



City of Chicago

**DRAFT Equitable Transit-
Oriented Development (eTOD)
Policy Plan**

**Public Comment Summary
Report**

Contents

Summary of Public Comments & Outreach Efforts	3
Themes from Public Comments.....	4
Themes from Community Conversations	5
Individual Comments.....	5

See Appendix for Attached Letters submitted as public comment

Summary of Public Comments & Outreach Efforts

The following document summarizes the public comments on the City of Chicago’s proposed ETOD Policy Plan, received between September 14 and October 29, 2020.

Overview of comments submitted through email:

- 59 total public comments
- 24 comments from organizations
- 35 comments from individuals

Local Groups	Developers	Transportation	Environmental
Chicago Metropolitan Agency for Planning	3e. Studio LLC	Metra	Environmental Law & Policy Center
Esperanza Health Centers	The Community Builders	Pace Bus	Illinois Environmental Council
Metropolitan Planning Council	Hispanic Housing Development Coordination	RTA	Sustainable Englewood Initiatives
Red Line Extension Coalition	Urban Land Institute	Zipcar	Elevate Energy
Roseland Heights Community Association		Share Mobility Center	
Neighborhood Housing Services - Chicago		HNTB Corporation	
West Chesterfield		Transportation Equity Network	
I-Promote IL			
Elevated Chicago			

Public Outreach

In addition to formal public comment, the City of Chicago and members of the ETOD Working Group also solicited feedback through social media and other community outreach efforts, including hosting conversations about the draft policy plan.

Overview of outreach online:

- Total page views of chi.gov/etod: 4,546
- Total downloads of the policy plan: 1,503
- Total clicks on "Other languages" content: 306
- Engagements on Twitter: 1,884
- Digital “touchpoints”: 658

Overview of other outreach:

- 41 community, staff & “friends and family” meetings
- 332 projected meeting participants
- 13 media stories

Themes from Public Comments

- Strengthen connections to **environmental justice** principles and organizations, such as by considering pollution reduction in impact assessment or integrating EPA's Environmental Justice mapping and metrics as part of evaluation and scorecard efforts. Prioritize engagement in EJ communities.
- ETOD is critical for addressing **climate change**. Putting more **housing and jobs near transit** addresses root causes, while investing in public transit and non-fuel powered vehicles also help. ETOD is also critical for improving **access to jobs**.
- Continue **participatory process** in implementation of ETOD Policy Plan. Prioritize **community voice** in decision-making. Effective and meaningful community engagement is critical, including multiple avenues of communication to meet people where they are.
- Significant support for emphasizing **equity over equality**. ETOD should ensure benefits go to low-income and BIPOC residents and to communities historically disinvested. Ensure development does not displace or gentrify.
- Incorporate **sustainable building** practices in ETOD projects, including energy efficiency and renewable energy. Energy efficiency is also important for maintaining affordability.
- Evaluation of ETOD impact should include **reductions in travel time and transportation costs** as key goal, both for commutes as well as access to essential services (like health care).
- Support for incorporation of **public health considerations** across ETOD implementation and project evaluation.
- **Expand TOD ordinance** to additional bus corridors, including PACE Pulse, as well as the Red Line Extension, and to a full ½ mile radius.
- **Affordable housing near transit** is critical, including the creation of family-sized units. ETOD policy should establish safeguards for preserving affordability as well as facilitate the production of new affordable homes near transit hubs. **Anti-displacement** is a key outcome.
- ETOD strategies and policies should be **customized by neighborhood** to address their unique needs and challenges.
- **Creative parking solutions** are needed, such as policies to incorporate more bike parking, facilitate shared parking agreements, and encourage car-share options.
- ETOD efforts should also address **safety and cleanliness** to encourage transit ridership and make sure residents are able to benefit from transit resources.
- In many parts of the City near transit, **new investment, services and amenities are still needed**. The 95th street corridor, for example, has a lot of opportunity and need for more services and amenities.
- **Green and open space** should also be considered as part of ETOD goals.
- ETOD can and should also benefit **families, women with children, and pregnant women**. Such as by prioritizing childcare facilities, parks, and healthy food options near transit.
- Significant support for **bike lanes and other active transportation investments**. Including but not limited to: standards for protected bike lanes in new development; upgrades to pedestrian facilities; expansion of bus and bike lanes; and more.
- **Vacant lots** present unique opportunities and challenges. A critical barrier is site work costs, such as soil testing and remediation.

Themes from Community Conversations

- Skepticism about political will and capacity of the City to follow through recommendations.
- Curiosity & interest in the pilots/demonstrations.
- Need to better connect ETOD with the City's climate change agenda and better engage sustainability community.
- Need to better connect ETOD with the public health agenda of the City.
- Confusion in public and media, often thinking that the ETOD plan is a transit plan.
- Safety and overall friendliness of stations as a major concern/impediment for ETOD.
- Some requested examples of "successful ETODs" and benefits on ETOD to counteract NIMBYs and educate ambivalent residents.

Individual Comments

See all submitted comments in the following tables. All letters submitted as attachments are included in Appendix A.

Individual Comments

Submitted	Name	Subject	Email text
September 15, 2020	Dennis Griffith	Improve Metra	<p>If you want more transit oriented development you shouldn't put up more roadblocks to building it. Similarly, I'm worried that some of the preservation goals will inhibit viable market rate projects. Probably the biggest thing that could be done for TOD is to improve Metra (higher frequency and cheaper fares).</p> <p>I'm not a Chicago resident but almost moved there before settling in Manhattan.</p>
September 16, 2020	Zachary McCann		<p>Attached is my thesis I wrote while attending Chicago State where I graduated with a degree in Political Science. My thesis deals a lot with TOD potential on the South Side and I hope this can serve the city well. My main comment is that Chicago State and the 95th St. corridor should be used as the main hub for the Far South and East sides.</p>
September 16, 2020	Elihu Blanks	Bus bike lanes	<p>Hi,</p> <p>I own my home in the Western side of the South Shore community. When I bike commute from work, in the loop, and continue down Jeffrey's bus lane, that cars cannot drive in, I feel safe, efficient and can maneuver out of a bus' way when it's approaching.</p> <p>Bus bike lanes, on major thoroughfares may be a viable way to help our city expand its efficiency safely.</p>
September 17, 2020	Deborah Harrington	Represent diverse experiences	<p>How will this bold, dynamic, and promising plan ensure and sustain the highly participatory process used in its development, thereby guaranteeing that implementation is continually informed by diverse experiences and perspectives? Thank you!</p>
September 17, 2020	Jeremy Sokolec	Vacant lot on 79th for Metra	<p>Encouraging more Transit Oriented Development on the South and West sides is great, but didn't the city just agree to give a vacant lot on 79th Street to Metra so a parking lot could be built? Why isn't that lot being used for housing?</p>
September 18, 2020	Hispanic Housing Development Coordination	North California Avenue to Augusta Blvd	<p>Hello:</p> <p>I think North California Avenue from Augusta Blvd northward to North Avenue should be designated a TOD corridor. It has as much or more population density as the similar stretch of Western Avenue and has an equal amount of public transit. Designating that stretch of North California Avenue would bring the benefits of TOD policy to the heart of the Puerto Rican community and help that community deal with the tsunami of outside capital washing over it in the form of gentrified development. The similar stretch of Western Avenue has been lost in terms of affordability to the working class and simple equity calls for public policy to draw a new line in the sand to help the Puerto Rican community.</p>
September 18, 2020	Not Provided	Lanes on Western for Blue line	<p>Please consider dedicating a lane on Western Ave for BRT of some sort connecting to both Western Ave Blue lines and south. Consider some kind of BRT down Chicago Ave connecting west side to Chicago Ave Blue line.</p> <p>Thank you for the consideration.</p>

Individual Comments

September 19, 2019	Erica Craycraft	Customize eTOD plan for each neighborhood/community	<p>I'm support this proposal. I'm an urban planner (I don't work for the city) and north side resident, and I recognize that investment in the south and west sides is the only way to improve the city as a whole. TODs create active, vibrant places and accessible employment opportunities — both of which are needed in the south/west.</p> <p>I think the "equity in procurement..." and "encourage investment..." items are critical and glad to see them included. Investment in the south/west isn't intended to make big developers richer and gentrify/displace the neighborhoods.</p> <p>I understand the benefit of design templates to streamline the process and keep costs low. I'd like to see a third item under Architecture Design/Review for some level of customization to each neighborhood. It's their TOD and they should feel like it is. Also a gentrification/displacement issue. I'm disappointed by the social media comments that complain about spending more money on the south side. They're looking for "equality" when we need "equity" and "justice".</p> <p>Thank you for taking public comments!</p>
September 19, 2020	Sheena Laird	More public transit on South and West Side	<p>Yes! Finally!! I've been wanting to move to Hyde Park or near Jackson Park but (theoretically) work downtown/Lakeview and don't own a car. It would be GREAT if the city's south and west sides were better included in our public transit system.</p>
September 20, 2020	Sonya Moore	Invest in the South side	<p>Good morning, my name is Sonya Moore and I wanted to briefly state why I feel that expanding public transportation for the south side is so important to me. I've noticed that since I've moved to the Burnside area from the Near West side 4 years ago, the accessibility of public transportation is tremendously different. When I lived west, I had access to various bus and rail lines 24 hours a day 7 days a week. But now, I find myself utilizing ride sharing way more than I would like to, which is expensive but necessary for me because I work various shifts and most times there's no buses running and the nearest train station is a mile away which is very dangerous for me as a woman to be walking to late nights and early morning. I'm sure I'm not the only person on the South side who's going through this dilemma, and I think it's detrimental for further improvement to areas on the South side that's struggling with poverty and high unemployment to have more access to public transportation so that more people can get to and from work around the city.</p>

Individual Comments

September
23, 2020

Peter Normand

Multi-issue
comment

To the E-TOD team.

I admire and support this initiative as a whole, and I do believe that the current proposed plan to reform TOD into E-TOD is going to be a benefit to the city. I am also in-favor of measuring the impacts that development, TOD, E-TOD and or the absence of development has on the local communities.

I do have a few suggestions:

1. Create as of right zoning for TOD projects that meet or exceed minimum requirements for affordable housing. This is essential in removing from Aldermen and their constituency the ability to block or stymie development that includes affordable housing in their wards. Aldermanic privilege is the redlining of our time and it needs to be stopped.
2. Be honest in reporting numbers, the report by the E-TOD work group quotes some shocking statistics but I fear that those numbers are not telling all of the story. When a neighborhoods is showing a decline in people of color please don't use just a percentage, as this can be misleading in a neighborhood that is growing in population. If the total number of people of color is unchanged, but their percentage of the population is less then that is a demographic shift but not a decrease in population. When citing demographic shift please provide the change in percentage, the change in total population, and the change in numbers of people of color. Using cherry picked statistics not only discredits the intentions of the program, but it can open up any ordinances and zoning regulations to unhelpful legal scrutiny.
3. Part of evaluating TOD impacts going forward should be a survey of commute time and commute cost of TOD project residents and workers.
4. Mandating unit size is not advisable, some developments, such as senior housing, are not intended for large families. Also in the design of buildings it is often economical to have similar sized units so as to reduce construction cost, mandating an affordable 3 or 4 bedroom unit in a building intended to be just studios makes that 4 bedroom unit much more expensive to build and raises the cost of housing for the market rate units. Mandating that a percentage of each unit type based on number of bedrooms as well as the unit's accessibility (type A versus type B) will be both equitable and not pass cost burdens onto market rate housing which can have a ripple effect on the existing housing prices in the neighborhood.
5. Where development is occurring or poised to occur please reach out to a representative sample of residents and track their health, wealth and overall well being for a period of at least 10 years, we often hear of displacement associated with gentrification being framed as a negative to existing residents but without data we simply do not have an accurate picture of the impacts new development and rising property values have on people, nor do we know what effect measures to mitigate gentrification truly have for the people who reside in communities experiencing or are about to experience new development and investment.

I look forward to seeing more transit oriented development in our city.

Individual Comments

September 23, 2020	Sarah Johnson	Expand on South and west sides	<p>Hello,</p> <p>I am writing to express support for the Chicago eTOD Policy Plan. As a non-driver who moved to Chicago specifically because of its comprehensive public transit, I first learned Chicago as a series of circles expanding outward from El stops across the city. Now, as a South Loop resident, I love being able to experience rich mixed-use areas of the city easily and cheaply from all kinds of public transit, and I especially want to support efforts to increase financial stability and cultural access for underserved populations in Chicago. The plan appears to be data driven and well-supported by thoughtful consideration, and I encourage its expansion and focus on the south and west sides -- especially since that means more opportunities to visit and support my neighbors in those areas!</p> <p>Thank you! S.</p>
October 1, 2020	Carol Maher	Multi-issue comment	<hr/> <p>Hello:</p> <p>Thank you for the time and considerable effort put forth to present the new ETOD policy and plan — quite an impressive document!</p> <p>Some feedback:</p> <ul style="list-style-type: none">- As someone who has participated in the community re: new development projects for several years, there are a couple of issues that come up consistently: traffic, parking, density. It's vitally important that these issues are addressed right up front. Coalitions need to be built within and across community groups. Facts and stats need to be shared with the community to encourage them to come along with the ETOD projects. Realize that there will always be dissenters and that rabble-rousing the troops to be against something is a lot easier than getting supporters to express their consent.- Many of these objections are racial and income dog whistles.- Love, love, love the ideas of encouraging the building owner to subsidize CTA passes (I've been trying to get the CTA to respond to me for YEARS to work on this); increased bike parking, biking and pedestrian infrastructure. These are all great ideas.- And one final thing, which I realize is not exactly transit related: would it be possible to add points for solar panels and/or electric car charging infrastructure should any parking spots be provided? <p>Thanks again for your hard work.</p>

Individual Comments

October 2, 2020	Jesse Alonzo	Against eTOD	<p>Hello,</p> <p>I attended the meeting in 2019 where the City sent “experts” on TOD development. I mentioned that I did not like this for my community. I have lived here for 41+ years now and love the diversity of the community. There are some gang problems that have developed over the last 20 years. The TOD that is proposed is not conducive for our neighborhood as the infrastructure cannot handle the influx of the development that is proposed. The experts state that there will be no cars brought into the community with the new TOD; however, that’s what they said with the St. Philippus Methodist Church that was converted to condominiums. They have taken over 36th street with their cars, between Seeley and Hoyne. Also, the condo development over on Western and Pershing has seen the residents of that building taking over the McKinley Park Fieldhouse parking lot as well as the parking spots on Pershing. I have even seen the residents park their cars over on 37th street between Western and Damen.</p> <p>I spoke to a co-worker of mine that mentioned that she waits over 30 minutes to catch to blue line train into downtown due to the massive amounts of people trying to catch the train into work on a daily basis. This is what will happen to the Orange Line on 35th and Archer, as I have to let a train or two go by due to the trains being packed with no availability of space. If you want to add TODs to this community, this will worsen the public transportation into downtown during rush hour on work days. I don’t think the City or Alderman Cardenas has taken the residents’ rights into their plan to produce more revenue for the city, which is their ultimate goal. They are not being advocates for the current residents of McKinley Park. On top of that, they want to develop some of the old Army buildings in the CMD into low income affordable housing. This will worsen the gang problem that affects the area east of Damen, as low income families are a breeding ground for gang recruitment. McKinley Park was mentioned in the Tribune as one of the neighborhoods that had the lowest income per capita in the City of Chicago.</p> <p>How did the Alderman allow a Dollar store to open up where the Unique Thrift Store used to be, on Archer and Hamilton? Originally, the mailing to residents within 100 yards were told this was going to be a Drive-thru Dunkin Donuts. These lies have to stop, as I don’t believe anything that government is telling me any longer.</p> <p>No to TODs and the development of the CMD buildings to low income housing. You are ruining our neighborhood.</p>
October 8, 2020	Fotini Kaim		<p>Hello!</p> <p>I am an urban planning senior at UIC and I was wondering if I could conduct a short interview about the TOD plan proposed. I am available all day Friday and Monday if anyone has time to answer some questions.</p> <p>Thanks,</p>
October 9, 2020	Hispanic Housing Development Coordination	Increase radius to 1/2 mile from 1/4 mile	I suggest that the radius increase to 1/2 mile from 1/4 mile apply to existing TOD thoroughfares, e.g., Western Avenue, and that development sites on either side of the street at the extreme end of the 1/2 mile radius be deemed eligible for TOD status.
October 12, 2020	Sam Naik	Bike parking spots	I think one helpful addition would be to allow bike parking spots to count towards the overall parking requirement (if there is one).

Individual Comments

October 15, 2020 Gina Ferenzi

Good morning,

Please reconsider imposing maximum allowed parking in new developments or allowing a ratio of less than 50% parking to units. It is already so difficult to find parking and many drivers are finding their cars vandalized, stolen, or with their catalytic converters stolen when they DO park on the street. Unbundling parking, yes, that seems a great way to ensure housing remains affordable, but please continue to require adequate parking for new developments.

- 1.) If proximity to transit reduced the need for cars, we would see a greater availability of street parking. As it is, all the neighborhoods around the trains are lined with cars.
- 2.) I live in a condo building 2 blocks from the brown line. There are 28 units with 28 parking spots, all in use. Several people here have vehicles for their work--catering delivery, contractor, etc. Others have a family vehicle (many here have kids, up to 4, hard to handle that many small kids on a train). This goes to show transit proximity doesn't mean there isn't a need for a vehicle.
- 3.) There are several proposed developments in Albany Park that have upwards of 50 units (one only 12, including parking for the businesses on the ground level). Each of these would have at least one adult, often 2, and it seems highly unlikely that only a handful would have cars. This sort of parking-to-unit ratios lead to people having to park on already over-crowded streets and increase congestion as they circle looking for a spot. If even half the residents of these 50-unit buildings have a car, 25 extra cars are added to an already bad situation.
- 4.) Often, while one member of a household relies on transit, the other may not. For 9 years, my husband relied on the train, but I commuted by car to my job which was not easily accessible by transit, and had to fight for street-parking.
- 5.) Families with children often rely on a car, and the current lack of street parking throughout the city leaves many to walk several blocks with small children, or small children and the groceries.
- 6.) There is very little parking for people who come to our neighborhoods to visit or shop. By erecting large housing developments without parking, the residents, who are as likely as not to have cars, will be parking on the street, further reducing parking availability for residents and consumers.

Individual Comments

October 16,
2020

The
Community
Builders

Make plan car
friendly

TCB Chicago has been working to help the City provide better neighborhoods for people of all incomes for over 20 years. We are leading the development of, perhaps, Chicago's largest current mixed-income transit oriented development, Southbridge. We are encouraged and inspired by the City's efforts to advance thoughtful ETOD throughout Chicago now and consistently over the coming decades. Our suggestions for improving ETOD policy are below. If we can be of any more help in creating, implementing and refining this important public policy, please don't hesitate to contact us.

TCB CHICAGO SUGGESTIONS FOR E-TOD POLICIES:

Revitalizing, Transitioning and Opportunity TOD: More strongly delineate TOD policy and priorities by neighborhood category, exactly as DOH's most recent QAP did: Revitalizing (Underinvested), Transitioning (Gentrifying), and Opportunity (Unaffordable). Then, organize specific recommendations for TOD in these types of neighborhoods. (i.e. different tools to address different issues) Every TOD zone needs its own place-based approach. However, there are certain TOD tools that can be comprehensively established and refined for those 3 neighborhood types: Revitalizing, Transitioning, and Opportunity.

Include Developers and Property Owners on the Working Group (to figure out how to best influence them): The ETOD Working Group appears to have nearly no market rate developers or larger property owners, yet a primary goal is to influence these groups. The Working Group needs to include and/or somehow formerly, intensely work with a sufficient number of real estate developers and owners in all relevant property classes: rental, for-sale, commercial, civic, affordable, etc. For example, this would be particularly helpful to determine which "as of right" ETOD policies would best incentivize developers in under-invested communities. (Page 24) As noted, very little market rate TOD is occurring in South and West side communities. TOD market developers must be brought in upfront to arrive at a solution.

Buses: It was a wonderful step forward in 2019 to amend the TOD ordinance to include high-frequency bus corridors. And, we appreciate that ETOD policy now recommends "high performing bus service". However, please consider emphasizing and detailing more strongly the need for major investments in better, faster bus service, particularly in the many Chicago neighborhoods not sufficiently served by CTA train.

Taxes: Use more and stronger tax benefits in ETOD zones: Strengthen homeowner exemptions to help preserve 2-4 unit. Also create tax exemptions for any owner preserving 2-4 units buildings near TOD. Attract developers to underinvested TOD zones with significant, but temporary, RE tax exemptions for desired TOD developments.

Stronger Fines: Impose higher fines for dilapidated properties and code violations in ETOD zones.

Finance local and supportive business: Clearly incentivize for leasing to small local businesses and supportive services (daycare, healthcare, etc.) in TOD zones. Funding should be more clearly directed and communicated for this effort. Mixed-used development can be particularly structured to help achieve this goal.

Consider prioritizing redeveloping CHA Transformation sites near bus and train transit. (Full disclosure: TCB is developing such a site at Southbridge.)

Page 10: Housing (and QAP and other DOH funding)

Yes, preserve 2-4 unit building. We suggest by restricting de-converting/de-densifying within a ½ mile in "transitioning" and "opportunity areas".

City financing and state financing does not sufficiently and consistently incentivize larger and family-oriented units. That must change.

Moderate-income households are being pushed out of TOD zones, which greatly exacerbates segregation in Chicago. Moreover, the City will get more support if ETOD prioritizes up to 80% AMI incomes. Therefore, change "Modify the City's Qualified Allocation Plan (QAP) to include preference for building affordable housing in TOD zones, especially for very low-income residents." to "for building affordable housing in TOD zones for very-low, low and moderate income."

Acquisition funding is needed for affordable TOD. Currently, the cost of land is THE major deterrent. Yet, there is no perm funding

Individual Comments

regularly used that specifically helps to address this issue. In fact, high acquisition costs are often indirectly penalized in securing affordable housing financing. It is well understood that TOD sites generally cost more to acquire. Therefore, more perm funding (not just temporary acquisition loans) are needed if the City wants to significantly advance ETOD.

QAP should have clear “scoring” and/or “set-aside” for TOD. Other funds should also clearly and consistently prioritize affordable TOD, as well as other important elements (small and supportive businesses, infrastructure, etc.)

Family-oriented TOD should be an identified priority... this includes larger units, but it’s more than just that:

As noted ARO units being mostly 1 bedroom and studios is a huge problem. Large and more family-oriented development and public infrastructure is essential.

½ miles TOD zone is particularly important for Family-oriented TOD. For example, Family-oriented TOD may not be best suited “next” to a busy train station, but within at least ½ mile on slower parts of a corridor or on nearby residential blocks.

Family oriented TOD is related to preserving 2-4 flats, but it’s support developers to create new family size and oriented housing.

Family oriented TOD have different design needs than 1 bedroom and studio units. So, any design requirements must capture this fact.

Don’t demonize cars... but emphasize multimodal, car sharing. Families need more help getting to grocery, healthcare, school, etc. And buses and trains often don’t always suffice. So allowing for a balance between cars and public transit to improve lives for families.

We need family friendlier trains and train stations, and buses and bus stops, sidewalk, TOD zones, etc.

Make Family TOD about families of all incomes, but then explain and address the need to focus on very low to moderate income families: to help build a larger and, frankly, more strongly resourced coalition of E-TOD advocates.

Page 9. Under Architecture Design/Review Recommendation: Be careful not to overburden projects with too many requirements... focus on what really matters. Really need both parts of Architecture Design/Review recommendation... i.e. truly and consistently streamlined review must be a priority. Without a streamlined approach ETOD won’t happen very often.

Page 8 and 9: Zoning & Land Use + Parking recommendation.

We commend the approach to emphasize multi-modal being the goal. Don’t overly demonize cars. It will counterproductively impeded ETOD implementation. A public campaign shouldn’t imply cars are evil, but rather we need lots of way to move affordably and efficiently. And these additional methods for moving will lead to better quality of life, health, and experiences for residents in every Chicago neighborhood.

Thank you again for advancing this important effort. It will change Chicago neighborhoods for the better, help millions of people, and create a more equitable Chicago. If we can be of more help, please don’t hesitate to reach out.

October 15, 2020	Elevated	Stronger green building considerations	<p>Stronger green building considerations, especially as it relates to reducing energy costs in TOD – suggestion to reach out to elevate Energy to p[rovide further feedback on this</p> <p>Ensure that policy and pilots represent an alternative to aldermanic prerogative-driven projects (i.e. strong community engagement and transparency)</p> <p>Strengthen value capture for TOD and megadevelopments, esp. transit TIFs and consider the value to also pay for transit operations, not just capital</p>
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We may see some formal comments coming from some of these groups, which included Civic Committee, MPC, CNT, ELPC, ATA, SUMC, High Speed Rail., Union of Concerned Scientists

Individual Comments

October 18,
2020

Andy Daglas

Multi-issue
comment

"Hello all -

I am very encouraged by the ETOD Policy Plan. I'm pleased to see that it emphasizes racial, economic, and environmental justice and centralizes community involvement. Here are my suggestions (some of which may be an order of detail lower than this plan's focus):

- Require or incentivize green infrastructure rather than asphalt for roads and other surfaces in ETOD developments. Green infrastructure better manages water runoff and heat absorption, among other environmental benefits. Asphalt can also bring the toxic hazard of coal tar-based sealants. Furthermore, one of the City's asphalt suppliers, MAT Asphalt, has been committing environmental injustice in McKinley Park.
- Ensure that ETOD developments include an ample tree canopy, which offers substantial health, environmental, and quality-of-life benefits.
- Where parking is necessary, consider set-asides for electric vehicles exceeding even the newly passed City requirements, and/or subsidizing/incentivizing EV infrastructure such as charging stations (whether public or within private developments).
- Encourage greater integration among the CTA and other regional transit networks, such as Cook County's Fair Transit South Cook project.
- A tool to help promote community awareness and input (for ETOD and citywide) could be a webpage that lists all projects, proposals, ordinances, etc., currently open to public comment, including the deadline dates and links to detailed descriptions and contact information.
- One thing I found confusing was Figure 3 on page 9 -- it wasn't clear to me what all the data meant or how it connected. Perhaps it could be split into two or more infographics in future communications? (The table in particular threw me -- it shows equal or higher figures for CTA stations without TOD activity compared to those with, and shows a fluctuation of higher and lower figures when comparing Metra stations. This seems hard to square with the statement of new-business growth, but I may be misreading the table.)

Thank you to everyone who prepared this document and is working on this plan. I hope it will achieve its goals of greater equity and prosperity in Chicago.

Best,"

Individual Comments

October 14,
2020

3e. Studio LLC

Multi-issue
comment

Hello!

Congratulation on all of the work completed to advance eTOD in the City. Below are just a few recommendations for the ETOD policy plan that come to mind.

Priority 1 - Build the City's Capacity to support eTOD

Implementation and Coordination- Include securing/aligning internal and external resources as a core role for the eTOD full time person for the City.

Priority 2 - Make eTOD required, easier, and more equitable

Ensure, encourage, and prioritize eTOD developments by local residents, local organizations and/or people of color.

Priority 3- Embed eTOD into Chicago's Citywide Plan

Ensure equity is a fundamental pillar to all aspects of the plan

Ensure diversity within the leadership of the team leading the creation of the plan to reflect the City's ethnic and racial diversity.

Representation of people in various geographic areas is also highly recommended.

Ensure an equitable, genuine, and community involved process to develop the City-Wide plan.

Thank you again!

October 20,
2020

Metra

Looking
forward to
partnership

Metra appreciates the opportunity to review Chicago's first ever Equitable Transit-Oriented Development (eTOD) Policy Plan. We share a commitment to supporting equitable development in areas around transit stations in Chicago. We look forward to continuing to work with the City and other stakeholders in furthering the recommendations of this plan, especially in areas where the City of Chicago and other stakeholders can leverage funding to support these efforts. Together our collaborative efforts can help to further the collective goals identified in this plan.

Individual Comments

October 20, 2020	Chicago Metropolitan Agency for Planning	Sidewalk database	<p>Hello,</p> <p>The Chicago Metropolitan Agency for Planning (CMAP) released a short video about our new sidewalk database that can help communities in the region identify sidewalk gaps and prioritize future improvements. The video should interest your audiences.</p> <p>As a vital partner in advancing walkable communities, please share our video on your social media accounts. Our Communications Team has developed a toolkit (attached) to simplify that promotion. Thank you in advance for your assistance. Please let me know if you have any questions.</p> <p>Thank you!</p>
October 22, 2020	Regional Transportation Authority		<p>I read the draft eTOD policy plan and feel the City did a really nice job coordinating with various agencies in the development of the plan and writing a policy that is actionable and achievable.</p> <p>I took some notes as I read-through and they are attached.</p> <p>Let me know if you have any questions.</p>
October 22, 2020	Environmental Law and Policy Center	Focus on climate change and low income residents	<p>On behalf of the Environmental Law and Policy Center, I am writing to support the Equitable Transit-Oriented Development Policy Plan produced by the City of Chicago.</p> <p>We heartily endorse Mayor Lightfoot’s comments on page 2 of the document: “Every Chicagoan, no matter what side of the City they reside on, should have access to both our world-class transportation system and the recreational, housing, and environmental benefits that come with it.” This proposed plan goes a long way toward making that possible.</p> <p>Transportation is now the largest source of climate change pollution. While investments in public transit and a transition to electric vehicles can help, we need to address the root cause by putting housing and jobs in transit accessible locations. This plan provides the necessary policy framework for that to occur.</p> <p>Moreover, we need to ensure that the benefits of transit oriented development accrue to those who need it most: lower income residents for whom the lack of transit access can mean lack of employment opportunities. These people are disproportionately people of color. Heretofore, transit oriented development has occurred almost exclusively in whiter, more affluent portions of the city. The Equity overlay provided by this policy is therefore a much needed addition.</p> <p>We look forward to watching this plan help Chicago become cleaner, more livable, and more equitable.</p>
October 23, 2020	HNTB Corporation		<p>Dear Mayor’s Office, et al,</p> <p>On behalf HNTB Corporation, I’ve attached the comments for the City of Chicago Oriented Transit-Oriented Development (ETOD) Policy Plan.</p> <p>Please feel free to contact HNTB Corporation at (312) 930-9119, Kristi Lafleur, Senior Vice President at klafleur@hntb.com if you should need additional information.</p>

Individual Comments

October 25,
2020

Jane Yang

Family sized
housing units

Hello,

I'm a resident of the 46th Ward near the redeveloped Wilson station. Thank you for putting together the city's eTOD policy plan. Overall, it's heartening to see a focus on equity as the city considers its infrastructure, neighborhoods, and overall planning. I particularly support the callout to avoid displacement by preserving existing multi-family housing units.

As the city moves forward on a more equitable path of development, I hope it also considers these factors:

The need for family-sized housing developments near transit centers — especially intergenerational family units

The role of TIF financing, which historically has also disproportionately gone to downtown and the north side

The tension between individual property value and community value. As a society, we need to focus more on the latter and address that head-on through policies that prioritize community assets and safety nets over individual developer assets.

Individual Comments

October 26, 2020	Trina Jones	Clean up neighborhoods : More trashcans	<p>Good morning Mayor Lightfoot,</p> <p>RE: eTOD Policy Plan for Public Comment</p> <p>Clean-up trash and maintain cleanliness of the railroad embankment from 103rd Street to 95th & Cottage Grove Avenue I moved back to Chicago almost ten years ago, and I have had to look at this atrocious mess everyday as I travel! The weeds are extremely over-grown with trash embedded in the weeds, especially in front of the bus stops. A trash can needs to be placed at 103rd & Cottage Grove on the northwest corner for people to discard their empty containers as they cross the street or wait for a bus. As a matter of fact, all bus stops on the south side of Chicago should have a trash can, just as they are on the north side of the city and downtown.</p> <p>The bus stop at 101st & Cottage Grove needs a concrete slab under the bus shed so that travelers do not have to wait for the bus in the dirt and mud.</p> <p>Clean-up trash and maintain cleanliness of the viaduct at 100th Street & Cottage Grove Avenue Everyday, the viaduct at 100th & Cottage Grove is littered with trash, just as if a family is living under there. Where's Streets & Sans??? The senior citizens in Rosemoor try so hard to keep that area clean and beautiful with flowers and seasonal decorations, but their good deeds go unappreciated, and there's only so much these good taxpayers can do.</p> <p>Clean-up trash and maintain cleanliness of the 99th Street & Michigan Avenue On-ramp to the Dan Ryan Expressway Mayor Lightfoot, I want to express how embarrassing it is for me and others that I know to have friends and family visit the City of Chicago. I can't even brag about what a great City this is because I'm ashamed at what they see when they get here, outside of my house and in my community! No matter how many times I call 311, it seems to never be enough to signal to someone that there's a challenge with keeping our area clean. I have not seen a Streets & Sanitation vehicle in this area in eight years, besides driving through.... very fast!</p> <p>Clean up, construct and extend sidewalk on the north side of 103rd Street, East of George Henry Corliss High School to [CCC] Olive Harvey College</p> <p>Olive Harvey is a jewel in the Pullman neighborhood. I would like to suggest to you, Mayor and the leadership at the college to envision and showcase for our children matriculation from grammar school to high school to college. Plenty of our children must walk to and from school in order to obtain an education; however, while doing so they should be able to enjoy the surroundings of their neighborhood. Each day that I see students walking (trudging on rainy/snowy days) through the dirt, grass, and rocks that litter the unmaintained dirt walkway and curbs as they cautiously try to avoid oncoming traffic, I know that we can do a better job for them. The median has to be more than 50 years old, is crumpled, filled with weeds, broken glass bottles and trash. BTW, the City of Chicago Vehicle Maintenance Facility sits right in between Corliss High School and Olive Harvey College.</p> <p>I/we are not asking for a lot, just to enjoy a good quality of life. I heard about the eTOD Program on WVON this morning and thought it would be a great opportunity to reach out. The small improvements mentioned above would mean the world to the citizens of the Pullman and Rosemoor. If you have any questions, or would like to follow-up with me, I would appreciate a response.</p> <p>Sincerely,</p>
October 26, 2020	Trina Jones	Gas stations	<p>Dear Mayor,</p> <p>I just remembered, not sure how it didn't cross my mind before, but you will not believe THIS.... we DO NOT have one (1) gas station from 103rd Street & Cottage Grove (east or west) until you get to 99th & Halsted Avenue, where we can put AIR in our tires! This goes to show what the owners of those establishments think of the residents in the area. Please help... this type of service should be mandatory!!</p>
October 26, 2020	John P. Jones		<p>Please review and submit as one of three comments to the 2020 draft ETOD report.</p>

Individual Comments

October 27,
2020

Alice Phillips

Investments in
Roseland
Heights

I am a member of the Roseland Heights Community Association. I suggest the following.

1. I suggest that we build a swimming pool on 98th & Prairie with a free parking lot. It would be where the old Shedd School is. Inside the building could be juice bars and smoothie stations. A swimming membership could be a nominal fee per year. (Healthy Chicago 2025)
2. A coffee and doughnut shop would be nice on the northeast corner of 95th and State with a parking lot. (Wealth Building)
3. An art gallery for local amateur artists would be nice. They could have art shows, sell their art for nominal prices until they famous.(Elevated Chicago)
4. I would like to see a House of Recording Studios for local singers and musicians can (for a nominal fee) rent studios in a local building and record music under. There needs to be security and a couple of IT personnel. Rules of usage must be clear and approved. (Elevated Chicago)

Individual Comments

October 27,
2020

Michael La
Fargue

Multi-issue
comment

COMMENTS FOR THE eTOD DRAFT POLICY PLAN

1. Advocate for area community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.)
2. Require the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. (Users and neighbors state the 280-million-dollar station is regularly a filthy mess.) and demands CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness. This includes.
 - a.) Regular daily cleaning,
 - b.) Weekly interior and exterior concrete surface power washing.
 - c.) Daily interior and parkway litter removal.
3. Require all Red Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces and interior and parkway litter removal.
4. Establish flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in (Chicago Police Department (CPD) anti-loitering agreements etc. (local community spend and jobs0
5. Improve Metra stations as the 95th Street at Cottage Grove Station improves/rehab is occurring at (University Village 95/Chicago State University) – Rehab with parking and passenger (Kiss and Ride) station drop offs where possible.
6. Community Agreed eTOD area branding and funding assistance. For example, the 95th Street Corridor between the CTA Station neighborhoods agree to Branding the Area “University Village 95”. (Themed Signage, Street Scaping, and sidewalks, a carillon Bell Tower sound system for CSU. Safety Kiosks.)
7. Attract business and development and Chicago Park investments to the 95th Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

Individual Comments

October 27,
2020

Sustainable
Englewood
Initiatives

Multi-issue
comment

Good morning,

My name is John Paul Jones with Sustainable Englewood Initiatives, not for profit advocacy group focused on environmental and transportation matters.

We are very supportive of Chicago's newest ordinance to address past public inequities associated with transportation infrastructure and urban planning known as Equitable Transit Oriented Development.

Since 1985, the Englewood community has been uniquely engaged in transit programming following the lead of the late great Mayor Harold Washington administration that created a TOD plan for the Historic 63rd and Racine Green line station (1985).

Despite the city's intergovernmental action to shift its TOD plans away from the Southside to instead the Edgewater District under the leadership of Former CTA President Robert Belcaster, we never loss hope. The Lord had it that an Englewood stakeholder, the late great James Soens, was present at a closed door session held in Mid 1991 at the Museum of Science and Industry to shutdown public rail-lines from Roosevelt Road to 159th Street under the leadership of the Regional Transit Authority (RTA). In response, Englewood led the Southside/Westside organizing campaign, finance through the Neighborhood Capital Budget Group to reverse FY 1991-92 intergovernmental decisionmaking.

As part of the community's quest to redress public transit inequities, the South and Westside combined efforts to win the reconstruction of the CTA'S Green line. In 1993 through 1996, the CTA reinvested \$400 million toward the reconstruction, followed by the reconstruction of the Blueline \$300 million. This massive release of public capital spending allowed for Chicago to apply for the Federal Empowerment Zone (\$100 million) program (NCGB and its Transit Task Force developed the application) on the strategy that we would advance Transit Oriented Development concepts along the Green and Blue lines in order to leverage private reinvestment in low income communities.

Well again, intergovernmental units reprogrammed the fund away from economic development to social programming. They abandoned TOD! Soon after, they closed all three of the CTA's Green line historic stations (Lake/Homan, 63rd Racine and the 55th st.).

The Federal Transit Authority (FTA) supported our public outcry and threatened to penalize CTA, if and when, the historic stations were removed. Of the original 29 Green line stations, 6 were closed on the Southside. The historic Lake/Homan station was later restored and relocated to Lake/ Central Park.

In the Mid to late 90s, the Center for Neighborhood Technology (CNT) led efforts to reverse the city's action to again revisit TOD concepts through a conceptual project at Lake/Pulaski working with Bethel New Life. The city soon applied for two Federal Congestion Mitigation and Air Quality (CMAQ) grants.

Both Lake/Pulaski and 55th Green line was awarded \$5 million each for TOD concepts. In both cases, the Federal grants were reprogrammed to other stations.

Furthermore, in the late 90s, CMAQ dollars for the Englewood Metra station at 63rd and Wallace was held and reprogrammed in FY 2018 to the 79th and Wallace station.

For over 20 years, METRA set on the grant!

Individual Comments

Despite it all, we stood prepared to use TOD concepts at 63rd and Halsted. In the late 90s, the Lord placed Wayne Watson, resident of Englewood, over the City Colleges of Chicago, who took the Initiative to relocate Kennedy King College from 69th and Wentworth Av. (now the Garbage Transfer facility for the North Branch neighborhood) to the 63rd and Halsted Street intersection. This action, enabled our community to revisit our retail options (Greater Englewood Community and Family Task Force had to hire a lawyer to combat the city's first plan for the Mall, resulting to its current land use plan - Thanks goes to Arnold Randall) and consider higher residential density in the Heart of Englewood.

In the 2000s, the Far South region, led by Developing Communities Project and its Redline Coalition called for massive capital reinvestment to extend the Redline further south from 95th to 130th. Federal and City officials responded by dispatching three (3) special staffers from President Obama office and Mayor Raul Emanuel appointing a new CDOT Commissioner from San Francisco to direct Chicago's Federal dollars.

Ironically, transit officials prioritized reprogramming Federal dollars by rebuilding the Redline North and Purple lines using the Billions originally designated for the Redline South and its Extension study/design. Later CTA did revisit the Southside request, thereby dedicated funds Build a new 95th Street Station totaling \$290 million. Furthermore, CTA dedicated local funds to improve rail stations along the South Redline.

To this end, we support the new approach for Equitable Transit Oriented Development. Because the current ordinance, shafted the Black community of Transit riders and stakeholders eager to witness equitable development South of Roosevelt Road.

In conclusion, we wish to recommend the following additions to the Draft 2020 ETOD report.

- 1) Expand the list of ETOD Task Force participants to include Englewood and Far South side Redline Extension Advocates. These communities, despite the high level disrespect, carried the ball for Chicago regarding Transit access and infrastructure. Currently, these communities are not represented.
- 2) Add the 95th Street Redline Station Design to the Front cover page of the report to formally recognize its presence. This will help city planners remember the 95th station.
- 3) Include METRA to your ETOD Intergovernmental Task Group. METRA can add significant value to the work for they have a ready crew, that's eager to participate. In addition, the Mayor appoints members to its Board and can leverage grants beyond City hall and CTA.
- 4) Include a rendering of the Redline Extension Project along with a brief update on its Environmental Impact Study.
- 5) Include in the report a list of possible funding sources to advance ETOD in Chicago communities. Largely, local and Federal programs. This includes a Linked Development Agreement with the Southwest and Far South region, deriving from both the 78 Project Site and the North Branch district. No doubt about it, these two districts abused their political power and took captive the Southside.
- 6) Support an attached ordinance calling for an annual report of ETOD before the Chicago Plan Commission (CPC). When ever possible, the CPC must support and advance ETOD.

Individual Comments

7) Support local efforts to repurpose ETOD potentials for both the 63rd Racine and 55th Greenline Historic Stations.

Thank you for this opportunity to share our recommendations.

October 27, 2020	Marcia Shannon-Jones	Multi-issue comment	<p>Greetings</p> <p>As business owners on the 95th St corridor for over 50 years, we are so excited to see this long overdo development exploration and implementation around the CTA Redline and beyond.</p> <p>We need and deserve the following:</p> <p>Fresh food, medical, pharmacy, and basic need service options so we don't have to support the revenues of other communities such as Beverly and Oak Lawn. That money can be reinvested in our neighborhoods. We deserve what they already have.</p> <p>A welcome and resource center sharing information from jobs and skills training to how to safely navigate and explore the beautiful Southside of Chicago.</p> <p>Litter enforcement as we see people exiting the Dan Ryan and coming from the west on 95th Street emptying the garbage from their vehicles throughout our neighborhood after making fast food purchases in other areas.</p> <p>We need to brand our area as a " College Town" as we have Chicago State University amongst us and there should be all types of services available for students like housing, resturants, office supplies as seen on northside college campuses.</p> <p>We have stable home ownership and high demand rental apartments throughout our area. We need developers with vision and leaders to guide them in our location. The property owned by CTA east of the Redline would we a great start!</p> <p>Thank you for taking the time to read and consider our opinions.</p>
October 27, 2020	Red Line Extension Coalition		<p>Attached is a portion of the Red Line Extension Coalition's information on the Branding of the 95th Street Corridor.</p> <p>For refined branding concepts for the 95th Street Corridor please contact Clevan Tucker president of the Roseland Heights Community Association.</p> <p>For refined information on community wants and expectations for a "Good Business Neighbor" (Developer and Businesses) and the development or the 95th Street CTA Staging Area please contact Sharon Pincham, president of the West Chesterfield Community Association.</p>
October 28, 2020	Alice hj	Food/ deserts	<p>It's well understood that we live in a food desert on 95th St. However, there's another desert; it's a Health desert. we have no public or emergency health facilities from 95th St. and Halsted all the way to 95th St and Cottage Grove.</p> <p>This situation cannot be tolerated and you need to certainly begin to relieve our community of his health desert.</p>

Individual Comments

October 28,
2020

Clevan Tucker
Jr.

Multi-issue
comment

I Advocate reviewing Community Agreed eTOD area branding and funding assistance. For example, the Area in the 95th Street Corridor between the CTA Station and King Dr. by surrounding neighborhoods has, by agreement and vote, been branded “University Village 95”, also themed Signage, Streetscaping, sidewalks, and safety Kiosks with cameras, attracting business and development with Chicago incentives have been proposed, planned and approved by the community.

Improve Metra stations at the 95th Street Cottage Grove Station while improvements & rehab is occurring at Chicago State University with the University Village 95 plan and a plan for a carillon Bell Tower sound system for CSU. It is proposed that this Metra station be rehabbed with parking and passenger (Kiss and Ride) station drop-offs where possible

I request community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four new (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.) and I require that the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. The 95th Street station is regularly not clean. I propose CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness to include: a) Regular daily cleaning, b) Weekly interior and exterior concrete surface power washing and c) Daily interior and parkway litter removal.

I request that all Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces, and interior and parkway litter removal.

I propose establishing a flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).

Individual Comments

October 28,
2020

Michelle
Thompson

Multi-issue
comment

GREATER ROSELAND SUGGESTED COMMENTS FOR THE eTOD POLICY PLAN

1. Advocate for area community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.)
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5. Improve Metra stations as the 95th Street at Cottage Grove Station improves/rehab is occurring at (University Village 95/Chicago State University) – Rehab with parking and passenger (Kiss and Ride) station drop offs where possible.
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7. Attract business and development and Chicago Park investments to the 95th Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

Individual Comments

October 29, 2020	Colleen Vaughn	Multi-issue comment	<p>SUGGESTED GREATER ROSELAND COMMENTS FOR THE eTOD POLICY PLAN 1. Advocate for area community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.) 2. Require the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. (Users and neighbors state the 280-million-dollar station is regularly a filthy mess.) and demands CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness. This includes. a.) Regular daily cleaning; b.) Weekly interior and exterior concrete surface power washing; and c.) Daily interior and parkway litter removal. 3. Require ALL Red Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces and interior and parkway litter removal. 4. Establish flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in (Chicago Police Department (CPD) anti-loitering agreements etc. (local community spend and jobs. 5. Improve Metra stations as the 95th Street at Cottage Grove Station improves/rehab is occurring at (University Village 95/Chicago State University) – Rehab with parking and passenger (Kiss and Ride) station drop offs where possible. 6. Community Developed eTOD area branding and funding assistance. For example, the 95th Street Corridor between the CTA Station neighborhoods agree to Branding the Area “University Village 95”. (Themed Signage, Street Scaping, and sidewalks, a carillon Bell Tower sound system for CSU. Safety Kiosks.) 7. Attract business and development and Chicago Park investments to the 95th Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.</p>
October 29, 2020	Swasti Shah		<p>Please see attached ULI Chicago’s comments on the draft ETOD Policy Plan.</p>

Individual Comments

October 29,
2020

Nootan
Bharani

Multi-issue
comment

Hello!

Sending comments in regards to the ETOD ordinance draft.

Thank you!

Along with the idea itself, one of the biggest strengths lies in Strategic Priority #1 – acknowledging and pledging (in a way) an increase of City’s capacity and building in the ability to add to the work over time. Strategic Priority #1 embraces the need for change over time, a nod towards an ever-so-slight (at least this!) nimbleness.

Housing is a focus around Transit - makes sense as the greater density of folks in a neighborhood is needed to support small businesses. Is there a way that the development focus can shift to business and supporting economic growth of areas after a base of housing is established?

The ordinance could be stronger in identifying an expansion of transit. The build-up in capacity for this could be addressed in Strategic Priority #1. The ordinance assumes that people do not want to have cars, that cars are a burden. But on the South and West Sides, much more transit infrastructure is needed to get to a tipping point of no longer needing or wanting cars.

There is discussion of “last-mile” accessibility in Strategic Priority #2 (bike share, e-scooters) but for largely transit-under-served South and West Sides, I’m concerned about the ordinance celebrating and providing for the micro-mobility, but then criticize certain parts of the city as these could be of limited utility in areas where major public-transit-arteries are few and far between. Concern that there is not enough “main-branches” of the transit web on the South and West Sides for “bridging” to be effective.

The only area calling out an inclusion of arts and culture is within Architecture and Design review, part of Strategic Priority #2. This should be a given prerequisite for Architecture and Design. The ordinance does not do enough to require or even incentivize Culture Keeping in the built environment. A starting point could be a requirement for public art in public space, and an inclusion of neighborhood-driven art engagement processes for inclusion in new development processes.

The ordinance stresses housing – which will help to move the needle toward equity, and addresses a base. The ordinance does not address or incentivize small business and home-grown, local economic drive. This leaves out a middle-class of folks that may be a bit more housing-secure, but are still on a cusp of economic self-determination and security. This could be addressed as part of the make-up of leases for commercial real-estate, similar to the way MBE is part of mandates to create developments.

Individual Comments

October 29,
2020

Linda Lacey

Multi-issue
comment

I Advocate reviewing Community Agreed eTOD area branding and funding assistance. For example, the Area in the 95th Street Corridor between the CTA Station and King Dr. by surrounding neighborhoods has, by agreement and vote, been branded “University Village 95”, also themed Signage, Streetscaping, sidewalks, and safety Kiosks with cameras, attracting business and development with Chicago incentives have been proposed, planned and approved by the community.

Improve Metra stations at the 95th Street Cottage Grove Station while improvements & rehab is occurring at Chicago State University with the University Village 95 plan and a plan for a carillon Bell Tower sound system for CSU. It is proposed that this Metra station be rehabbed with parking and passenger (Kiss and Ride) station drop-offs where possible

I request community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four new (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.) and I require that the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. The 95th Street station is regularly not clean. I propose CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness to include: a) Regular daily cleaning, b) Weekly interior and exterior concrete surface power washing and c) Daily interior and parkway litter removal.

I request that all Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces, and interior and parkway litter removal.

I propose establishing a flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).

Individual Comments

October 29,
2020

Dr. L. Truss

Multi-issue
comment

GREATER ROSELAND COMMUNITY

PUBLIC COMMENTS FOR THE eTOD POLICY PLAN

(as of Thursday, October 29, 2020)

1. Advocate for area community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations).

2. Require the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. Users and neighbors state that the 280-million-dollar station lacks regular maintenance upkeep. And, it seems apparent that CTA has been negligent to establish and uphold Standard Operating Procedures (SOPs) addressing the station and parkway cleanliness. This includes:
 - a) Regular daily cleaning,
 - b) Weekly interior and exterior concrete surface power washing.
 - c) Daily interior and parkway litter removal.

3. Require all Red Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP's) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces and interior and parkway litter removal.

4. Establish flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job's, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).

5. Improve Metra stations as the 95th Street at Cottage Grove Station improves/rehab is occurring at (University Village 95/Chicago State University) – Rehab with parking, and designated reserved passenger station drop offs.

Individual Comments

6. Community Agreed eTOD area branding and funding assistance. For example, the 95th Street Corridor between the CTA Station neighborhoods agree to Branding the Area “University Village 95”, such as: Themed Signage, Streetscaping, and sidewalks, a carillon Bell Tower sound system for Chicago State University (CSU) Safety Kiosks.

7. Attract business and development and Chicago Park investments to the 95th Street and Red Line Extension Project areas via TIF, TOD Designated Area and other incentives.

October 29,
2020

I PROMOTE IL

Good Morning,

Please see attached for a letter in support of the Equitable Transit-Oriented Development (eTOD) Policy Plan, from the I PROMOTE-IL project and the Illinois Maternal Health Task Force.

Any questions you have can be directed to Dr. Stacie Geller at sgeller@uic.edu.

Thank you,

October 29,
2020

Neighborhood
Housing
Services of
Chicago

Good afternoon,

Attached is a public comment from Neighborhood Housing Services of Chicago on the ETOD Policy Plan draft. We appreciate the opportunity to comment on the plan draft and look forward to seeing the final plan. Thank you for your time and consideration.

Best,
Jane Doyle

Individual Comments

October 29,
2020

Kelly Aves

Walkability and
green spaces

Hello,

My name is Kelly Aves and I am a second-year Masters student at the Harris School of Public Policy, University of Chicago. I am writing in support of the Equitable Transit-Oriented Development (eTOD) Policy Plan. Below, I respectfully provide ideas to improve this much-needed plan.

Additional things to consider:

Provide additional safeguards against increases in housing prices in the ETOD plan itself: relying on outside, additional ordinances (Affordable Requirements ordinance) may lead to suboptimal conditions if not passed with key protection language.

Required minimum inclusion of green spaces and trees in development plans. Areas that are targets for ETOD projects are lacking green spaces and trees in their neighborhoods. Plants and green spaces increase an area's value and a resident's sense of worth. Walkability is a key aspect of ETOD, and plants and green spaces make environments more welcoming and pleasant, encouraging residents to walk and enjoy public spaces.

Consider integrating the EPA's Environmental Justice community mapping and metrics as an aspect of the ETOD Scorecard in deciding the priority for future projects. This metric makes clear the communities that have been disproportionately affected by environmental and industrial harms, often congruous with communities that are under invested in economically and suffering from extractive development.

Emphasize sustainable building practices, such as LEED. Healthy communities start with healthy buildings.

Thank you for reading my comment and taking my suggestions into consideration.

Warmly,

October 29,
2020

Steven Lucy

Bike lanes

Hello,

While most of the ETOD conversation centers around buses and trains, I would like to advocate for city standards that require curb- or bollard-protected bike lanes in these developments. Bike lanes that are only protected by a painted line are no good.

The bike lanes need to be integrated into intersection design -- no "mixing zones". They should be painted solid green across the whole intersection and protected by curb until the last possible moment. Only by making people feel safe in bike lanes will we attract more users and normalize biking for transportation.

Bikes are cheap, and expand the area serviced by a transit stop significantly. Even if you can't afford to live within 1/4 mile of a transit stop, perhaps you can afford to live 1/2 or 1 mile away -- no time at all on a bike.

The way to racial equity in this city is through ETOD developments that don't center the private automobile and promote public transit, walking, and biking. We already have sidewalks, we need protected bike lanes.

Individual Comments

October 29,
2020

Lois White

Here is my signed response attached to this email.

October 29,
2020

Elevate Energy

Multi-issue
comment

To whom it may concern,

Please see the following comments on the eTOD Policy Plan. Thank you for the opportunity to share input.

To achieve resiliency incorporate energy efficiency and renewable energy into any new TOD project design.
Include energy efficiency wherever housing affordability is mentioned as this affects affordability and climate resiliency.
Include representatives of Environmental Justice (EJ) communities in engagement.
Invite Environmental Justice organizations to the eTOD Work Group, or recognizing EJ orgs are spread thin, prioritize engagement in EJ communities, or include EJ in eTOD evaluation framework, eTOD calculator, or health and equity impact assessments (if not already included in criteria).
Require air quality monitoring around TOD projects and make recommendations with CDPH for air quality impacts where increased transit and density may increase pollution.
Implement tax incentives or tax freezes for residents near TOD that are ripe for displacement or where rent increases will affect low income homeowners and tenants.
Allow for tax incentives or rent control near TOD for long-time residents of neighborhood to counteract rent increases in areas near CTA and Metra rail stations (as was documented at 18%).
On p. 26 include “health and safety” in Notes related to existing housing stock.
Add energy efficiency, renewable energy, or overall sustainability to the policy recommendation “Require health, arts and culture, and equity considerations in TOD-project level design.”
Prioritize TOD projects which incorporate sustainability and resiliency in design, i.e. solar energy, Net Zero Ready, Passive House, Enterprise Green Communities standards. Incentivize these green design standards in TOD new construction.
Include energy efficiency, sustainability or resiliency goals where this goal is being addressed : “Increase housing affordability and accessibility,” so that this goal includes addressing energy and housing insecurity and/or energy burden in disinvested communities.
Incentivize community solar where possible in neighborhood land use plans within TOD geographies.
Do not allow exceptions or the alternative for developers to build mandated affordable units offsite in TOD projects. Require a larger percent of affordability requirements in TOD projects.

Best regards,

Individual Comments

October 29, 2020	Kisha	Multi-issue comment	<p>I Advocate reviewing Community Agreed eTOD area branding and funding assistance. For example, the Area in the 95th Street Corridor between the CTA Station and King Dr. by surrounding neighborhoods has, by agreement and vote, been branded “University Village 95”, also themed Signage, Streetscaping, sidewalks, and safety Kiosks with cameras, attracting business and development with Chicago incentives have been proposed, planned and approved by the community.</p> <p>Improve Metra stations at the 95th Street Cottage Grove Station while improvements & rehab is occurring at Chicago State University with the University Village 95 plan and a plan for a carillon Bell Tower sound system for CSU. It is proposed that this Metra station be rehabbed with parking and passenger (Kiss and Ride) station drop-offs where possible</p> <p>I request community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four new (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.) and I require that the CTA 95th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. The 95th Street station is regularly not clean. I propose CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness to include: a) Regular daily cleaning, b) Weekly interior and exterior concrete surface power washing and c) Daily interior and parkway litter removal.</p> <p>I request that all Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces, and interior and parkway litter removal.</p> <p>I propose establishing a flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).</p>
October 29, 2020	Paulett Vaughn	Police presence	Sent from my iPad. I request police cameras on the 95th street corridor, as well as foot patrol officers. No 24 hour businesses allowed.
October 29, 2020	Metropolitan Planning Council		<p>Hello,</p> <p>Please see attached for MPC’s comments on the Equitable Transit-Oriented Development Policy Plan.</p> <p>Thank you for all that you do to make Chicago a more inclusive city. And please let us know if you have any questions or wish to discuss the contents of the attached document further.</p> <p>Best,</p> <p>Kendra</p>

Individual Comments

October 29,
2020

Illinois
Environmental
Council

Multi-issue
comment

To whom it may concern,

Thank you for providing the opportunity to comment on the proposed City of Chicago Equitable Transit-Oriented Development (eTOD) Policy Plan.

The Illinois Environmental Council strongly supports the City's efforts to encourage transit-oriented development as well as recent efforts to make these policies more equitable. The transportation sector is now the leading source of carbon pollution both in the United States and the State of Illinois. If the City of Chicago intends to achieve an 80% reduction below its 1990 GHG emissions levels by the year 2050 as stated in the Chicago Climate Action Plan, then it must make significant reductions in the transportation sector, which accounted for 24% of GHG emissions in the City in 2017. Residents of Cook County are also exposed to 90% more PM2.5 than the average United States resident.

From IEC's point of view, one of the most compelling benefits of eTOD includes shifting transportation from high polluting modes (ex. single occupancy, internal combustion engine vehicles) to low- and/or zero-emissions modes (ex. walking, biking, transit and micro-mobility). In regards to the draft eTOD Policy Plan, IEC would like to note support and suggestions for the following specific provisions, broken out by the City's Strategic Priorities:

Build the City's Capacity to support eTOD

SUPPORTS: Dedicate full time City staff to serve as eTOD Manager in advancing policy recommendations and coordinating eTOD projects and programs.

SUPPORTS: Create an eTOD evaluation framework and publish annual performance report.

SUGGESTION: The evaluation framework and annual performance reports should include specific criteria related to climate change impacts and pollution reduction.

SUPPORTS: Create an eTOD Scorecard that community and government partners can use to assess future projects and programs.

SUGGESTION: eTOD Scorecard should include metrics related to climate change and pollution reduction.

SUPPORTS: Develop public education and messaging tools to communicate the vision and case for eTOD.

Make eTOD Required, Easier, and More Equitable

SUPPORTS: Apply health and equity impact assessments in the development of new eTOD policy.

SUGGESTION: Pollution reduction should be considered in the (public) health impact assessment.

Individual Comments

SUPPORTS: Create an eTOD overlay zone to strengthen requirements for density, parking, and other equitable, climate resilient development near transit.

SUPPORTS: Allow small scale multi-family housing in all eTOD zones.

SUGGESTION: Existing housing stock should be modernized, weatherized and generally made more energy efficient.

SUPPORTS: Improve bike parking requirements for eTOD projects.

SUGGESTION: Prioritize eTOD projects that go beyond Chicago’s Electric Vehicle Supply Equipment-Ready (“EVSE-Ready”) Ordinance and provide EV charging.

SUPPORTS: Include sustainable transportation options and incentives menu in zoning code, i.e., require developers to implement a certain number of options and incentives, such as transit passes, to manage traffic demand.

SUPPORTS: Improve pedestrian infrastructure in eTOD zones by prioritizing and targeting resources based on need, starting with an inventory of current sidewalk infrastructure.

SUPPORTS: Increase access to shared micro-mobility options, including bike-share, e-bikes, and e-scooters.

SUPPORTS: Ensure high-performing bus service, especially along eTOD bus corridors. Prioritize high-quality bicycle infrastructure to, from, and within eTOD areas.

SUPPORTS: Develop incentives for creation of new/preserving existing public space in eTOD projects.

SUGGESTION: eTOD projects that protect and expand existing open spaces, parks and other green spaces should be prioritized.

Embed eTOD into Chicago’s Citywide Plan

SUPPORTS: Prioritize investments in transit, biking, and walking in the Citywide Plan.

October 29, 2020	Von Knight	Invest in Roseland Heights	As a resident in the Roseland Heights area, I strongly support and advocate reviewing community agreed eTOD area branding and funding assistance. Please work diligently on community development initiatives to improve the quality of life for the community. I implore those who are in the position to make positive changes and provide funding to build affordable housing, bring stores that will benefit the entire community such as Chik-Fil-A, Starbucks and bring back Walgreens or CVS at 95th Street and King Drive. Its just an empty space not being utilized. 95th street Red Line is filthy and no one would ever believe it’s fairly new. I request that all Line Extension eTOD Stations - establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces, and interior and parkway litter removal. I don’t dare take Metra at 95th and Cottage Grove. It’s dark, poorly lit, and only has one way to enter and exit. We need better street lighting and bring back trash receptacles to the blocks. Better policing and better relationships are necessary for the community to rebuild trust in the current police department. Please let this not be yet another hope that gets place on the back burner and nothing is done to improve the community.
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Individual Comments

October 29,
2020

Brandon
Limary

Multi-issue
comment

Greetings City of Chicago and eTOD Work Group,

I think the eTOD Policy Plan is a great start towards addressing and repairing the desperate and adverse outcomes from TOD policies in our city. One area I'd like to emphasize is accountability and transparency. I believe it's a shared feeling among Chicagoans to hear about ambitious and innovative development goals that often underdeliver and are overly bureaucratic. However, upon reviewing the draft, I noticed that 3 recommendations that focused on increasing accountability and transparency regarding eTOD: 1. an ETOD evaluation framework and publishing an annual performance report, 2. an ETOD scorecard to assess future projects and programs, and 3. developing public education and messaging tools to communicate the vision and case for ETOD. From my understanding of the September 2020 draft, by the end of the 2020 year, the first annual evaluation report should be issued and the scorecard should be piloted. Since each community has its own unique needs and problems, I was wondering how these accountability frameworks are being standardized and if/how metrics of eTOD evaluation account for these differences. If annual eTOD goals are not met, is there a diagnostic process in place to identify potential reasons and areas of improvement?

Thank you very much for your time and dedication to this project!

Individual Comments

October 29,
2020

Esperanza.
Health Center

Multi-issue
comment

To Whom it May Concern:

My name is Daniel Fulwiler, and I am the President and CEO of Esperanza Health Centers, a Federally Qualified Health Center (FQHC) with four locations serving the Southwest Side of Chicago, Illinois. Esperanza provides high quality primary and behavioral health services to over 30,000 individuals each year. Esperanza has been at the forefront of putting the “community” in community health by engaging with partners across the city to create more equitable communities, as we know that social determinants such as economic security and housing are foundational to optimizing health. In line with this vision, I have served on the Steering Committee of Elevated Chicago over the past three years.

Esperanza fully supports the City of Chicago’s creation of an Equitable Transit-Oriented Development (ETOD) Policy Plan. We believe that this is an important step in addressing equity in neighborhood development, and creating the conditions for better health.

At Esperanza, we see firsthand the health impacts of community disinvestment over generations. Equitable transit oriented development presents an opportunity for the City of Chicago to channel strategic investments into communities too long forgotten by public and private investment, and to elevate health by addressing affordable housing and active transportation, and revisiting policies to systematically address racial inequities.

Esperanza supports the Policy Plan’s emphasis on integrating health into ETOD policy and practice, specifically:

The application of health and equity impact assessments to the development of ETOD related policy. We also encourage the City to utilize these tools at the project level, and to measure outcomes in publicly available scorecards. Transparency is the key to sound policy-making.

The requirement to consider health in ETOD design. We urge the City to establish guidelines for health infrastructure that meets the needs of current residents, such as affordability, appropriateness, green design principles, and environmental justice, to name a few. All of these inputs are critical to a truly health-supporting infrastructure.

The incorporation of active transportation and pedestrian infrastructure into the Policy Plan. We encourage the City to consider community-friendly ways to imagine, design, and create these spaces in order to ensure accessibility and usability by residents, because these goals are congruent with health for all. Making active transportation easy, safe, and attractive is key to ensuring that residents use this health-promoting option.

The focus on interdepartmental processes and community engagement. We believe that to achieve the ETOD Policy Plan’s health aims, the Chicago Department of Public Health must be an equal partner with its sister agencies in establishing interdepartmental processes and coordination. This partnership must be in more than spirit: unless CDPH has a real voice in development, we will never achieve infrastructure that truly supports health equity.

In implementing the ETOD Policy Plan, community representatives must have a clear voice in the decision making process.

Organizations like Elevated Chicago, the United Way Neighborhood Networks, lead agencies for LISC Quality of Life Plans, and other community based organizations can bring these authentic voices to the table, ensuring that those voices are heard.

Individual Comments

Esperanza applauds this first step in creating an ETOD Policy Plan. We look forward to working with the City of Chicago and other aligned partners to realize the vision of a healthier, more equitable Chicago.

October 29,
2020

Jeffrey Hoover

Hello,

Please find Zipcar's comments attached. Please also find an overview of Zipcar's presence in Chicago and Zipcar's Impact Report, Improving City Living Through Social and Environmental Change.

Thank you and we look forward to continued engagement throughout the process.

Jeff Hoover

Individual Comments

October 29, 2020 Tyra Taylor

GREATER ROSELAND SUGGESTED COMMENTS FOR THE eTOD POLICY PLAN

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

October 29, 2020 JP Houston

To whom it may concern,

Please accept the attached document as suggestions/comments that I support and wish to see put into place related to the Redline extension project and 95th Street CTA Station.

My apologies for its arrival after 5pm; I certainly hope that it is not too late for consideration and inclusion.

Individual Comments

October 29, 2020	Shared Use Mobility Center		Attached are comments from the Shared Use Mobility Center on the City of Chicago ETOD Policy Plan. We appreciate the opportunity to comment and your consideration of these comments. We look forward to the City's implementation of the ETOD Policy Plan.
October 30, 2020	Aaron Rose	Supprt for eTOD policy	<p>To whom it may concern:</p> <p>I am writing to express my strong and enthusiastic support for the Equitable Transit-Oriented Development Policy Plan developed by the City of Chicago and supported by organizations and institutions representing diverse communities across the city.</p> <p>I support the Policy Plan’s updated goals that will ensure Transit-Oriented Development is a required development approach, easier to implement and assess, and truly equitable — so that communities that have historically experienced disinvestment and disadvantage will have opportunities to realize better economic, health, and social outcomes.</p> <p>Thank you for your important work.</p>
October 30, 2020	Peter Taylor	Multi-issue comment	<p>I Advocate for the CTA to participate fully in the South Cook Fair Transit Plan. And to seek equitable ways to enhance rapid transit interconnections across the south side of Chicago</p> <p>I Advocate reviewing Community Agreed eTOD area branding and funding assistance. For example, the Area in the 95 th Street Corridor between the CTA Station and King Dr. by surrounding neighborhoods has, by agreement and vote, been branded “University Village 95”, also themed Signage, Streetscaping, sidewalks, and safety Kiosks with cameras, attracting business and development with Chicago incentives have been proposed, planned and approved by the community.</p> <p>Improve Metra stations at the 95 th Street Cottage Grove Station while improvements & rehab is occurring at Chicago State University with the University Village 95 plan and a plan for a carillon Bell Tower sound system for CSU. It is proposed that this Metra station be rehabbed with parking and passenger (Kiss and Ride) station drop-offs where possible</p> <p>I request community development funding with eTOD, as a foundation, to create Station and Area Cleanliness, Community Branding and Safety around the four new (4) proposed CTA Red Line Extension Project Stations (safety includes emergency pedestrian kiosks with cameras near stations.) and I require that the CTA 95 th Street Terminal, have published standard operating procedures for coordinated cleaning and parkway maintenance/cleaning. The 95th Street station is regularly not clean. I propose CTA establish and publish a community agreed upon Standard Operating Procedure (SOP) addressing station and parkway cleanliness to include: a) Regular daily cleaning, b) Weekly interior and exterior concrete surface power washing and c) Daily interior and parkway litter removal.</p> <p>I request that all Line Extension eTOD Stations – establish published Standard Operating Procedures (SOP’s) addressing station and parkway cleanliness. This includes cleaning interior and exterior, power washing concrete surfaces, and interior and parkway litter removal.</p> <p>I propose establishing a flexible eTOD “Good Business Neighbor” Guidelines. Such a policy has local businesses/developers/CTA and other public sectors agree to community participation (i.e. have a presence at community meetings when requested), community investment (job’s, paid membership to a local community organization of choice) internal and external security cameras, and participation in Chicago Police Department (CPD) anti-loitering agreements, etc. (local community spend and jobs).</p>

Individual Comments

Pace Bus

Good Afternoon, Roberto,

First off, I would like to apologize that these comments on the eTOD document are being sent after the October 29th deadline. However, we hope that the committee will consider Pace's comments on the eTOD Policy document below. Please let me know if you would like to discuss any of these items further. We look forward to being a partner on this effort.

Thank you for your time!

Charlotte

Page 9 The policy should highlight the metrics by which the Chicago Department of Transportation and the Illinois Department of Transportation will review projects that reallocate ROW to prioritize mass transit and active modes of transportation. Current DOT review comments and priorities focus on the reduction of "level of service" or LOS for passenger vehicles and give little credence to the improvement of mass transit operations or person throughput. Develop a standardized evaluation process for these types of improvements and effectively communicate them to the RTA service boards.

Pace has some existing planning study findings that may be of interest for this effort – In our updated vision document Driving Innovation, we looked at Paratransit travel flows between zip codes, and discovered that the vast majority of trips are being taken within the greater South Side and between the South Side and West Loop, despite the density of frequency of CTA service in these areas that could provide much of the same connectivity (see graphic below).

Overall, any focus on ETOD should look beyond rail stations and consider the broader transit network, as it's very much an interconnected system. To this end, the role that Pace service plays in these areas should be included.

On page 2 of the document (15 of the PDF) there is a footnote regarding designation of CTA bus routes, bus line corridor roadway segments in ETOD policy for the City of Chicago. This policy should also include high frequency bus line operated by Pace and designated as priority corridors as part of the Pulse Bus Rapid Transit Program (www.pacebus.com/Pulse) More specifically, Pace is proposing Pulse service on South Halsted St from the 95th /Dan Ryan Red Line Station to 127th in Chicago and continuing onto the Pace Harvey Transportation Center and on 95th Street from the 95th/Dan Ryan Red Line Station to Western Ave in the City of Chicago and continuing onto Moraine Valley Community College.

On Page 59 of the document Pace is mentioned as a project partner to improve the accessibility of transit signage and wayfinding within TOD areas especially for people with disabilities or for whom English is not their first language. The Pulse stations that are

Individual Comments

standard for our rapid transit program include push button audio announcements for next bus arrival information as well as ADA accessible station platforms and waiting areas. Additionally, Pace is the sole paratransit operator for the RTA region and would be a good partner to help further this goal.

Pace is looking to make large investments in transit infrastructure along South Halsted, 95th and eventually Cermak as part of the Pulse program. As the eTOD Policy Program moves forward, Pace asks that these investments be taken into account and these corridors be included when discussing the need for TOD investments, and support of both CDOT and the City of Chicago during implementation

