleb said he was briefly concerned about the influx of new restaurants, but "competition is good," he said. "It keeps you on your toes."

aelejalderuiz@tribune.com

Copyright © 2017, Chicago Tribune

This article is related to: Colleges and Universities, Dining and Drinking, Office and Retail Spaces, Business, Chicago Hotels, Chicago Restaurants, Fashion

Business | posted: 11/13/2015 5:35 AM

Downtown Glen Ellyn development plans feature clock tower



A rendering shows the development looking east at the former McChesney & Miller site.

Courtesy of Springbank Real Estate Group



Katlyn Smith

Glance across downtown Glen Ellyn and your eyes probably drift toward the dominating structures: the Civic Center clock tower or the St. Petronille Church steeple.

But a new focal point may be emerging, according to the latest plans to redevelop the vacant McChesney & Miller grocery store on Crescent Boulevard. A proposed 120-foot-tall clock tower could rise above apartments, retailers and restaurants spread across two buildings, creating a gateway from the west into the downtown, Springbank Real Estate Group developers say.

Developers will take that input and prepare detailed architectural and engineering plans. Then, village staff members could spend several months reviewing the project.

"We would like to get a lot of public feedback and make sure everyone has been heard," Trandel said.

If officials give the green light, developers hope to break ground in September 2016, Funke said. The project could take 18 months to two years to complete.



Winner - 2015 Best Website





The Crescent Transit Oriented Development
Glen Ellyn Illinois
October 28, 2015



SITE CONTEXT



The Crescent Transit Oriented Development
Glen Ellyn, Illinois

39



Conceptual Presentation
October 28, 2015

SITE CONTEXT



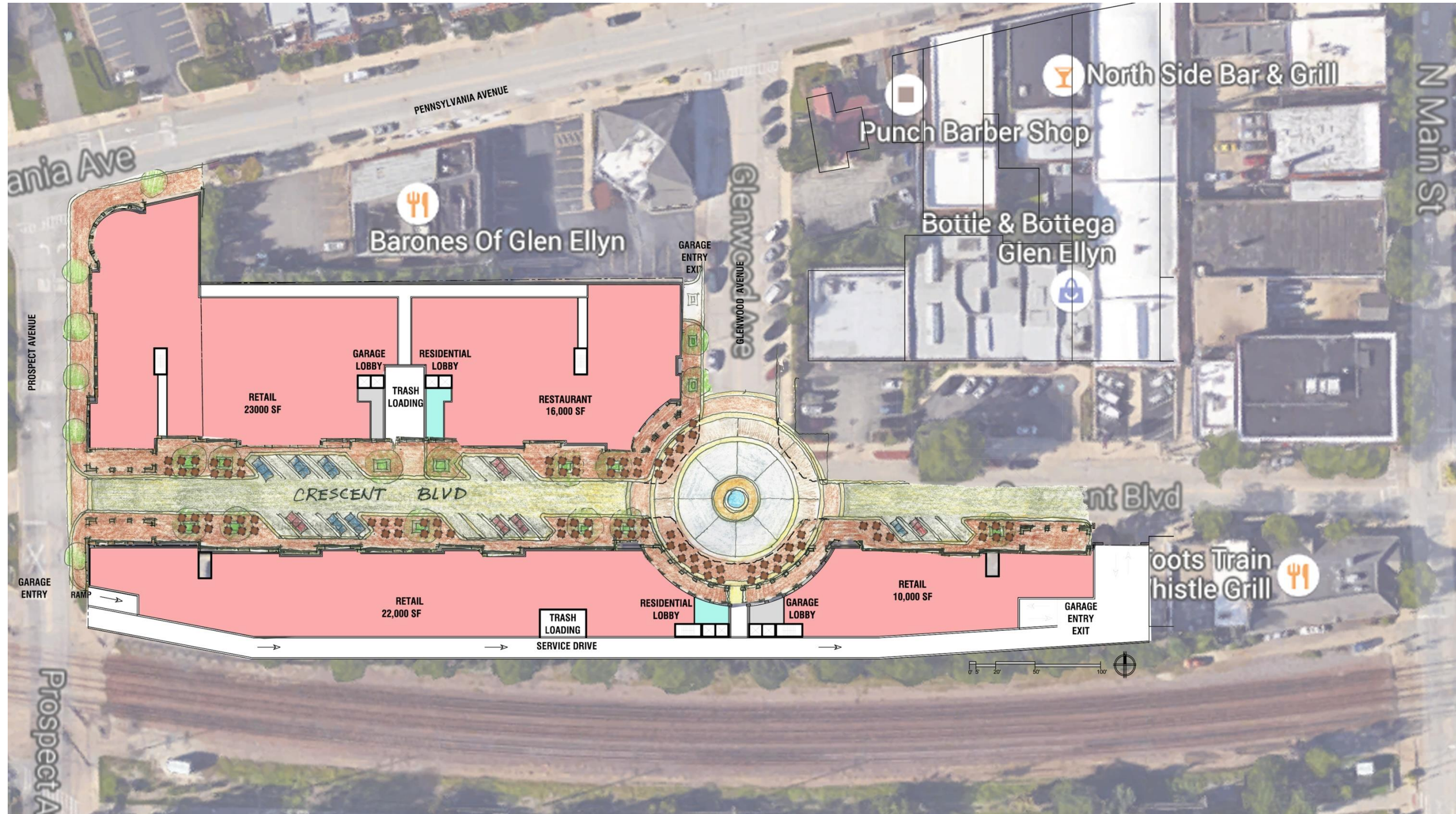
The Crescent Transit Oriented Development
Glen Ellyn, Illinois

40



Conceptual Presentation
October 28, 2015

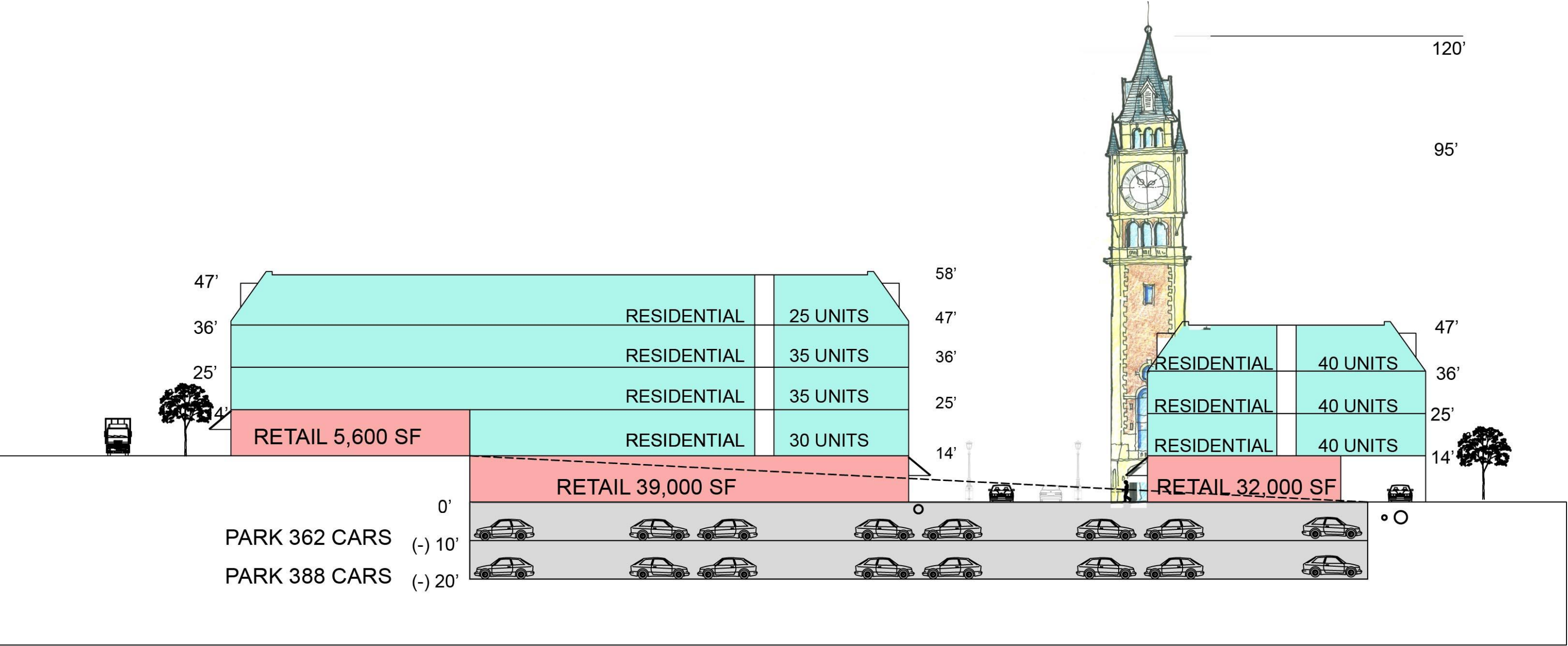
Site Plan

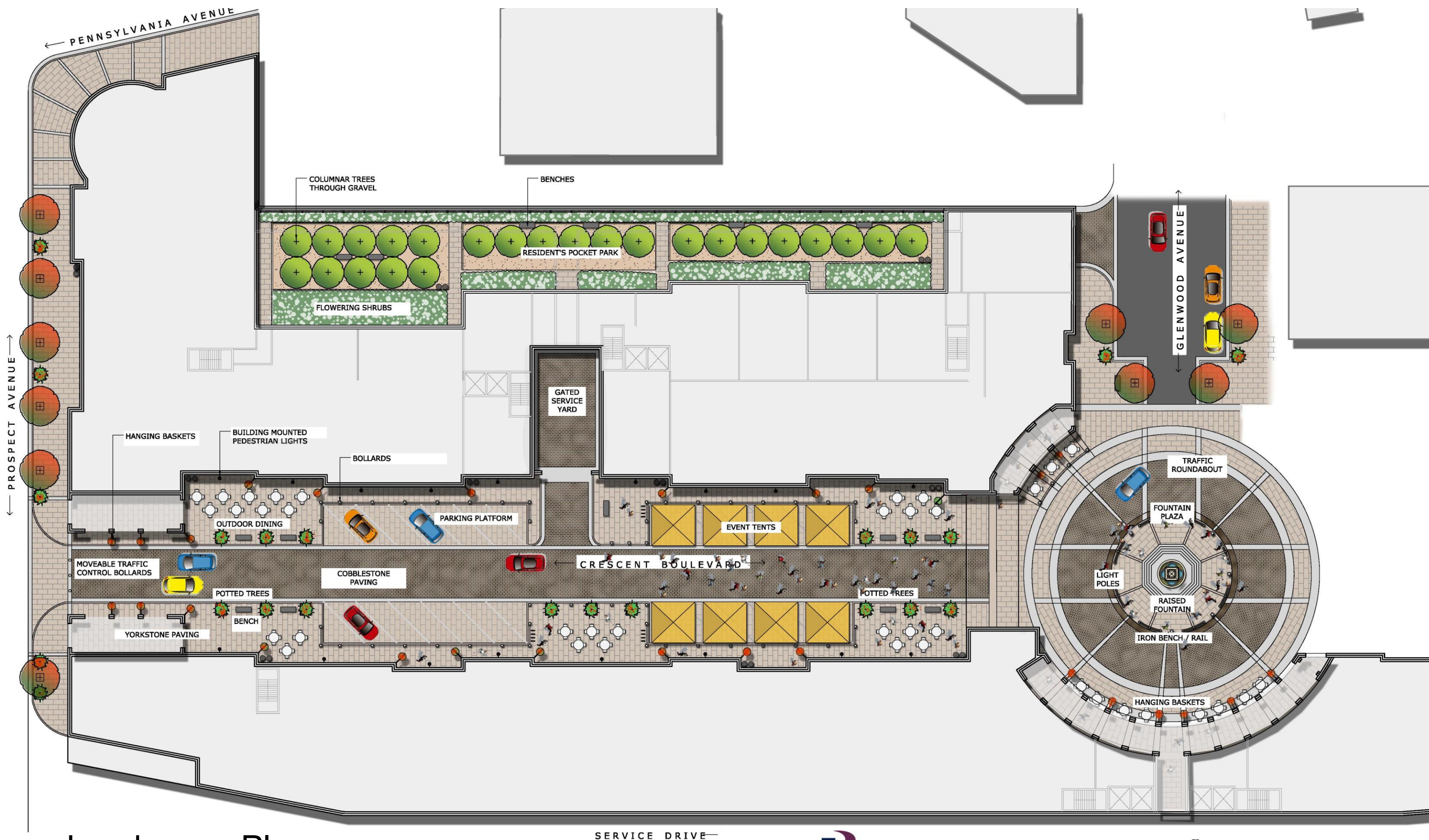


The Crescent Transit Oriented Development
Glen Ellyn, Illinois

Conceptual Presentation
October 28, 2015

Site Section-1





Landscape Plan

The Crescent Transit Oriented Development
 43 Glen Ellyn, Illinois



Conceptual Presentation
 October 28, 2015

PRELIMINARY AREA SUMMARY

PROJECT NAME:	Glen Ellyn	Assumptions	Street Area : 35938 SF	Notes
PROJECT LOCATION:	Glen Ellyn		Site Area N: 48,362 SF	
PROJECT NUMBER	2014.CA 0001	refer to dwgs. (list), dated 10/28/15	Site Area S: 48,700 SF	
DATE:	November 1, 2015			

Floor	Function	RESIDENTIAL				RETAIL		AMENITIES/LOADING		PARKING		GROSS AREA	FAR	GROSS AREA
		# of units	NSF	GSF	EFF.	NSF	GSF	NSF	GSF	# of cars	GSF	w/o balconies	AREA	w balconies
														balcony area
SITE N														
5	5 Residential	25	30,740	33,600	91.5%	0	0	5,000	5,000	0	0	38,600	38,600	0
4	4 Residential	35	34,900	38,600	90.4%	0	0	0	0	0	0	38,600	38,600	0
3	3 Residential	35	34,900	38,600	90.4%	0	0	0	0	0	0	38,600	38,600	0
2	2 Residential	30	29,900	33,000	90.6%	5,600	5,600	0	0	0	0	38,600	38,600	0
1	1 Retail, Parking, Loading	0	0	2,000	0.0%	39,000	39,000	7,000	7,000	0	0	48,000	48,000	0
B1	Parking Utilities	0	0	1,000	0.0%	0	0	0	0	362	117,500	118,500	1,000	0
B2	Parking Utilities	0	0	1,000	0.0%	0	0	0	0	388	117,500	118,500	1,000	0
SITE S														
4	4 Residential	40	43,150	47,000	91.8%	0	0	0	0	0	0	47,000	47,000	0
3	3 Residential	40	43,150	47,000	91.8%	0	0	0	0	0	0	47,000	47,000	0
2	2 Residential	40	43,150	47,000	91.8%	0	0	0	0	0	0	47,000	47,000	0
1	1 Retail, Parking, Loading	0	0	1,000	0.0%	32,000	32,000	3,000	3,000	0	0	36,000	36,000	0
SUBTOTALS		245	259,890	289,800	89.7%	76,600	76,600	15,000	15,000	750	235,000	616,400		-
		UNITS	NSF	GSF	BLDG. EFF.	NSF	GSF	NSF	GSF	CARS	GSF	GSF		
			1061							3.06	313			
			AVG. NSF							SPACES/UNIT	SF/CAR			

Unit Mix			
3-bedrooms	30	1475 sf	
2-bedrooms-den	30	1275 sf	
2-bedrooms	115	1100 sf	
1-bedrooms	70	725 sf	
	245		

Parking Allocation
 410- Residential (1.67 per Unit)
 260- Retail (1/250 sf)- 46 on Grade
 123- Commuter Parking

Note: This is a preliminary analysis. The data will change as programming and engineering information is applied.

Property Profile

Property Navigation


[Introduction](#)

[CA / Offering Docs](#)

Contact Information:

Peter W. Evans

312.407.6711

pevans@moranandco.com 

COURTHOUSE SQUARE APARTMENTS Wheaton, IL



COURTHOUSE SQUARE APARTMENTS

Moran & Company is pleased to present Courthouse Square Apartments (“Property”), a proposed transit-oriented luxury multifamily development opportunity in downtown Wheaton, Illinois, in the heart of affluent DuPage County. Courthouse Square Apartments will be situated within the established Courthouse Square residential community, within blocks of a variety of high-quality restaurants, retailers, and entertainment venues. In addition, the development is within walking distance of the Wheaton Public Library, Wheaton College, a new Mariano’s Fresh Market, and the Wheaton Metra Station providing convenient access to downtown Chicago and neighboring communities.

Centered around the historic and completely restored Courthouse and State’s Attorney Buildings, the proposed development will consist of two, six story buildings, connected by a link that contains the complex’s amenities. Overall, the buildings will contain 243,043 SF of gross floor area including the indoor parking. The proposed density and height has already been entitled within the development’s planned development ordinance.

Architecturally, the development will be detailed in brick and stone and will pay tribute to adjacent historic structures. Interior finishes will be of a luxury residential quality with an emphasis on warm finishes and rich materials. Amenities within the proposed development will include a fitness center, event room with billiards table and entertainment center, cyber cafe, and beautiful views overlooking the central pond and historic courthouse. In addition to the amenities provided at the proposed development, the tenants will have access to the amenities at the State’s Attorney Building which include a pool with outdoor deck, fitness center, business and community center.

News | updated: 8/26/2014 5:34 AM

Wheaton Courthouse Square development work could start in 2015



The Courthouse Square development in downtown Wheaton will move forward after final approval by the city council Monday.

Scott Sanders | Staff Photographer



Jessica Cilella

46



After many years of planning and dispute, Wheaton's Courthouse Square development is back on track to be fully built in the near future.

ADVERTISING



The Wheaton City Council approved two ordinances Monday, both with a 6-1 vote, that amended the original Courthouse Square development agreement for a fifth time and granted the developer a special-use permit to construct two luxury apartment buildings near Willow Avenue and Naperville Road.

Tim Anderson, president and chief executive officer of Focus Development, which owns the Courthouse Square property, said he expects construction to get underway sometime at the beginning of 2015.

"I just think right now, this project being launched will be on a road to recovery, both of a healing between maybe the neighbors and us and also the fact that Wheaton launched something that will be, I think, a really valuable asset and addition to downtown Wheaton," he said.

A proposal by Focus Development to build 46 townhouses and 206 condominiums in three buildings was approved by the council more than 10 years ago. To date, 24 townhouses and one 50-unit condominium building have been constructed and partially occupied, along with six condominium units inside the old courthouse building.

But in 2012, the council allowed the developer to amend plans and instead move forward with the construction of senior housing in place of the two remaining condominium buildings that were set to be built.

The proposal angered the residents who were already living in Courthouse Square, some of whom then filed a lawsuit. In an attempt to settle the lawsuit, a consent decree was signed in June by the developer, current residents and the city that stated the community would be completed with the construction of two apartment buildings.

Anderson said concerns residents and council members raised about the architectural design of the apartments at a July meeting were taken into consideration. Since then, the plans have been altered to include a Reber Street entrance to an underground parking garage so all access won't be through Liberty Drive.

However, Anderson said he would be standing firm on the materials proposed for the facade, which will differ slightly from the existing buildings. Some council members said they weren't pleased with that decision but agreed there had to be compromises if the project were to move forward.

"Quite frankly I think this is the best interest of the city," councilman Phil Suess said. "We need to get this thing built and move on."

Councilwoman Evelyn Pacino Sanguinetti said she was voting yes but "with a heavy heart" because she still would have liked to see brick masonry on the exterior of some of the higher floors.

"I certainly don't want to see this all fall through, all this trouble that we've all gone through, and have it all go back to senior housing -- not that I have any sort of problem with senior housing, but I think we can all agree the area is not meant for senior housing in the downtown area," she said.

Still, John Prendiville, the only council member who voted no, said there was no good reason why the city shouldn't obtain the highest quality structure.

"The new buildings won't be steel framed. They're going to be wood framed. The masonry won't go up to the same extent as it does on the existing condo buildings," he said. "It will be a lesser quality building. Still a good quality building, no question. Focus is a good builder, and they'll do a good job. But it won't be to the standards the city originally bargained for."

Mary Ellen Martin, a representative for the year-old Wheaton 121 apartments, also spoke out at the meeting, saying she would have liked the city to take a close look at market dynamics before approving the project, as the occupancy in Wheaton 121 is only about 60 percent.

"That's OK, but it's not the kind of massive, pent-up demand that one would say OK, let's go build a new community a block away in the near future," she said. "These 153 (Courthouse Square) units may seem like a solution for today, but the impact could be really profound for the (other apartment developments in Wheaton's downtown)."

Features & Amenities

Certain floor plans may have different amenities depending on when they were updated, what building they're in, etc. To tour our floor plans and see what amenities may be available, please call us at (708) 364-1122.

Community Amenities



- Electric Car Charging Station
- Gaming Lounge
- Adjacent to Crescent Park and 143rd Street Metra Station
- Heated swimming pool with fountains, Bocce Lawn, and Poolside Hammocks
- Two Story Health Club with Life Fitness equipment and iPod docking stations
- Controlled Access Building and Gated Parking Garage
- Pet Friendly Environment with Dog Park and Pet Wash
- Outdoor TV Lounge with Fire Pit and Grilling Stations
- Screening Lounge with Surround Sound
- Smart Technology and FREE WiFi throughout Amenity Areas
- Resident Club Room with Fireside Lounge and Shuffleboard
- Aqua Lounge with Full Kitchen and Bar
- E-Lounge with Conference Room

Features



- Custom Framed Vanity Mirrors
- Stainless steel appliances
- Breakfast Bar with Upgraded Pendant Lighting
- Nine Foot Ceilings
- Wood-Style Flooring in Entry, Dining, Living, and Kitchen
- Satin nickel hardware with Moen faucets and bath accessories
- 2" Faux Wood Blinds
- Private Terrace
- Oversized Tubs with Ceramic Tile Surrounds
- Linen Closet
- Pre-wired for Flat Screen TV

Pet Friendly



- Pet Friendly Environment with Dog Park and Pet Wash
- Pet friendly community with a maximum of 2 pets.
- All pets must be neutered or spayed.
- Pet registration fee is \$350.00 per pet and is non-refundable.
- Combined maximum weight limit is 50 pounds, and certain breed restrictions apply.

Luxury rentals in the heart of Orland Park

February 14, 2014 | By Sharon Stangenes, Special to the Tribune

Ninety7Fifty on the Park is a 295-unit luxury apartment complex in Orland Park developed by Flaherty & Collins Properties. (David Whitcomb, Handout)

Orland Park is a village of contrasts, where numerous shopping and dining options are balanced by a wealth of parks, open space, bicycle trails and a convenient commute, thanks to three Metra stations serving the southwest suburb.

Ninety7Fifty on the Park, a 295-unit apartment development that opened last spring, is positioned to take advantage of those amenities. Situated near the intersection of La Grange Road and 143rd Street, the mixed-use complex is the first phase of the Main Street Triangle project that village officials hope will revitalize the downtown.

The apartments anchor what is envisioned as a pedestrian-friendly, transit-oriented neighborhood of shops and housing with Crescent Park, a scenic green space across from the 143rd Street Metra station, as the focal point.

Nearby are the village's historic district and civic corridor, an array of government and civic buildings.

Ninety7Fifty is the first foray into the Chicago market by Indianapolis-based Flaherty & Collins Properties. The village is an investor in the development, which displeased some taxpayers. But the property has leased briskly with about 70 percent of units rented in mid-January, according to senior property manager Vito Zehler. "There is nothing like it in the south suburbs," he said.

Amano Vivere Cafe occupies about 1,200 square feet of the more than 4,000 square feet of commercial space on the street level of the complex.

With finishes and amenities comparable to downtown Chicago's new upscale apartment buildings, Ninety7Fifty expects to tap a similar market of renters.

Early residents include empty nesters and young professionals "who grew up in the area and work downtown and are coming home to be closer to family," as well as newcomers to the Chicago area who have chosen to live in the suburbs but are commuting to downtown, Zehler said.

Residents can choose from nine one-bedroom and eight two-bedroom floor plans. There also are two two-bedroom, two-level duplex plans.

All units have 9-foot ceilings, a balcony or patio, washer and dryer, stainless steel appliances, 42-inch maple cabinets with a wine rack, granite counter and vanity tops. Parking for one vehicle in the garage is included in the rent.

The building's design incorporates contemporary and traditional elements. Those stepping inside the north-facing main door enter a light-filled, elegant two-story lobby. The brick exterior reflects the materials used in the 143rd Street train station's traditional architecture.

With more than 1,110 square feet, the Mainstreeter model on the third floor of the building is one of eight two-bedroom options. While future development one day may add buildings, residents of Mainstreeter units have an unobstructed view of the McGinnis Slough wetlands and a forest preserve beyond Crescent Park.

The Mainstreeter has two bathrooms, one on either side of the central living/dining/kitchen area. The second bedroom is a bit smaller than the master bedroom and overlooks the balcony, which is accessible from the living/dining area. Both bedrooms feature wide windows and deep window sills. The master bath has dual sinks and a linen closet

The one-bedroom, one-bath Pacific floor plan is 756 square feet. The front door of the unit opens to the living/dining room with the kitchen to the right. The bedroom, walk-through closet and bath are to the left. One convenient feature is that the bath has two doors, one to the walk-through closet, which is off the master bedroom. The other opens to the living and dining space so guests who wish to use it do not have to go through the bedroom.

The ground-floor model has a patio overlooking the heated outdoor pool in the north courtyard, one of two private communal outdoor spaces in the complex. In addition, a fire pit with conversation area and several grills is in the pool area. The other courtyard, at the south part of the complex, has a "bark park" for this pet-friendly building as well as grills and a fire pit for residents to enjoy.

Many of the interior amenities are near the building's main entrance. Behind the lobby is the resident lounge with a dining bar, tables and seating for informal gatherings. The expansive room is divided by a two-sided fireplace. It has floor-to-ceiling windows looking into the pool area, a billiards table and comfortable seating scattered throughout. One end of the resident lounge opens to a theater room, which can be closed for privacy.

Next to the lobby is a two-story fitness center. Machines and other equipment are on the ground floor, and a metal spiral staircase inside the center leads to a quieter and more-secluded second-floor exercise space perfect for yoga and other classes.

Outside the second-floor fitness studio is an open loft lounge looking down to the entrance lobby. Equipped with workstations and computers, it has a seating area and conference room.

Ninety7Fifty on the Park

9750 Crescent Park Circle, Orland Park

708-364-1122, ninety7fifty.com

LEMONT - SPEAKER BIO

Richard A. Kwasneski

Richard Kwasneski is the Chairman of Pace Suburban Bus. He is also the Executive Director of the Joliet Arsenal Development Authority. He served the Village of Lemont, Illinois for 16 years as Mayor and Village Trustee. He is the President of KCS Consulting a Public Relations/Governmental Affairs firm specializing in local governments. He is a graduate of Lewis University majoring in Business Administration. He resides in Lemont and is married and has four children.

He is a Director of the Will County Center for Economic Development (CED), and a member of the Governmental Affairs Committee, a member of the CED Airport Task Force, and is currently a member of the Association of Defense Communities (ADC), and Co-Chairman of the LRA Director's Council, Council for Urban Economic Development.

He served as Chairman of the Heritage Corridor I-355 Planning Council, as a member of the I-55 Corridor Planning Council, as a former Director of the Workforce Development Council of Will County and as a Director of the Will County Governmental League, in addition to serving as Chairman of their Governmental Affairs Committee. He has served on the Three Rivers Manufacturers Association Community Advisory Board and was a member of the DuPage Mayors and Managers Conference, the Southwest Conference of Local Governments, the Southwest Council of Mayors, Commissioner of the Northeastern Illinois Planning Commission (NIPC), and a member of the Water Resources Committee. Formerly, a member of Chicago Area Transportation Study Intermodal Task Force, the Three Rivers Manufacturers Association Governmental Affairs Committee, the Illinois Brownfield Association-Government Affairs Committee, and a staff liaison to the President's Advisory Committee for Trade Policy and Negotiations.