



Community Planning Program



Chicago Metropolitan Agency for Planning

Local Technical Assistance Program

Application form: Community Planning program and Local Technical Assistance program

DEADLINE: Noon on Wednesday, June 26, 2013

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com.

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant: Developing Communities Project

2. Main Contact for Application (please include name, phone number and email):

Gwendolyn M. Rice
773-928-2500
Gmrice@dcpchicago.org

3. Type of Applicant (please check any that apply):

Local government

Multijurisdictional group* \longrightarrow Please list the members of the group (including government and nongovernmental organizations):

Nongovernmental organization* \longrightarrow Name of local government partner(s):
____ Chicago Transit Authority _____

*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.

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4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

- My project involves preparation of a plan.
- My project helps to implement a past plan.
- My project links land use, transportation, and housing.
- My project has direct relevance to public transit and supports the use of the existing transit system.
- My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The proposed project is for Transit Oriented Development (TOD) planning along the four proposed CTA Red Line Extension transit stops that begin in Chicago's Roseland Community Area and end in Chicago's Riverdale Community Area and their respective ¼ mile area that surrounds each. The stops are located at 103rd Street & Eggleston, 111th Street & Eggleston, 116th Street & Michigan and 130th Street (near Ellis—immediately west of I-94)—all along or near the UPRR corridor. The design and function of these stops will be particularly impactful for the residents of Chicago's Greater Roseland Community Areas (that also include Pullman, West Pullman, Washington Heights, and Morgan Park (E of I-57)) that have suffered from lost industries, high unemployment, high levels of poverty, and a drastic decline in homeownership and concurrent home foreclosure—much of which can be linked to the physical isolation created by insufficient transit access.

Project Description:

Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project. (Please include any additional information that is relevant, preferably by providing links to online documents.)

With the progression of the CTA Red Line South Extension and the anticipated release of the Environmental Impact Study (EIS) by the CTA in the Fall of 2013, the need for a TOD Plan is essential to ensure that the development of the proposed stops and the surrounding areas fits the historical and functional parameters of the existing community. The TOD plan is necessary to identify the scale and type of development appropriate for each stop and its corresponding community. DCP has the capacity to bring community members and other stakeholders to the table, but needs technical assistance in educating the community about TOD planning and how it impacts a community, facilitating community visioning sessions, and creating a comprehensive plan.

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For over ten years, former and current members of our staff and community volunteers have worked tirelessly on behalf of the residents of Greater Roseland. Through our leadership and partnership with the community and with the CTA, we have advocated for improved transit to increase access to jobs, education, health services and retail (especially grocery). DCP has been the lead community partner on the Red Line Extension project and promoted a successful referendum for the Extension in 2004 and facilitated the inclusion of the Extension in the 2005 Federal Transportation Bill that kicked off the Alternatives Analysis phase of this project.

In conjunction with the Nathalie P. Voorhees Center for Neighborhood and Community Improvement at the University of Illinois at Chicago in 2005, a report was prepared entitled **The Case for Transit-Oriented Development in the Greater Roseland Area (2005 Voorhees Report)** funded by a grant from the Chicago Community Trust. In December 2009, with support from the RTA, DCP released **Transit Equity Matters: An Equity Index and Regional Analysis of the Red Line and Two other Proposed Transit Extensions (2009 Voorhees Report)** prepared by the Voorhees Center. Both studies can be accessed on the following page on DCP's website: www.dcpchicago.org/site/epage/86658-868.htm.

DCP also conducted its first TOD Red Line Extension Visioning Session "What Will Your Station Look Like?" in September 2010, in partnership with CMAP, the Metropolitan Planning Council (MPC), the Center for Neighborhood Technology (CNT), and the CTA. While this was useful, it is important going forward to arm the community with the tools to create a useful TOD plan which means being very strategic and planful in this endeavor. The link to the report on this event can be found at www.dcpchicago.org/site/epage/86642-868.htm.

The involvement and the will of the residents of Greater Roseland have been essential in moving the Red Line Extension forward. Community members and organizations recognize the impact that having fixed rapid rail extended through the community can have on access to jobs, education, health services and businesses. DCP has also partnered with CMAP and the CTA to conduct a livability study: **Improving Access, Increasing Livability** that was released in December 2012. In the Livability Study, residents voiced their hopes and concerns about the project. This study further confirmed the need for a comprehensive TOD plan created with the input of the community. Community members clearly anticipate the Red Line Extension to provide opportunities for community improvement, but are concerned that they will be omitted from the planning process. Concerns were expressed about displacement of existing businesses and residents by the construction process as well as through gentrification, safety and design of future stations, and attracting retail that is relevant to the needs of residents.

A recent grant from the Chicago Community Trust was awarded to DCP to develop a workforce collaborative to insure the community benefits from projected Red Line Extension jobs and to create an adoptable transit-oriented development master plan for the areas around the proposed transit stations that replete with community-focused urban design and culturally significant art installation; this plan will be designed to maximize investment in transit infrastructure by concentrating the most intense types of development around transit stations and and making transit use as convenient as possible for local residents." Most of the work in recent months has been focused on developing the workforce collaboration which today has a stellar membership of key players in Chicago's and the Greater Roseland workforce and related community that meet monthly toward achieving its goal.

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~~DCP, by~~By partnering with the CTA, the RTA, CMAP, community stakeholders, and other technical assistance planners, DCP can insure that such a community driven plan can be created.

Although TOD has not always fulfilled its potential to positively impact communities, studies have shown that with careful research and planning, it can be successful. With this in mind, it is imperative that the proposed extension be informed by a community led, comprehensive TOD plan. Greater Roseland is unique as far as transit development is concerned. Often, development occurs around existing transit or in more affluent suburbs, where the primary concerns are getting residents to accept affordable housing and to actually use transit. In Greater Roseland the conditions are almost the inverse—affordable housing and transit riders already exist, but the existing transit is less than optimal. Because the ridership already exists, the extension has potential to benefit both the community and the CTA. The existing community also has a high demand for more retail development as evidenced by the significant amount of revenue leakage out of Greater Roseland.

DCP continues to bring together a variety of community stakeholders (church and community leaders, business owners, educational institutions) to discuss the proposed stations. Each station has a core group called PODs (Panels of Development) that is working to educate themselves and their neighbors on the upcoming extension and its potential to improve their neighborhoods and the larger region. These groups ~~are expected to~~ form the initial base for visioning sessions in creating the TOD plan. With the inclusion of residents, churches, community organizations, and businesses, a lasting impact can be made on TOD planning for urban communities like ours. ~~This concept offers a unique experience for our community to make a major contribution that will have a life changing impact while improving the quality of life for all community stakeholders.~~

DCP has the capacity to bring community members and other stakeholders to the table, but needs technical assistance in educating the community about TOD planning and how it impacts a community, facilitating community visioning sessions, and creating a comprehensive plan ~~that can build around existing studies and work already done and yet to be as outlined below.~~

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TOD Studies	TA Activities	TA Research	TA Follow-up Activities	Policy & Media Interventions
<i>2005 Case for TOD in Greater Roseland</i>	Conduct scoping meeting with DCP committees to assess TOD concerns and ideas	Excerpt elements for a comprehensive TOD plan from 3 earlier studies	Conduct combined follow-up scoping meeting with DCP committees and Greater Roseland residents to discuss draft TOD plan	Identify public officials and agencies to receive TOD plan
<i>2009 Transit Equity Matters</i>	Conduct scoping meeting with Greater Roseland	Combine results from scoping meetings with	Revise final draft comprehensive	Identify media outlets to receive TOD plan for

	residents to assess TOD concerns and ideas	research results from earlier TOD studies	TOD plan	dissemination
<i>2010 Visioning Report</i>	Conduct scoping meeting with public officials to assess TOD concerns and ideas	Produce draft comprehensive TOD plan	Produce community education materials based on the TOD plan	Identify prospective developers and funders to receive TOD plan

This concept offers a unique experience for our community to make a major contribution that will have a life changing impact while improving the quality of life for all community stakeholders.

RED LINE SOUTH EXTENSION STATION DEVELOPMENT

What is Transit-Oriented Development (TOD)?

Transit Oriented Development (TOD) is the **deliberate** planning and development of an area to provide a mix of housing, work, retail and commercial options near transit.

TOD generally encompasses the area within a quarter- to one-half mile radius of rail or rapid bus stations. It includes a good mix of retail, commercial and residential uses (including a diversity of housing types suited to a mix of generations and incomes). It has the potential to create **new jobs** as well as access to existing jobs.

Why TOD?

Change is a product of large-scale forces (post-industrialization, globalization), policy initiatives (local, state and federal) and the **action or inaction of community members** (individuals, groups). Historically, in Roseland change has been dictated by outside actors. The Red Line Extension is an opportunity for the community to advocate for the changes they want instead of being forced to accept the minimum level of development from the city and developers.

Why Now?

If the community waits until construction is underway, it will be too late to impact the designs of the stations and proposed stops could fail to benefit the community. Rather than just producing plans for redevelopment of commercial strips or new affordable housing, residents must develop action plans to take on broader policy issues that directly impact what happens in surrounding communities. The only way residents will **benefit from development** is if they have the information necessary to negotiate with the entire range of players in the development process.

Potential Benefits of TOD

- Job Access and Creation
- Increase Mobility
- Reduce Driving
- Increase Development
- Increase/Sustain Property Values

Actions

- Participate in Meetings
- Get Educated About TOD
- Tell Your Neighbors
- Write, Call & Visit Your Elected Officials

TOD Process

- Bring Community Members Together
- Identify Goals & Concerns
- Identify Potential Barriers
- Host Visioning Sessions
- Create & Modify Plan
- Hold Authorities Accountable

COUNCIL CHAMBER

CITY HALL - ROOM 200
121 NORTH LA SALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE: (312) 744 - 3166
(312) 744 - 6820
FAX: (312) 744 - 9009

REPLY:

PUBLIC SERVICE OFFICE
34TH WARD CENTER

507 WEST 11TH STREET
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CITY COUNCIL CITY OF CHICAGO



CARRIE M. AUSTIN
ALDERMAN, 34TH WARD
CHAIRMAN
COMMITTEE ON THE BUDGET AND
GOVERNMENT OPERATION

COMMITTEE MEMBERSHIPS

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(VICE CHAIRMAN)
HEALTH & ENVIRONMENTAL PROTECTION
FINANCE
HOUSING AND REAL ESTATE
PUBLIC SAFETY
WORKFORCE DEVELOPMENT & AUDIT
ZONING, LANDMARKS
& BUILDING STANDARDS

June 26, 2013

Heather Tabbert, AICP
Regional Transportation Authority
Manager, Local Planning and Programs
175 W. Jackson Blvd. – Suite 1650
Chicago, Illinois 60604

Dear Ms. Tabbert:

I write in support of the Local Technical Assistance (LTA) application of Developing Communities Project (DCP) for TOD planning around the proposed Chicago Transit Authority (CTA) **Red Line** Extension transit stops. Additionally, we will work in close partnership with DCP to insure the success of this effort. As you know, DCP has worked as the lead community partner on this effort for over 10 years, having promoted a successful referendum for the Extension in 2004 and facilitated the inclusion of the Extension in the 2005 transportation bill that kicked off the Alternatives Analysis phase of this project.

We have worked in partnership with DCP in this endeavor and hope to continue doing so on this proposed effort. We are also aware that DCP has partnered with both the RTA and CMAP on studies that support the planned Extension project.

DCP has been granted support from the Chicago Community Trust to assist the organization to create an "Adoptable transit-oriented development master plan for the areas around the proposed transit stations-replete with community-focused urban design and culturally significant art installation; this plan will be designed to maximize investment in transit infrastructure by concentrating the most intense types of development around transit stations and making transit use as convenient as possible for local residents." DCP cannot do this with the community alone but requires technical assistance partners such as the RTA, CMAP, and the CTA.

DCP and community stakeholders, in partnership with our office, can make a lasting impact on TOD planning. This concept offers a unique opportunity to demonstrate how government sponsored institutions and the community can work together to make a major contribution that will have optimum benefit and utility for the residents of underinvested Greater Roseland—and for the proposed CTA **Red Line** Extension that serves all of Chicago.

Again, we support DCP on this application and look forward to being active partners on this TOD project.

Sincerely,

A handwritten signature in dark ink that reads "Carrie M. Austin". The signature is written in a cursive, flowing style.

Alderman Carrie M. Austin
Committee Chairman