



THE CITY *of* CHICAGO



63RD STREET TOD CORRIDOR STUDY
JULY 15, 2014

AECOM

ACKNOWLEDGEMENTS

Prepared For The City of Chicago

CITY OF CHICAGO

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STAKEHOLDERS

Apostolic Church of God
Chicago Blues Museum
Chicago Transit Authority (CTA)
Dulles School of Excellence
Honorable Alderman Willie Cochran
Local Residents, Business Owners, Developers
Metropolitan Planning Council
Mount Carmel High School
Norfolk Southern Railroad
Preservation of Affordable Housing (POAH)
Regional Transportation Authority (RTA)
South East Chicago Commission
South Side Gospel Church
St. Edmund's Redevelopment Corporation
The Woodlawn Organization
University of Chicago
Urban Education Institute
Walker Studio LLC

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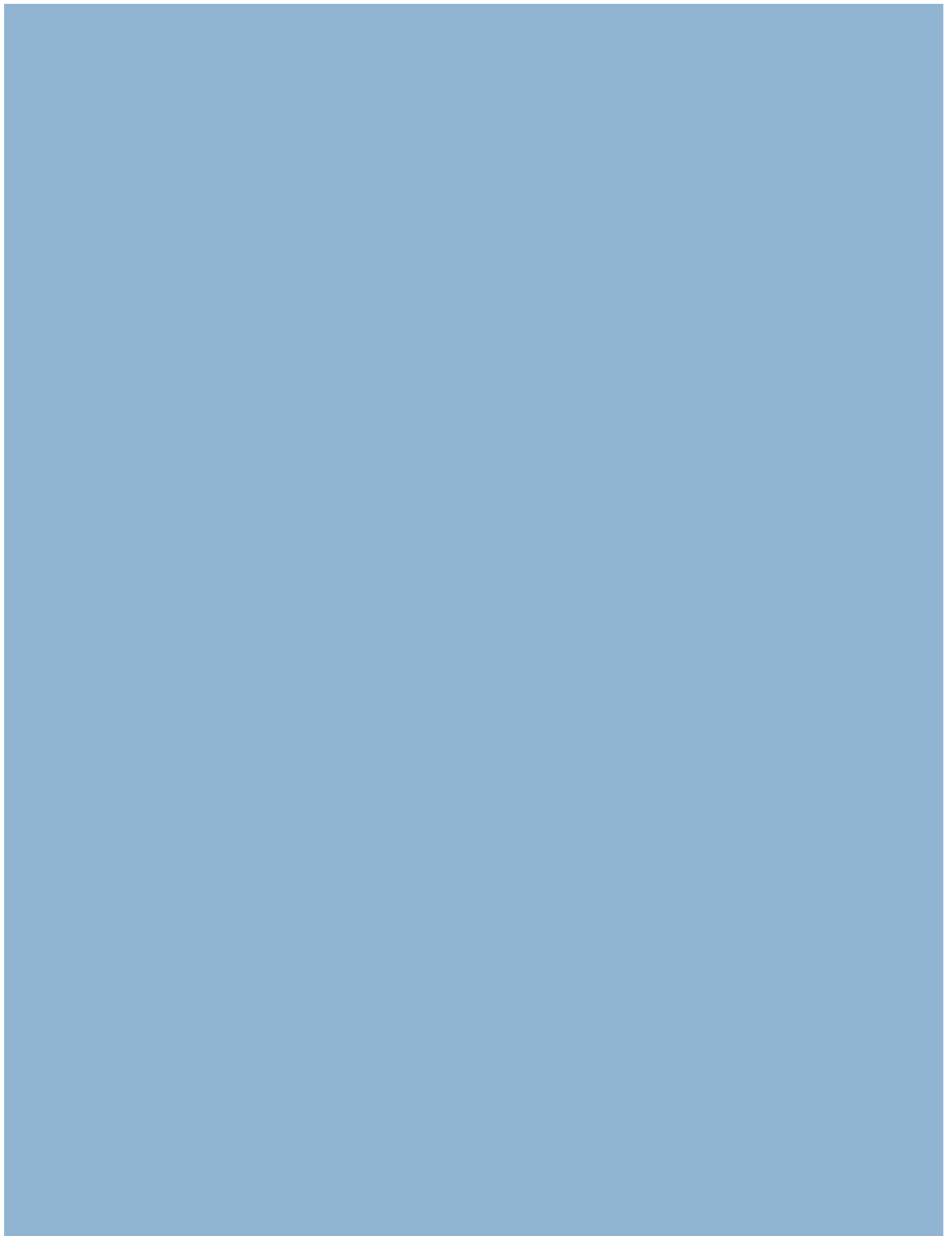
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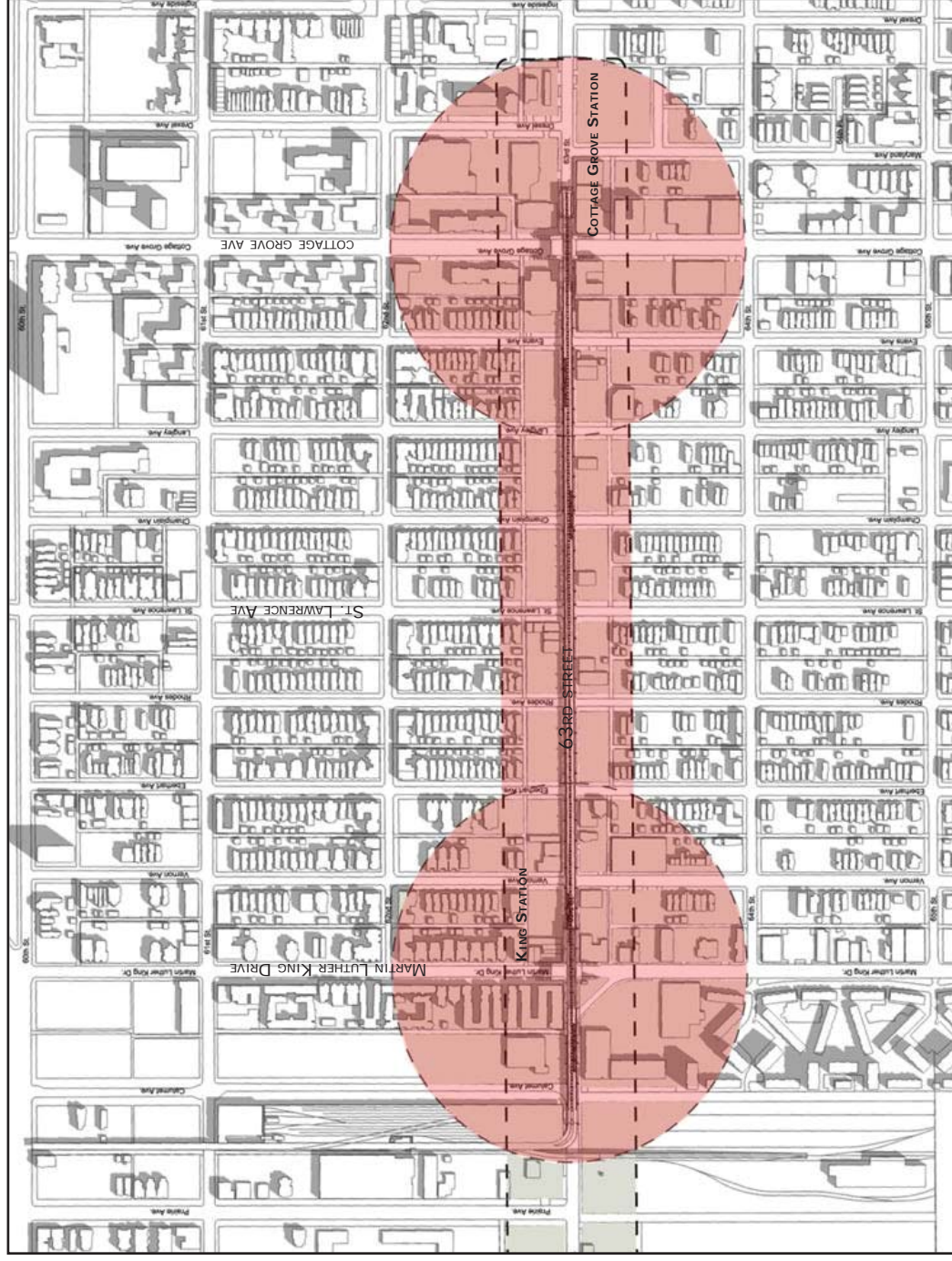
The preparation of this Plan was funded by the Regional Transportation Authority through its Community Planning Program along with a contribution from the City of Chicago. The Community Planning Program provides funding and planning assistance for planning projects that benefit local communities and the regional transportation system.

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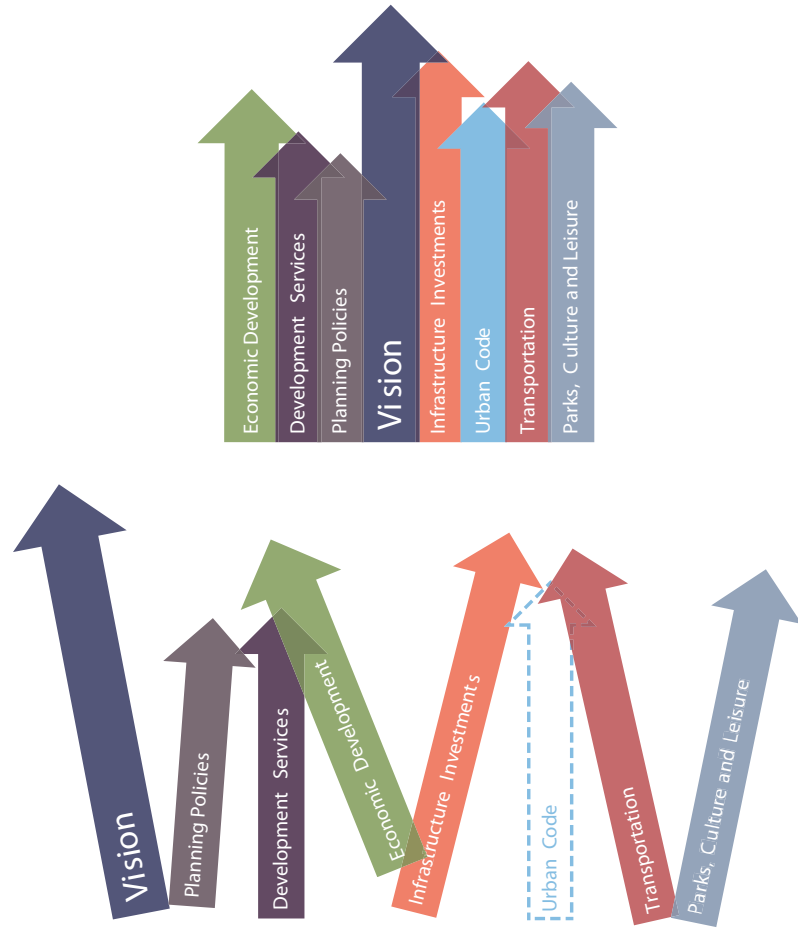
BACKGROUND AND PURPOSE



The Chicago Transit Authority (CTA) King Drive and Cottage Grove Stations are the last two stations of the East 63rd Branch of the 'L' Green Line, along the 63rd Street Corridor in Chicago's Washington Park Neighborhood. Improvements to the Washington Park's 63rd Street Corridor would help enhance the identity and character of the neighborhood at this major gateway into the neighborhood, as well as further east towards the University of Chicago, Hyde Park, Jackson Park, and the Lakefront.

The Concept Plan makes recommendations to bring the right mix of development to complement the transit investments, and to optimize the land use and infrastructure within the wider surrounding area to support its continued viability.

STUDY AREA PORTRAIT The 63rd Street TOD Corridor Study area includes the King Drive Station, Cottage Grove Station and the residential neighborhoods one block north and south.



TOD STRATEGY

The City hopes to use the investment in the stations as an opportunity to attract quality development and redevelopment, create a vibrant 63rd Street corridor and improve mobility options throughout this area. The TOD Implementation Strategy will build on previous planning initiatives to make necessary regulatory and infrastructure improvements to support development in this part of the City. The plan is intended to bring all of the elements that influence the built environment into alignment toward an integrated approach to facilitate high-quality development.



63RD STREET TOD CORRIDOR STRATEGY. The strategy is intended to bring all of the elements that influence the built environment into alignment toward an integrated approach to facilitate high-quality development across the corridor.

PLANNING PROCESS

As part of the planning process, and creating the recommended vision plan for the 63rd Street corridor, the AECOM planning team has closely collaborated with the City of Chicago Department of Planning and Development (DPD), the Chicago Department of Transportation (CDOT), the Chicago Transit Authority (CTA), the Regional Transportation Authority (RTA), as well as identified community stakeholders such as the Alderman, community leaders, institutions, residents, developers and business owners.

To ensure that the final recommended plan has a broad level of support and understanding, a public participation process was designed to involve residents and community stakeholders in crafting a plan that respects the market and functional transportation needs of the area while presenting a vision for the study area that is responsive to the existing character and desires of the neighborhood. The Community Outreach process included several community workshops, open houses, focus groups and interviews.

Stakeholder Interviews and Public Meeting Summary:

The design process began with consultation of stakeholder groups to understand issues of concern to residents, business owners, shoppers, transit riders, civic institutions and government entities. These issues, listed below, were distilled into four themes to guide design.

Safety and Security

There are several themes associated with a variety of 'quality of life' issues that have been identified (Crime, Lighting, Policing, Code Enforcement, Maintenance, etc.). Currently, few Green Line riders will feel comfortable leaving their cars at the stations.

Image and Character

The 63rd Street Corridor needs some positive branding. Improved stations, upgraded streetscapes, and useful wayfinding can assist in the short term, along with eventual economic development within a safe area.

Economic Development

This is a long term investment undertaking involving both local infill and regional expansion. There are development opportunities in the area. There are several issues to study as part of the economic element of the plan such as: Job creation, improving basic services – Grocery etc., attractive market rate housing and expanding cultural activities such as art, theater and music.

Community Linkages

Many linkages are important to the community, and they converge along the 63rd Street corridor. Multi-modes of traffic such as bus and Green Line service, bicycles and safe pedestrian environments are all important to the vitality of the corridor. They help to link residents as well as visitors to local and regional activities.



PUBLIC MEETINGS

Residents and business owners participate in a discussion with project team members to discuss community values critical to project development.

What are the strengths/assets of the 63rd Street Corridor?

What are the primary challenges of the 63rd Street Corridor?

What development would you like to see within the Corridor? Near term vision, long term vision?

How important is public transportation for the 63rd Street Corridor?

How Can Mobility Be Improved Within the Corridor (Biking, Walking, Transit and Driving)



STAKEHOLDER INTERVIEWS

Participants discussed with project team members the listed attributes they were most concerned with about the station areas and the 63rd Street corridor.

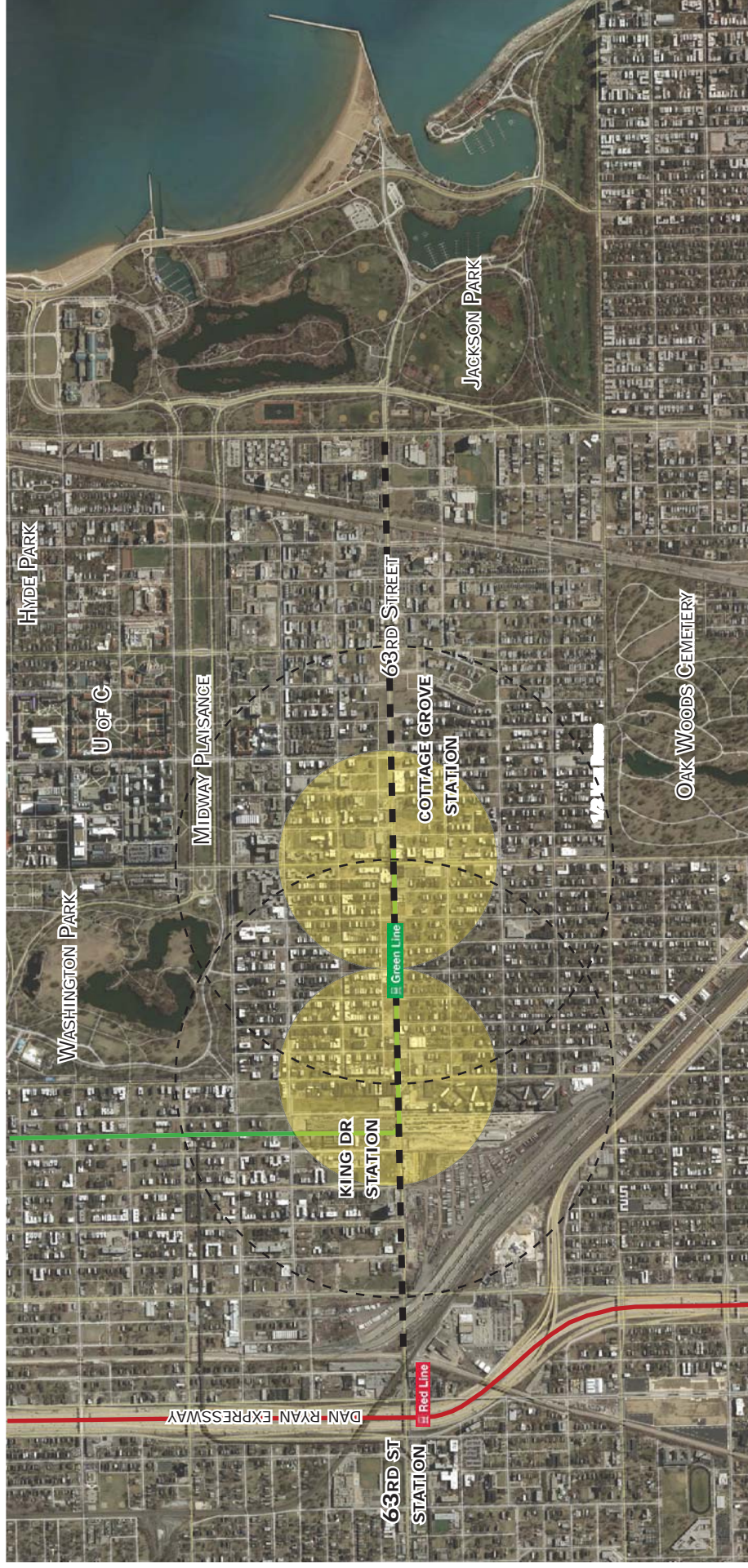
- Safety
- Sense of Place
- aesthetic
- Clean
- Connective
- Quality Food
- Schools
- Mix of Land Uses
- Job creation
- More culture
- Celebration of History
- Market rate residential



COMMUNITY WORKSHOPS

Community workshops gave residents, elected officials and business owners the chance to discuss conditions, needs and potential solutions for station development.

63RD STREET CORRIDOR CONTEXT



THE 63RD STREET CORRIDOR The corridor has access to multi-modal transportation options and is within a 1/2 mile distance to major city open space systems.

HYDE PARK NEIGHBORHOOD

Hyde Park is an attractive neighborhood that provides residents with a pedestrian scaled main street for retail activity. The Hyde Park retail streets are more than a mile away from the 63rd Street study area and is not convenient for Woodlawn residents.



63RD STREET EAST OF THE STUDY AREA

Once past the L structure the street character changes. The presence of street trees, wider sidewalks and ornamental street lights create an inviting address for new development and pedestrian activity.

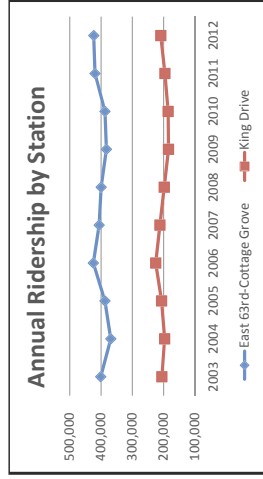


WASHINGTON PARK

Washington Park is a large park north of the study area and is a component of the city's historic open space system. It serves as an amenity for the neighborhood as well as an organizing framework element for the University of Chicago.

TRANSIT SERVICE

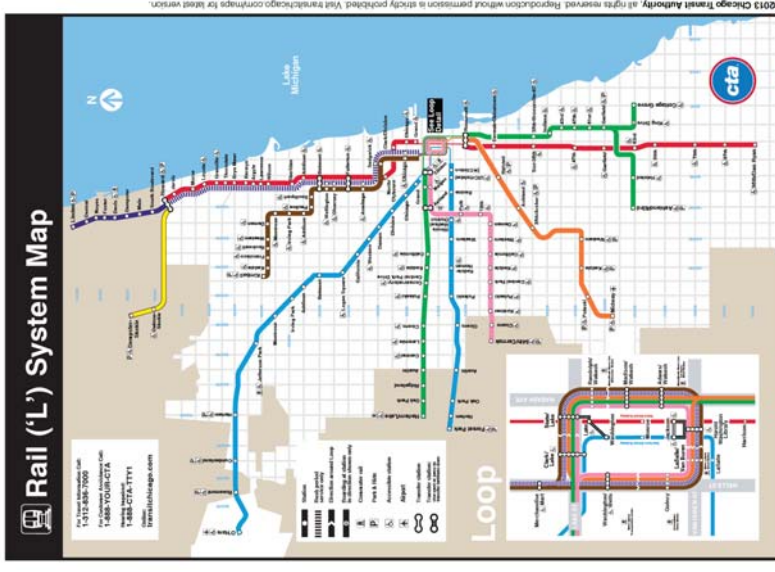
The corridor is served by CTA's Green Line and by three CTA bus routes. The Green Line connects the corridor to downtown via an elevated right of way. Service is provided weekdays from 4 a.m. to 1 a.m., Saturdays from 5:30 a.m. to 1 a.m., and Sundays from 6 a.m. to 1 a.m. Ridership at the King Drive and Cottage Grove Stations has been fairly stable over the last ten years with the Cottage Grove Station now serving twice as many customers as King Drive.



The three bus routes serving the corridor include #3 King Drive, #4 Cottage Grove, and #63 63rd Street. The King Drive and Cottage Grove bus routes operate north and south, connecting the corridor to 95th Street on the south and Chicago's central business district on the north. The 63rd Street bus route operates east-west through the corridor and connects to Jackson Park on the east and Midway Airport on the west. Hours of service on the King Drive bus route are weekdays from 5 a.m. to midnight, Saturdays from 5:30 a.m. to midnight, and Sundays from 6:30 a.m. to midnight. The Cottage Grove and 63rd Street bus routes operate 24 hours a day, seven days a week. These three bus routes are some of the most active routes in CTA's system from a ridership perspective. Annual 2012 ridership for each bus route is shown in the table below. The column "Riders at Corridor Bus Stops" shows the number of riders on an average weekday that board and alight bus stops within the area bounded by Prairie on the west, 62nd Street on the north, Drexel on the east, and 64th Street on the south. Bus route #63 has a total of 16 bus stops within this area; eight eastbound and eight westbound. Bus routes #3 and #4 each have six bus stops in the study area; three northbound and three southbound.

Bus Route	Annual Ridership 2012	Riders at Corridor Bus Stops - Weekdays
#3 King Drive	7,186,125	2,507
#4 Cottage Grove	7,809,732	3,377
#63 63 rd Street	6,685,199	6,408

Commuter rail service is available approximately one mile east of the study corridor at the 63rd Street Metra Electric District Station. CTA's 63rd Street bus route connects the corridor to the Metra station. Weekday and Saturday commuter rail service is provided between the hours of 5:15 a.m. and 12:30 a.m., and Sunday service is provided between 6 a.m. and 12:30 a.m.



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ROADWAYS

The corridor is located between the Dan Ryan Expressway to the west and Lakeshore Drive to the east, and is served by a well integrated grid street network. King Drive and Cottage Grove provide access in the north-south direction, and 63rd Street is the major east-west arterial. Traffic volumes for these major roadways are shown in the table below.

Roadway	ADT	Data Year
Dan Ryan Expressway	307,100	2012
Lake Shore Drive	39,300	2010
Cottage Grove south of 63 rd	18,000	2010
Cottage Grove north of 63 rd	12,400	2010
King Drive	9,400	2010
63 rd Street	9,000	2010

ADT = Average Daily Traffic

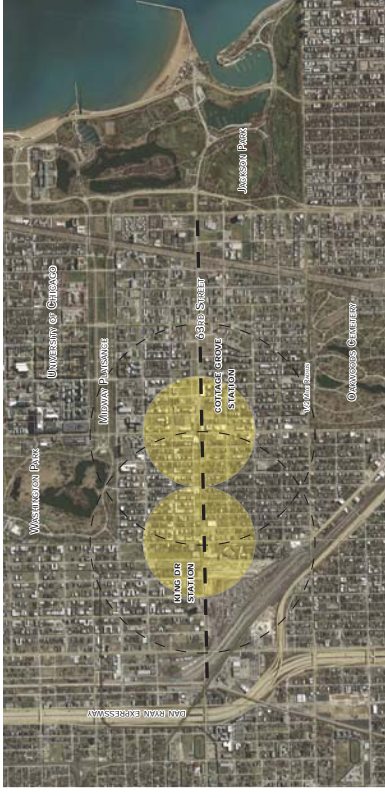
BICYCLE

The current Chicago Streets for Cycling Plan 2020 has identified bike route alignments that connect the corridor with nearby parks, the medical complex and the University of Chicago. The map shows neighborhood routes in light blue, crosstown routes in blue, spoke routes in dark blue, and existing off-street routes in purple. Neighborhood bike routes are those on relatively quiet streets with low traffic volumes. Crosstown routes are long, continuous paths that lead to major destinations and are characterized by the presence of bus routes and higher traffic volumes than Neighborhood routes. Spoke routes focus on bicycle commuting and are direct routes to and from downtown.

Chicago's Divvy bike-share program is a network of 4,000 bikes and 400 stations across the city intended to provide Chicagoans with an additional transportation option for getting around the city. Currently, the closest Divvy bike station is located just north of the corridor at Ellis and 58th Street. However, given the success of the program, the network is expanding by at least 175 more stations in 2014.

FREIGHT

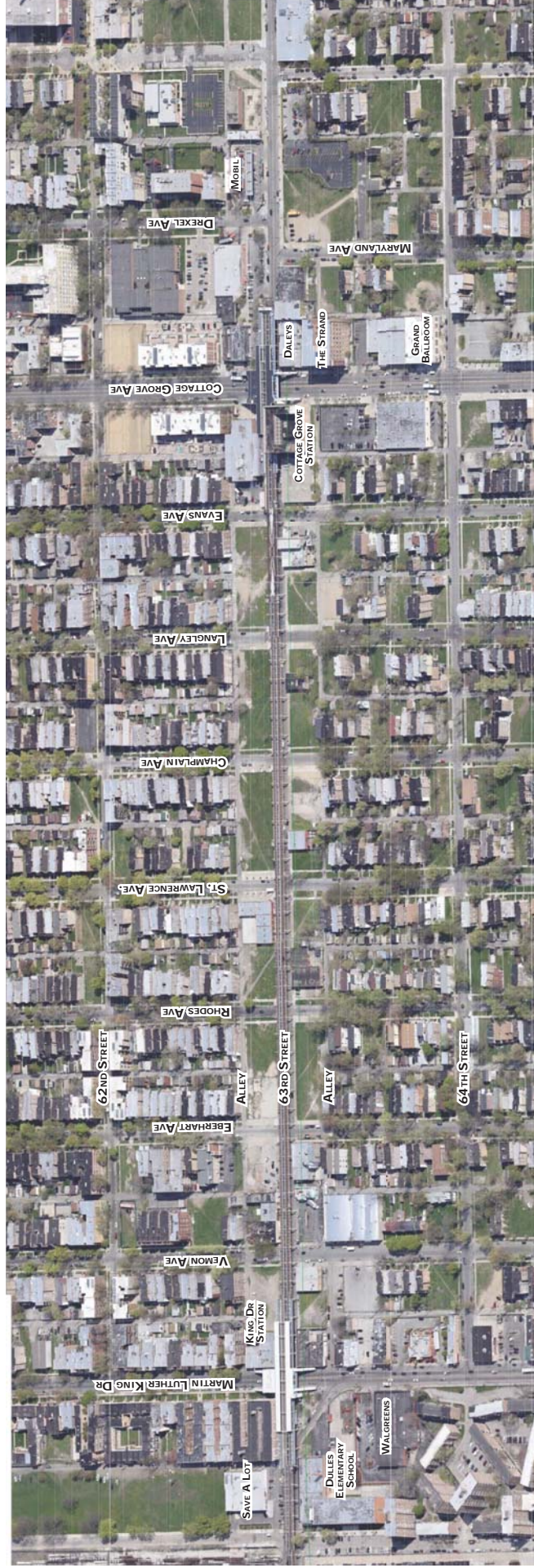
Directly to the west of the corridor are two rail yards; the CTA rail maintenance storage yards, and the Norfolk Southern 63rd Street Intermodal Facility. Norfolk Southern has plans to reconstruct their intermodal facility and provide new landscaping and fencing along 63rd Street. The project plans also include realignment and widening of 63rd Street at Indiana Avenue by City of Chicago to allow for improved truck access into the facility, eliminating truck back-ups on 63rd Street.



BICYCLE PLAN Identified bike route alignments from the current Chicago Streets for Cycling Plan 2020.

STUDY AREA DESCRIPTION

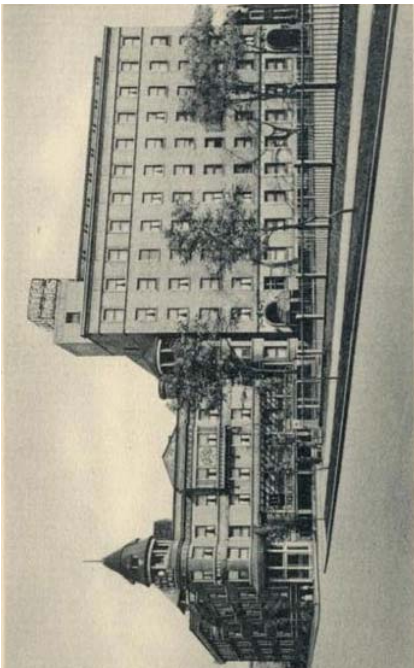
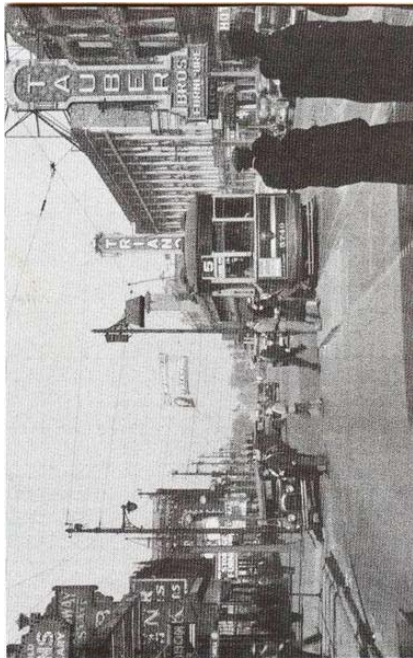
The core study area is comprised of the 63rd Street corridor between the King Dr Station at Martin Luther King Drive (West) and the Cottage Grove Station at Cottage Grove Ave. (East). Secondary to the 63rd Street corridor are the transitions to the existing neighborhoods north to 62nd Street and south to 64th Street.



1 inch = 400 feet

63RD STREET CORRIDOR The retail and entertainment district, effectively only one building deep along the Street, intersects with the stations at Martin Luther King Drive and Cottage Grove Avenue.

HISTORIC PHOTOGRAPHS



HISTORIC IMAGES: These images show the vitality and excitement that once existed in the study area and the 63rd Street corridor. Buildings are oriented to the street and are 3-5 stories high. The streets are active, hosting many modes of transportation, including pedestrians. Land uses include retail, residential, civic theaters and parks.

STUDY AREA CONTEXT: EXISTING VIEWS



L STRUCTURE *The L structure should be embraced by the community as an amenity. Improvements should be made to visually soften the structure and make it more aesthetically pleasing.*



VACANT LAND *The vacant land along the 63rd Street corridor provides ready to build sites for development.*



NEW DEVELOPMENT *New development projects help to boost the local economy and promote additional projects in the area. They should be integrated into the overall vision of the community and not just be stand alone projects.*



NEIGHBORHOOD *The small lots and well-connected street network give the neighborhoods an urban feel that will support a moderate density. The tree canopy should be preserved and replenished where there are spaces. There are opportunities for redevelopment on vacant parcels.*



ARCHITECTURE CHARACTER *Historic buildings such as the one above, The Strand and the Grand Ballroom have potential to be restored to accommodate a mix of uses that encourage cultural and entertainment activities that will bring more visitors to the area.*



DESTINATIONS *Destinations like Daley's Restaurant bring visitors to the 63rd Street and Cottage Grove area.*

PHYSICAL ANALYSIS



STREETS The study area has a well-connected network of streets.



OPEN SPACE Washington Park and Jackson Park are significant open spaces that are within a 1/2 mile service radius (north and east) to the study area.



LAND USE PATTERN Mixed-uses are prevalent within the 63rd Street corridor, transitioning to residential uses north and south. Commercial uses are clustered in areas around the two stations and a small node at St. Lawrence Ave. Civic uses such as churches, elementary schools and the University of Chicago are within a 1/2 mile service area to the study area.



VACANT LAND There are approximately 15.5 acres of vacant land within the study area (shown in orange). The City of Chicago owns approximately 8.6 acres of this land (shown in purple).

Review of the existing conditions reveals a number of strengths and opportunities to transform the core of the study area into a transit supportive environment. Success will depend upon effectively dealing with the opportunities and capitalizing on the strengths, described below.

STRENGTHS

Improved Environment

Currently, the 63rd Street corridor has few trees and minimal landscaping. As the study area redevelops, there will be significant opportunity to improve the quality of the environment through landscape, pedestrian friendly walkable streets and a connected open space system that serves a range of interests and needs, while providing economic value to surrounding parcels.

Vacant Land – Ownership

Despite a large number of small parcels in the residential neighborhoods of the study area, the 63rd Street corridor has several large vacant properties, of which several are owned by the City of Chicago. Land assembly could take place to create larger-scaled developments.

Urban Development Pattern

Small lots and a well-connected street network give the 63rd Street corridor study area an urban character. This allows for greater flexibility to accommodate a mix of land uses.

Ability to Accommodate Growth

While the development pattern around the study area is urban, the land is not currently used to its fullest potential. With redevelopment and development of vacant land, the study area has the potential to accommodate higher density uses, desired for a Transit Station Area.

Protected Residential Uses

Using lot orientation and alley separation, the development pattern in the study area has historically protected residences from the sights and sounds of the 63rd Street corridor. The building orientation to the north/south neighborhood streets will continue to protect established residential areas from the higher intensity/density uses desired adjacent to the transit stations and along the 63rd Street corridor.

OPPORTUNITIES

Poor Pedestrian Environment

The streetscapes in the study area are uninviting to pedestrians. With narrow sidewalks, minimal street trees, and poor lighting, the streets are currently more oriented to vehicular travelers than pedestrians. Since all transit trips begin and end as walking trips, the need to improve the pedestrian environment is critical.

Lack of Neighborhood/Community Open Space

There are several large parks that are within a ½ mile walk distance to the study area. North of the study area is Washington Park, and east is Jackson Park along Lake Michigan. When calculating open space per household population there is not a need for additional park space, however, great places have a system of open space that provide settings for both organized and informal community functions, uniting neighbors and creating excitement for residents and guests to feel connected to the community. Open spaces such as plazas provide places for small gatherings, markets and outdoor venues for entertainment.

Lack of Natural Light Adjacent to the L Structure.

The L structure and close proximity of multiple story buildings adjacent to the structure creates a dark, dirty, noisy and uninviting place for street vitality and pedestrian social activity.

North/South Connectivity across 63rd Street with L structure

A critical component to the study area plan will be the treatment of 63rd Street. The L structure runs parallel, overhead along this corridor creating an unattractive environment for existing and future development fronting along the street. Pedestrian connectivity across the street will become an important feature of the plan.

MARKET ASSESSMENT

In addition to an Existing Conditions Assessment, a Market Assessment was conducted to evaluate the economic and community development opportunities within the study area, particularly as they relate to existing and anticipated market conditions. The Market Assessment evaluated the market for potential residential, retail, office space, entertainment and recreation venues, and civic functions. Although the Market Assessment focused on the study area, market conditions were evaluated for adjacent neighborhoods to provide a basis of comparison and an understanding of how the study area fits in the broader scope of the South Side of Chicago.

The goal of the market assessment was to collect and analyze relevant data of the study area and compare it to the City of Chicago overall. In general, a group of seven census tracts (4008, 4204, 4205, 4206, 4207, 4208, 8425) represents the closest possible approximation to the study area at which most data are relatively current and available. The assessment was divided into three broad categories of population demographics, real estate and local labor force.

The assessment found that the study area has many characteristics consistent with transit oriented development. The residents are generally younger than Chicago residents as a whole, have a greater disposition to take transit, and live in predominantly multi-family residences which create higher densities to support a mix of commercial and retail development. The study area and surrounding neighborhoods also contain prominent cultural, educational, religious and community institutions to draw visitors into the area. Workers in the community are employed in industries that are prominent local employers, indicating that residents could walk or bicycle to work. Lastly, the abundance of vacant land creates opportunities for new development.

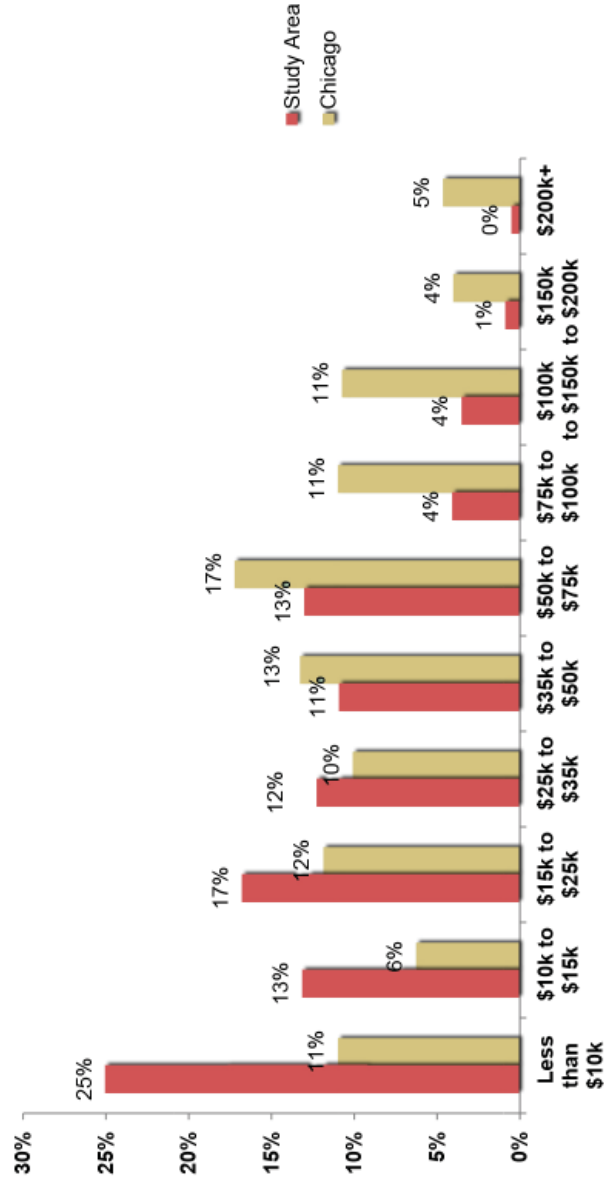
The market assessment also points out two primary challenges to redeveloping the community. Crime rates are higher in the study area than in Chicago as a whole, and unemployment is twice the rate of Chicago's overall 8.9 percent. Addressing these two challenges will be crucial to transforming the study area into a vibrant transit oriented development community.

Population Demographics

Income:

Residents of the study area tend to have lower incomes than Chicago residents overall. For example, **43% of people within the study area had incomes below the poverty level** in 2010, more than double the overall poverty rate in Chicago.

2010 Household Income Distribution: Study Area vs. Chicago



Source: 2010 American Community Survey 5 Year Estimates, factfinder2.census.gov









Population Demographics

- The 16,798 residents of the study area (less than 1% of Chicago's population) comprise a community that is younger, more heavily African-American, less educated, and with lower incomes than Chicago overall.
- Among those residents who are employed, study area residents are more likely to work in service occupations, and the "educational services, health care and social assistance" industries than Chicago residents overall.
- The study area has a significantly higher crime rate than Chicago overall.
- 40% of the residents of the study area used public transportation to travel to work (vs. 27% for Chicago as a whole).

Real Estate - Residential

Residential real estate types:

The study area has a lower proportion of 1 unit detached (i.e., single family homes) and a higher proportion of mid-size multi-unit buildings than Chicago as a whole.

	Housing Type	Area	Share of Housing total		Housing Type	Area	Share of Housing Total
	1 unit detached	Study Area	5%		5-9 units	Study Area	20%
		Chicago	26%			Chicago	11%
	1 unit attached	Study Area	3%		10-19 units	Study Area	3%
		Chicago	4%			Chicago	5%
	2 units	Study Area	17%		20+ units	Study Area	23%
		Chicago	16%			Chicago	23%
	3-4 units	Study Area	28%		Mobile home/boat/RV/Van	Study Area	0%
		Chicago	16%			Chicago	0%

Source: American Community Survey 2010 5 Year Estimates, factfinder2.census.gov

Real Estate

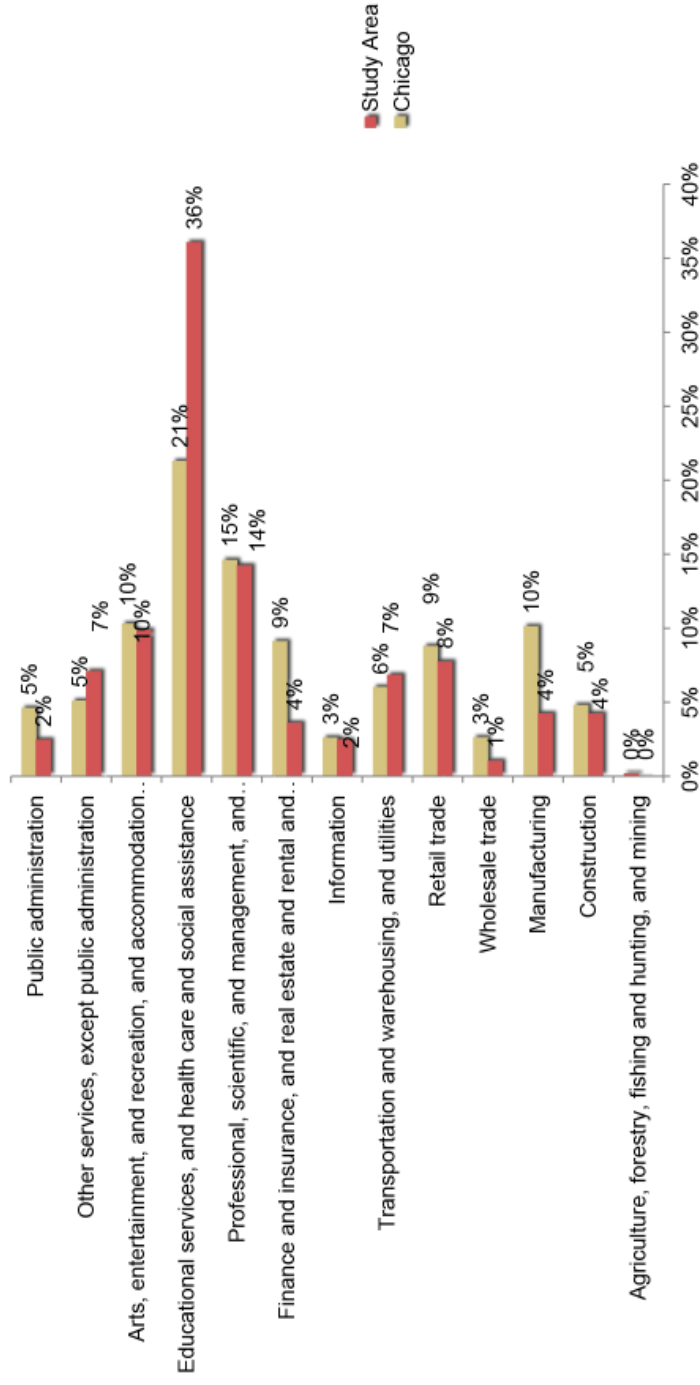
- Predominantly multifamily units.
- Foreclosures in the Woodlawn neighborhood have historically occurred at as much as twice the rate of that of Chicago overall, and have not declined significantly from the elevated levels attained after the 2008 financial crisis.
- Woodlawn tends to have lower rents and property values, and higher vacancy rates, than Chicago overall.
- Woodlawn appears to be experiencing declining, but still significant, retail leakage.
- The core study area is home to between 45 and 55 commercial business sites, in addition to a significant number of vacant lots.
- Local businesses in the 60637 zip code are more heavily skewed towards the “unclassified”, “healthcare” and “retail” categories than are businesses in the Chicago Metropolitan Statistical Area (MSA) overall.
- The study area and surrounding neighborhoods are rich in prominent cultural, educational, religious, and community institutions.

Local Labor Force – Industries

Industry Segmentation:

Study area residents are significantly more likely to work in educational services, health care, and social assistance than is the overall population of Chicago.

2010 Industry Segmentation: Study Area vs. Chicago



Source: 2010 American Community Survey 5 Year Estimates, factfinder2.census.gov.

Local Labor Force

- The labor force in the study area is 6,427, or less than 1% of the 1,410,294 members of the Chicago labor force.
- The study area has a higher unemployment rate than Chicago as a whole. The unemployment rate in the study area is approximately 18%, more than double the recently recorded 8.9% unemployment rate for Chicago as a whole.
- Residents of the study area are nearly twice as likely to be in a service occupation as residents of Chicago as a whole, and are significantly less likely to be employed in a management occupation
- Prominent among the major local employers are educational and healthcare-related institutions.

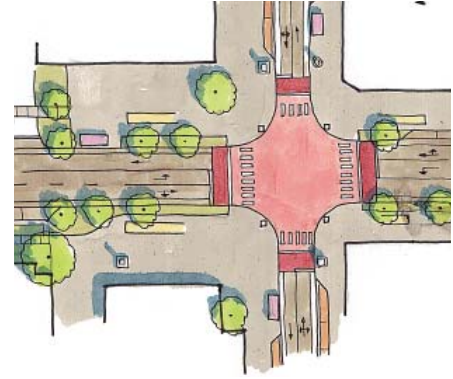
CONCEPT PLAN STUDIES

The AECOM design team conducted stakeholder interviews as part of a week long visioning workshop in May 2013. The workshop facilitated collaboration and consensus among stakeholders and the local community. Elements such as land uses, safety, building orientation, parks and the neighborhood character were discussed. Common ideas were organized into themes, and then translated into drawings for review.

The following concept plan studies were produced during the visioning workshop and presented to the stakeholder group for a midpoint review. Comments were incorporated into a composite plan.



CONTEXT GRAPHIC: Shows the proximity of the station areas to the major open space park system of the city. Bike connections and bike facilities were researched and incorporated into the vision plan concepts.



INITIAL INTERSECTION TREATMENT STARTER IDEAS



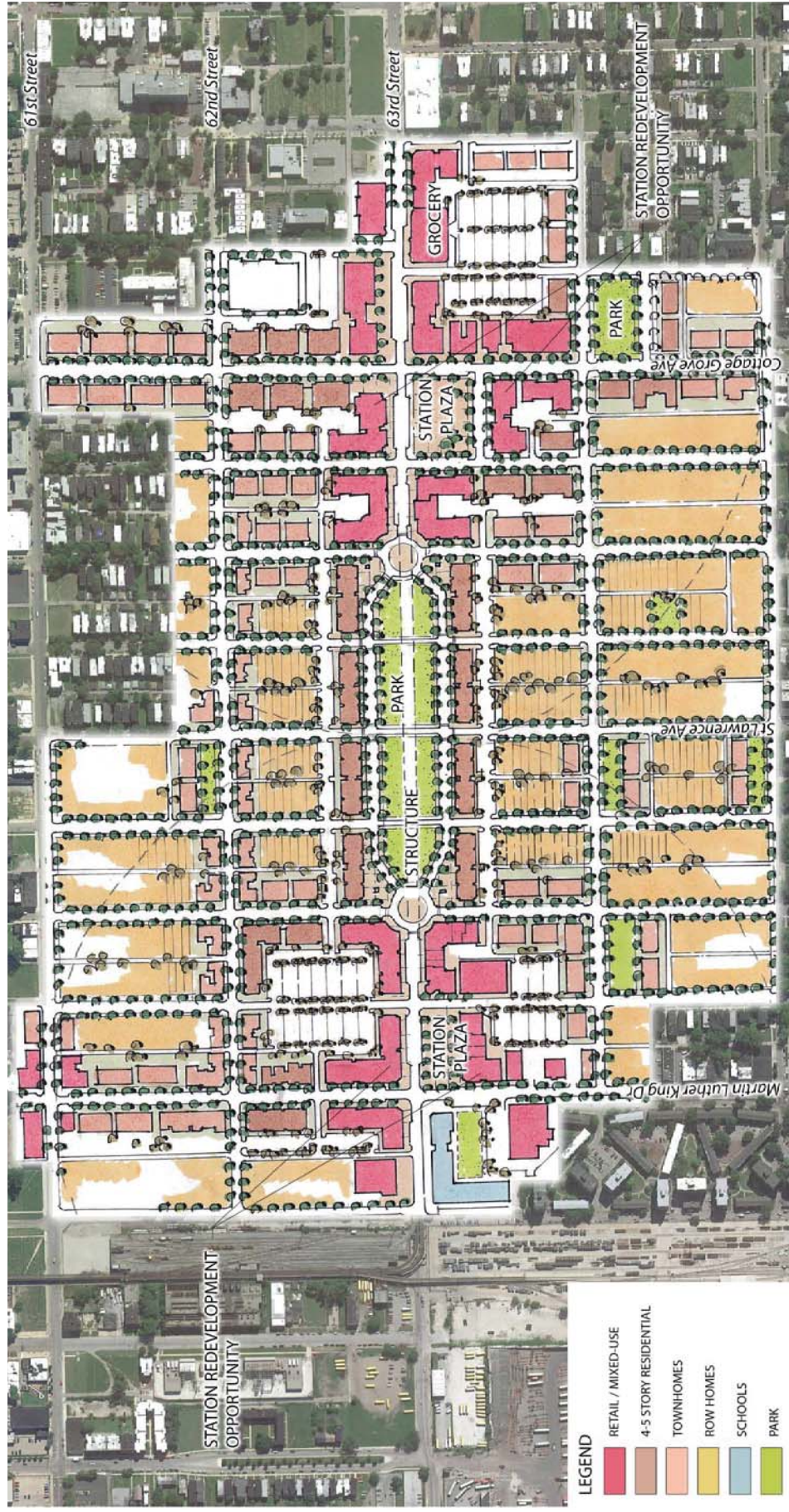
CONCEPT PLAN A: Is organized around a central green corridor which highlights the L as a community amenity. The area under the L could be utilized for markets, gardens and community gatherings. Mixed use redevelopment is proposed around each of the stations.



CONCEPT PLAN B: Is organized around each station. A formal park/events space serves as a gateway area to each station in which new development is oriented to. Parking lots and back of house uses are adjacent to the L structure and the 63rd Street corridor.

The workshop plans were an important first step in creating the recommended vision plan for the 63rd Street Corridor and associated study area. Elements of the workshop plans such as study diagrams illustrating the relationships between buildings and streets, comparable photos depicting streetscapes and key addresses, as well as planning goals and objectives helped to inform the urban form of the recommended vision plan. Urban form refers to the shape and character of development, having a direct affect on the street experience and quality of the space created between the buildings.

One area of focused concentration concerned the treatment of parkways along 63rd Street, particularly adjacent to and under the elevated rail structure. For a number of reasons, related to parcel size, building height, and developability, the City and the project team decided to place less emphasis on the park space concept that emerged from the visioning workshop. AECOM experience suggested that in the context of greater development density (i.e., taller buildings), a more robust park framework can add value. The recommended vision plan focuses on developing a model of integration, circulation and community composition that links development needs with environmental assets and long term frameworks for livability which can allow for future connectivity.



VISIONING WORKSHOP COMPOSITE PLAN The composite plan is organized around 3 elements: The King Dr. Station, Cottage Grove Station and the 63 Street connector. Each station area shows phased mixed use redevelopment opportunities in which new buildings should orient to the street, parking should be behind and the height and character should be consistent with the surrounding community/neighborhood. The stations are connected by a feature park that bi-furcates 63rd Street, creating community spaces for markets, gardens and social events.

At the conclusion of the visioning/stakeholder workshop in May 2013, the design team presented the opportunities to the local community. The ideas were well received. Several questions regarding implementation were discussed, such as cost, implementation timing and feasibility.

As a result, the design team closely collaborated with identified stakeholders to develop several objectives to influence a revised concept plan for a long-term vision which can be implemented in phases over time. These objectives, discussed below, have influenced the re-design of the concept plan and the outcome of the recommended vision plan.

PLANNING OBJECTIVES

Maintain existing street curb lines.

Station Area focus.

Orient development toward north/south streets.

Connectivity across 63rd Street.

63rd Street character (Through-street, alley, main street.)

Residential Design – opportunity to mitigate impact of L structure.

Natural Light (open space / building height + orientation)

Phasing / Phased improvements / Flexibility in Design

From the Planning Objectives, an initial set of guiding ideas for the recommended vision plan concept were discussed. These ideas are presented in the typical street character image and which lead to the planning principles and recommended vision plan shown on the following pages.

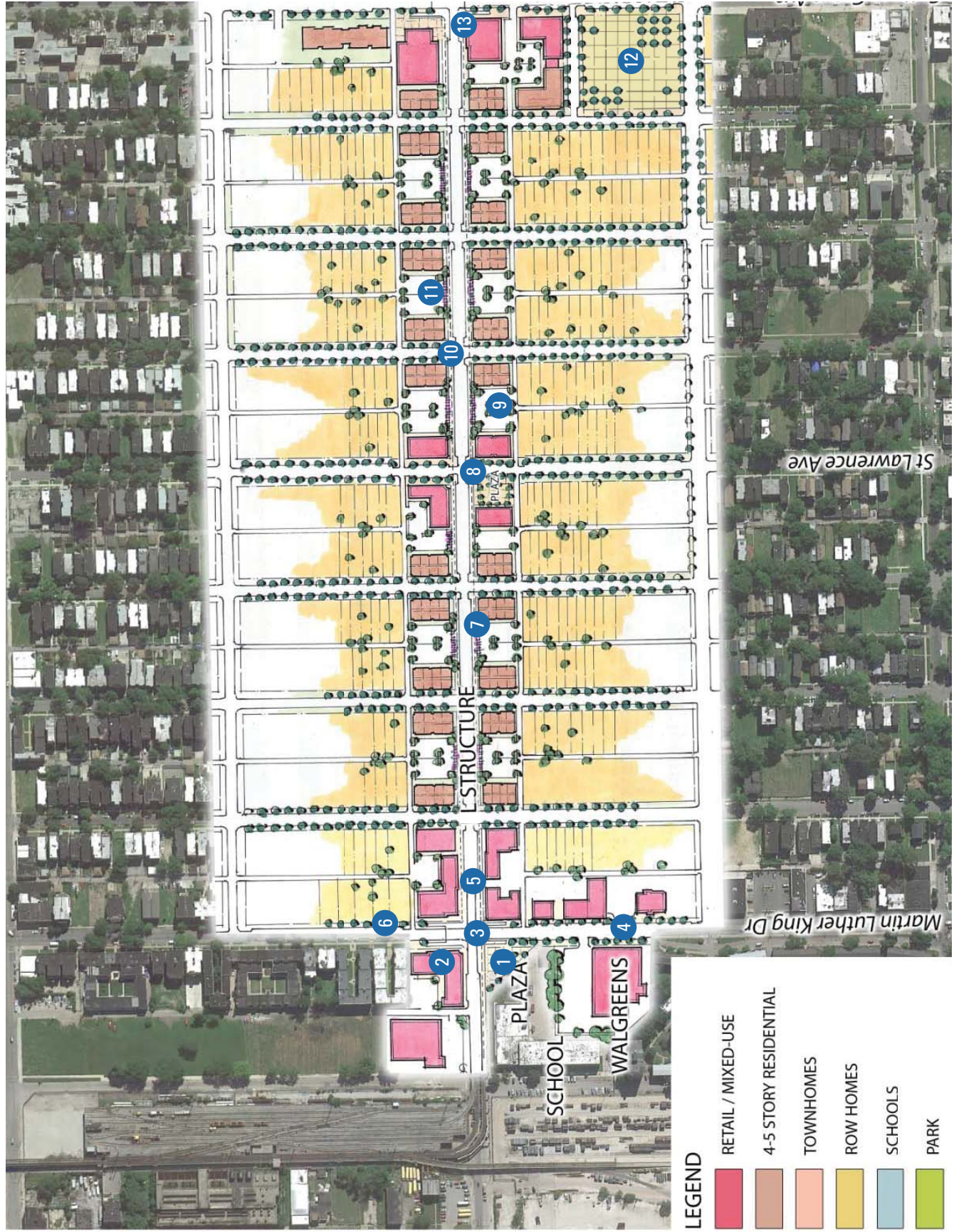
Other important components of the plan discussed were developing a catalyst site. This opportunity will help to bring jobs to the study area and will help to create economic excitement that can spur new development.

TYPICAL STREET CHARACTER

- 1 Building setback should be a minimum of 15' to provide room for pedestrian activity, site furnishings and street trees.
- 2 Active ground floor retail or restaurant uses should be in the commercial areas around the stations.
- 3 Definition of outdoor dining area through low fence
- 4 New buildings should be 3-5 stories in height to match and blend with the existing/historic structures.
- 5 New streetlights to improve safety and visibility
- 6 New street trees should be provided wherever possible - utilize appropriate varieties under overhead utilities
- 7 Appropriate street furniture should be provided where space allows



STUDY AREA IMPROVEMENTS Potential streetscape improvements along Cottage Grove Ave. and Martin Luther King Dr. include street trees and lighting. A consistent design vocabulary needs to be established on these streets as well as the neighborhood streets to help unify the study area into a community. The lights shown in this sketch are modern full cut-off LED fixtures in a historic exterior.

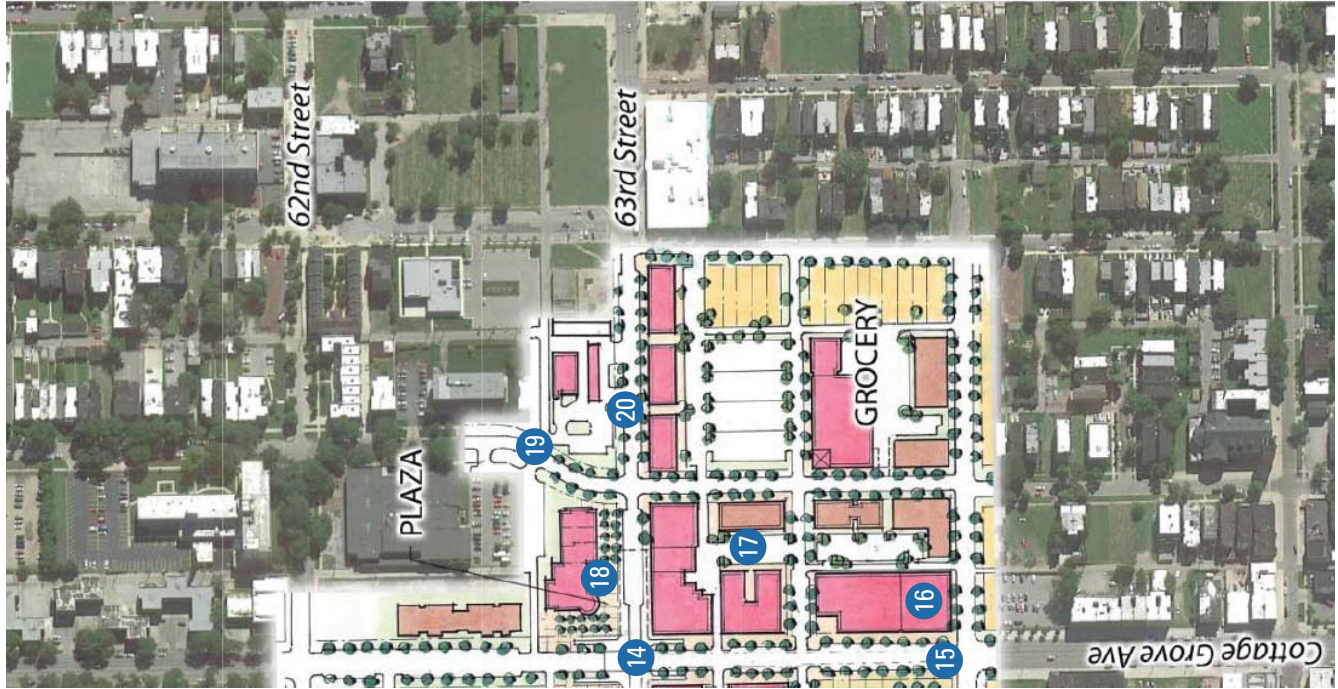


LEGEND

- RETAIL / MIXED-USE
- 4-5 STORY RESIDENTIAL
- TOWNHOMES
- ROW HOMES
- SCHOOLS
- PARK

RECOMMENDED VISION PLAN

- 1 Remove slip lane that connects 63rd St. to Martin Luther King Dr. Incorporate the freed up space into an enhanced plaza adjacent to the station.
- 2 Opportunity for new development either by repurposing vacant building or redeveloping parcel.
- 3 Improve intersection conditions at 63rd St. and Martin Luther King Dr. such as bulb outs, pedestrian crossing and lighting.
- 4 Automobile oriented retail
- 5 King Drive Station
- 6 Residential Transition
- 7 Set new building back from the L structure a minimum of 20' on the south side for better solar orientation.
- 8 Commercial node opportunity at St. Lawrence Ave. This will help to create interest along 63rd St. and can help brand the street as an important neighborhood element that connects to Washington Park.
- 9 Orient parking lots against the L structure. Maintain the street quality along 63rd St. by adding landscape trellises or low fences to screen the parking from view.
- 10 Orient buildings north/south along residential streets to minimize the L views and sounds.
- 11 Opportunity to develop new residential building on vacant parcels.
- 12 Events Plaza
- 13 Improve intersection by adding bulb-outs, crosswalks and street lighting.
- 14 Cottage Grove Station
- 15 Limit commercial land uses around the station to 64th St. This helps create a walkable, mixed use core around the station, with residential uses that surround.
- 16 Preserve architectural character of historic buildings.
- 17 Redevelopment of block. Integrate new mixed use buildings with existing.
- 18 Set new buildings back from L structure to create entry plaza at the station.
- 19 Enhance street network by connecting Drexel and Maryland.
- 20 Orient new development to the street.



PLANNING PRINCIPLES

Create unique and valuable experiences that will enrich the quality of life for residents by developing walkable, pedestrian friendly environments.

Create an investment into the 'L' and the two stations to provide a meaningful identity for the community.

Amenitize the community by creating a connected open space system which provides recreation and opportunity for social interaction.

Invite interaction with the surrounding community.

Develop a flexible plan that incorporates product diversity that is sustainable with market conditions over time.

There is opportunity to create something socially, physically and economically meaningful.

FOCUSED INITIATIVE AREAS



FOCUSED INITIATIVE AREAS *Improvements in the Study Area environment are grouped into four areas - Cottage Grove Station, King Dr. Station, the 63rd Street Corridor and the St. Lawrence Street special node.*

The The recommended Vision Plan has been broken down into areas of special focus for design and implementation. The following pages show (in more detail) the vision recommendations for The Cottage Grove Station, King Drive Station and the 63rd Street Corridor / St. Lawrence Node.

COTTAGE GROVE STATION

The Cottage Grove Station is the last station on the East 63rd Branch of the CTA Green Line. While the development pattern around the station is relatively urban, the land is not currently used to its fullest potential. With redevelopment, the station area has the potential to accommodate higher density uses that are consistent with the historical four to five story buildings in place. The dark environment under the L structure creates a poor pedestrian environment. Improvements such as lighting, bulb-outs, street trees and special pavement at intersections can help to enhance the space. Buildings should be oriented to the street creating a ground floor experience that will activate the street supporting residential and non-residential

uses. Open spaces such as plazas should be incorporated to provide a social environment for the station as well as to create views and vistas to signature buildings and provide more natural light under the L. Redevelopment and Infill should focus on creating an ‘anchor’ opportunity as an economic catalyst for the study area.

KING DRIVE STATION

The King Drive Station should promote a mix of transit-supportive land uses. This can occur either through new development or reuse of existing structures. New development should support pedestrian activity. Elements such as street trees, lighting and bulb-outs should be included. The plaza on the south side of the station should be enhanced to be an attractive public gathering space, adding visibility to the station. The slip lane on the south west side of the station along Martin Luther King Dr. should be removed and incorporated into the plaza, offering a better address to the station as well as to the Dulles school campus.

63RD STREET CORRIDOR

The 63rd Street Corridor links the two stations together and provides access to regional roadway systems and a mix of land uses in the surrounding community. The L structure runs under 63rd Street, creating a dark, noisy undesirable environment to orient new development to. Sidewalks are narrow and the road is wide, creating an obstacle for pedestrians to cross the street. To mitigate the visual impact of the L structure along 63rd Street, new development should be oriented north/south along the residential streets that cross 63rd Street. Building heights should be lower on the south side of the L structure to allow natural light into the space. There is opportunity for residential infill on vacant land. Street trees, wider sidewalks and bulb-outs will make the corridor pedestrian friendly.

ST. LAWRENCE AVENUE NODE

St Lawrence Avenue connects 63rd Street to Washington Park and is the midpoint between the Cottage Grove Station and King Drive Station. There is a small commercial node that exists today in which there is an opportunity to enhance the space with repurposing existing buildings, infill development and redevelopment. The residential streets along the 63rd Street Corridor are all one-way streets. To create a sense of hierarchy and a visual break, the street can be repurposed from a one-way street to a two-way street, increasing the overall street connectivity for the neighborhood and providing a neighborhood scaled destination between the two stations.

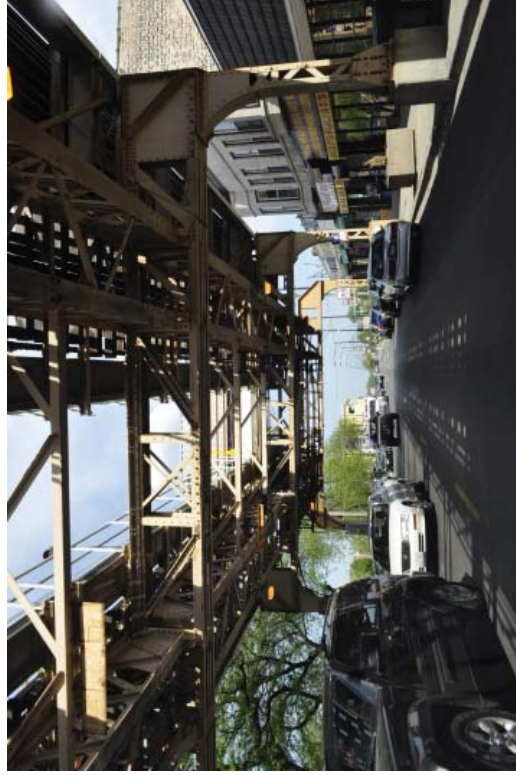
EXISTING CONDITIONS AT THE COTTAGE GROVE STATION



DARK ENVIRONMENT Existing buildings are adjacent to the L structure, blocking natural light, creating a dark environment. Visibility to the intersection from the surrounding community is limited, creating a safety concern for residents.



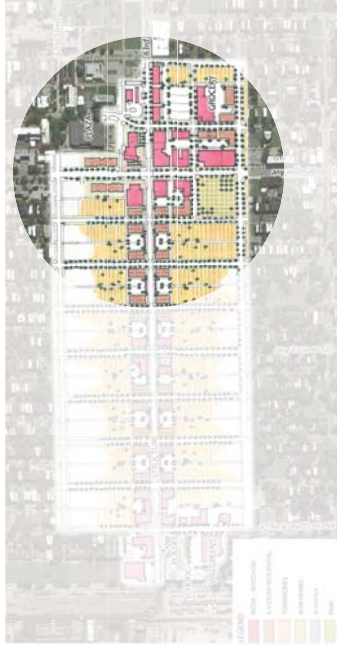
BUILDING PROXIMITY Due to the scale of the buildings and proximity to the L structures, pedestrians feel confined along this section of the corridor. (Note the security fence on top of the building.)



PORTAL EXPERIENCE View looking East on 63rd Street. The character of 63rd Street changes once it is past the last station. Street Trees are present and new development is occurring.



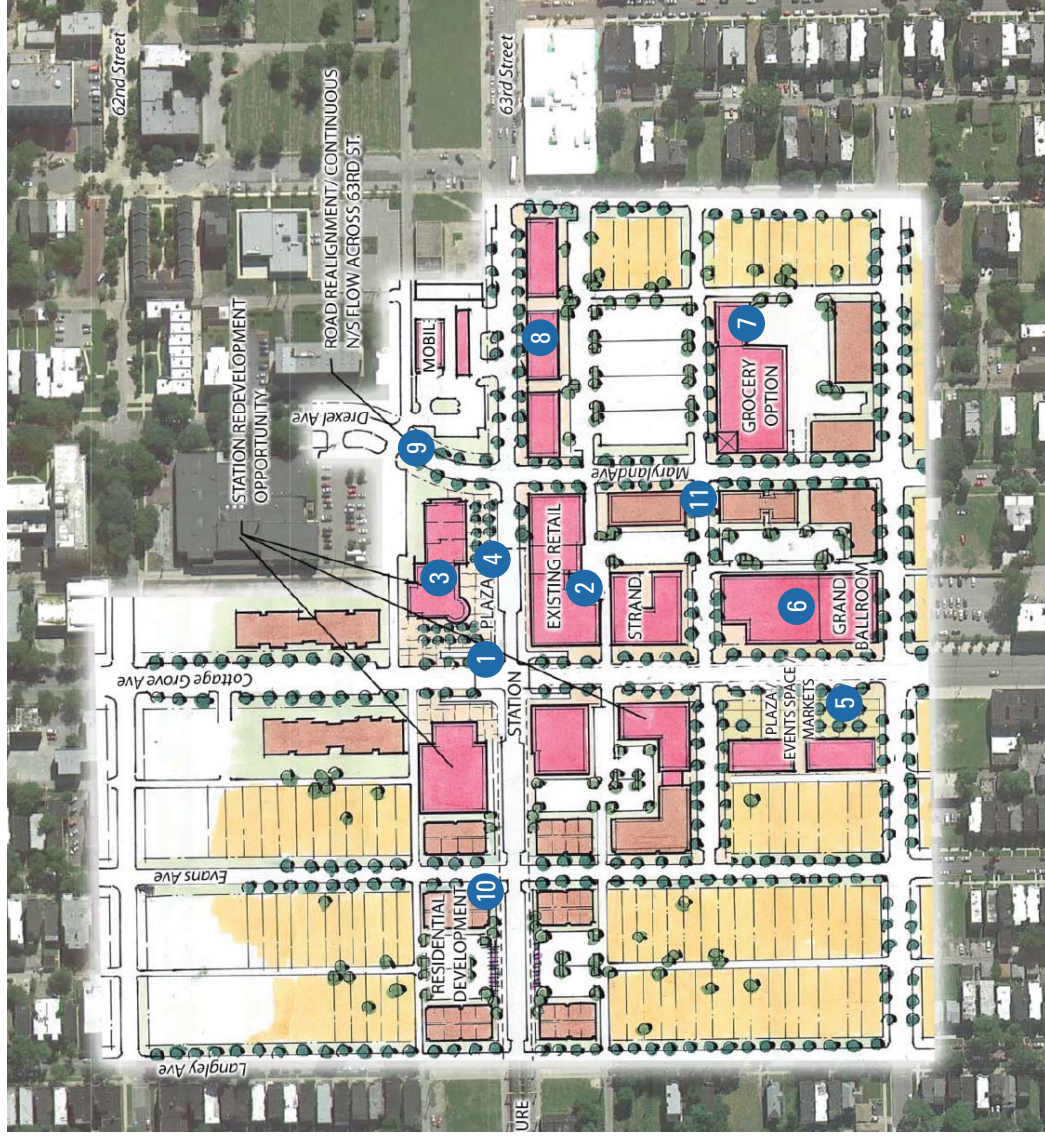
PEDESTRIAN ACCESSIBILITY Though the sidewalk is wider in this area, the amount of miscellaneous furniture, columns and sign posts block pedestrians and limit vehicular views.



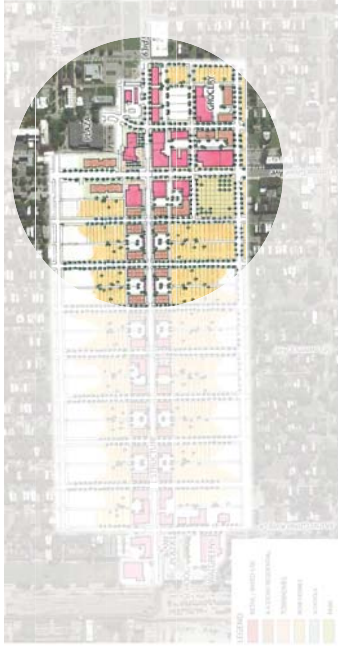
COTTAGE GROVE STATION VISION PLAN

OPTION 1

- 1 Existing transit station
- 2 Incorporate existing retail
- 3 Opportunities for redevelopment of more intense uses
- 4 Set the new building back to provide better light under the L structure and create a plaza gathering space at the station
- 5 Create flexible open space (plaza) that can host a variety of events such as markets and provide a transition to residential land uses
- 6 Use the events plaza to open views and vistas to historic buildings such as the Grand Ballroom
- 7 Incorporate a retail anchor that can serve as an economic catalyst
- 8 Orient new development to the street and place parking behind
- 9 Connect Drexel to Maryland across 63rd St. to enhance the street network east of Cottage Grove
- 10 Create new residential development (4-5 stories) on vacant land
- 11 New east/west street breaks the superblock between 63rd and 64th Streets., allowing for greater neighborhood connectivity



- LEGEND**
- RETAIL / MIXED-USE
 - 4-5 STORY RESIDENTIAL
 - TOWNHOMES
 - ROW HOMES
 - SCHOOLS
 - PARK



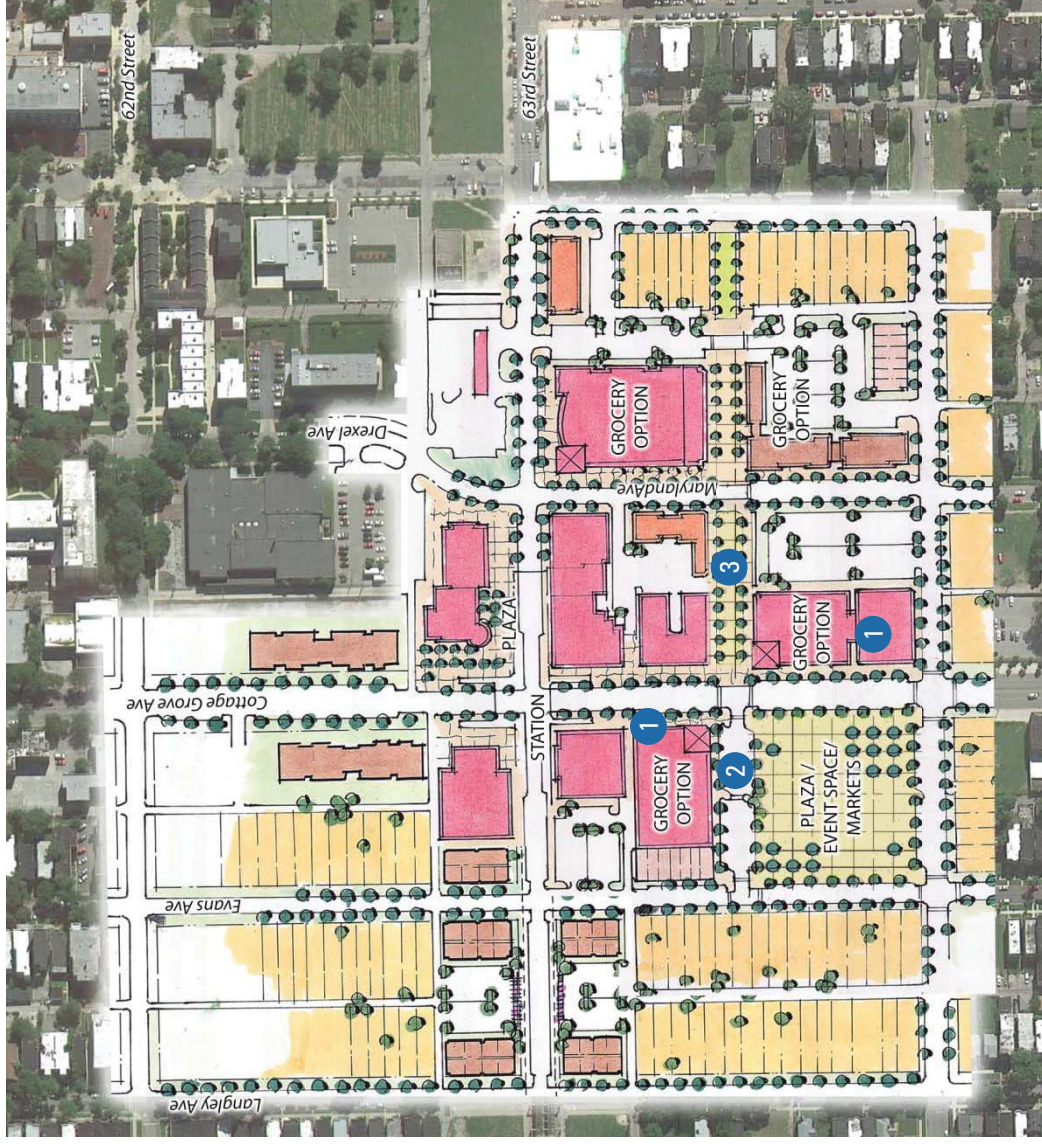
COTTAGE GROVE STATION VISION PLAN

OPTION 2: ANCHOR/GROCERY

The Station area is shaped around the street and open space network, which is designed to be an attractive public realm with a strong focus on walkability. With the right street network and balance of open spaces, a variety of land uses can be implemented as market conditions are prime. Option 2 of the Cottage Grove Station Vision Plan demonstrates this flexibility by integrating a variety of optional large 'catalyst/anchor' building sites into the same street framework shown in option 1.

The large catalyst anchor buildings are shown in this concept plan as potential Grocery Store locations, but can host a variety of uses including civic uses such as theaters and museums. Due to the flexibility in block structure, the plaza/event space can be larger in this scenario to accommodate festivals and or markets that may be associated with the large catalyst anchor sites.

- 1 Anchor buildings are oriented to the events plaza to accommodate outdoor extension of space.
- 2 Streets should be designated as flush streets, and due to a good neighborhood network, could be closed for large events.
- 3 Green spine connects residents from the east to retail/commercial uses, the events space and to the station.

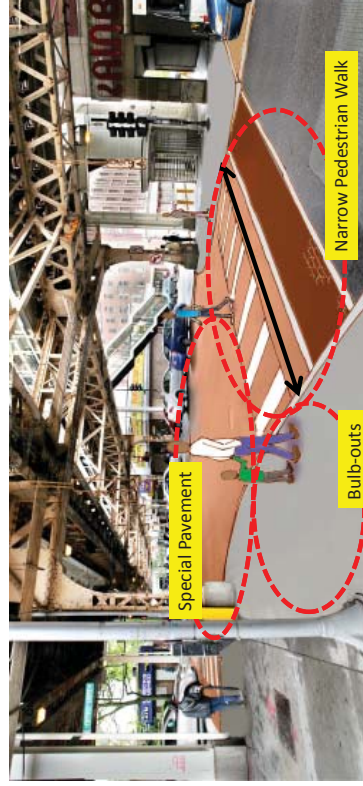


LEGEND

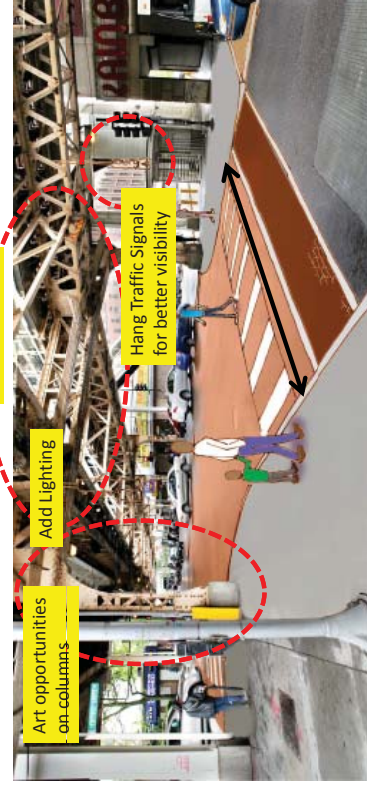
Red	RETAIL / MIXED-USE
Orange	4-5 STORY RESIDENTIAL
Yellow	TOWNHOMES
Light Blue	ROW HOMES
Light Green	SCHOOLS
Dark Green	PARK



BEFORE IMAGE OF THE COTTAGE GROVE AND 63RD STREET INTERSECTION



AFTER IMAGE OF THE COTTAGE GROVE AND 63RD STREET INTERSECTION WITH POTENTIAL SHORT TERM HORIZONTAL INVESTMENTS



AFTER IMAGE OF THE COTTAGE GROVE AND 63RD STREET INTERSECTION WITH POTENTIAL SHORT TERM VERTICAL INVESTMENTS

The vision plan is designed for flexibility. It can be phased and implemented as market conditions are right. There are some short term, immediate action recommendations that can take place that complement the overall vision.

One such implementation action item is improving the intersection at Cottage Grove and 63rd Street. Today this environment is dark, uninviting and is dominated by the automobile. Crosswalks are present but pedestrians have to cross 40 feet of asphalt (2 wide lanes of travel) at a time. Because of the shadows, and the dark L steel structure, pedestrians are difficult to see by motorists.

Simple improvements can be made to both the horizontal and vertical planes to create a vibrant intersection, in which pedestrians feel safe and connected to the environment they are in. This can be accomplished through several low cost alternatives. The before and after image of this intersection showcase some of these initial ideas.

Horizontal Level:

Introduce bulb-outs to narrow the pedestrian street crossing from 40 feet to 22 feet. The bulb-outs also place the pedestrian closer to the vehicular line of site down the street. They become easier to see and are not hidden by the L structure columns.

Create special pavement areas at the intersections. This creates a sense of arrival to both pedestrians and vehicular traffic as they travel to and from or through the station area. Depending on costs, the intersection can be unit pavers, colored concrete or stamped concrete.

Vertical Level:

Painting the L structure a new color will help to blend it into the surrounding context. With the right color section, the rust appearance can be disguised making the structure seem cleaner and new.

Additional street lighting is needed. At night, there is an opportunity to showcase the station area with LED lights that form an artistic function as well as safety and secure function.

Traffic signals can be moved from the edge of the roadway and be hung from the L structure so they are in the line of sight of the roadway and pedestrians crossing the street.

There are also opportunities for public art on the columns of the L structure.

EXISTING CONDITIONS AT THE KING DRIVE STATION



MARTIN LUTHER KING DRIVE View South from the station. South of the station, Martin Luther King Drive is characterized by automobile-oriented retail uses such as Walgreens and McDonalds.



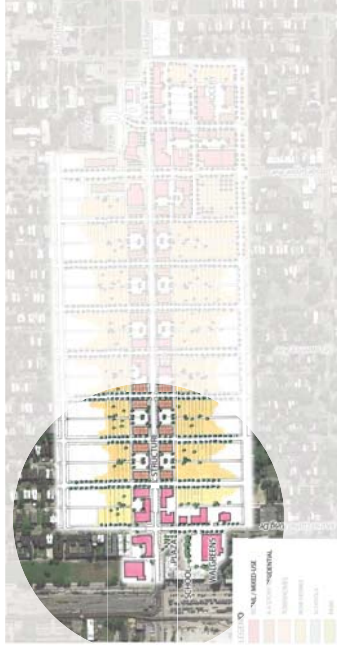
STATION PLAZA OPPORTUNITY A small plaza exists as a landing for the staircase to the station. There is an opportunity to eliminate the slip road shown in the above photograph and expand the plaza into a useable space for the community.



RETAIL EXPERIENCE View looking East on 63rd Street. The north side of street has a very small pedestrian walkway. Buildings are very close to the L structure, creating a darker environment. The vacant building provides an opportunity for redevelopment and the plaza to the south creates a valued amenity for new development.

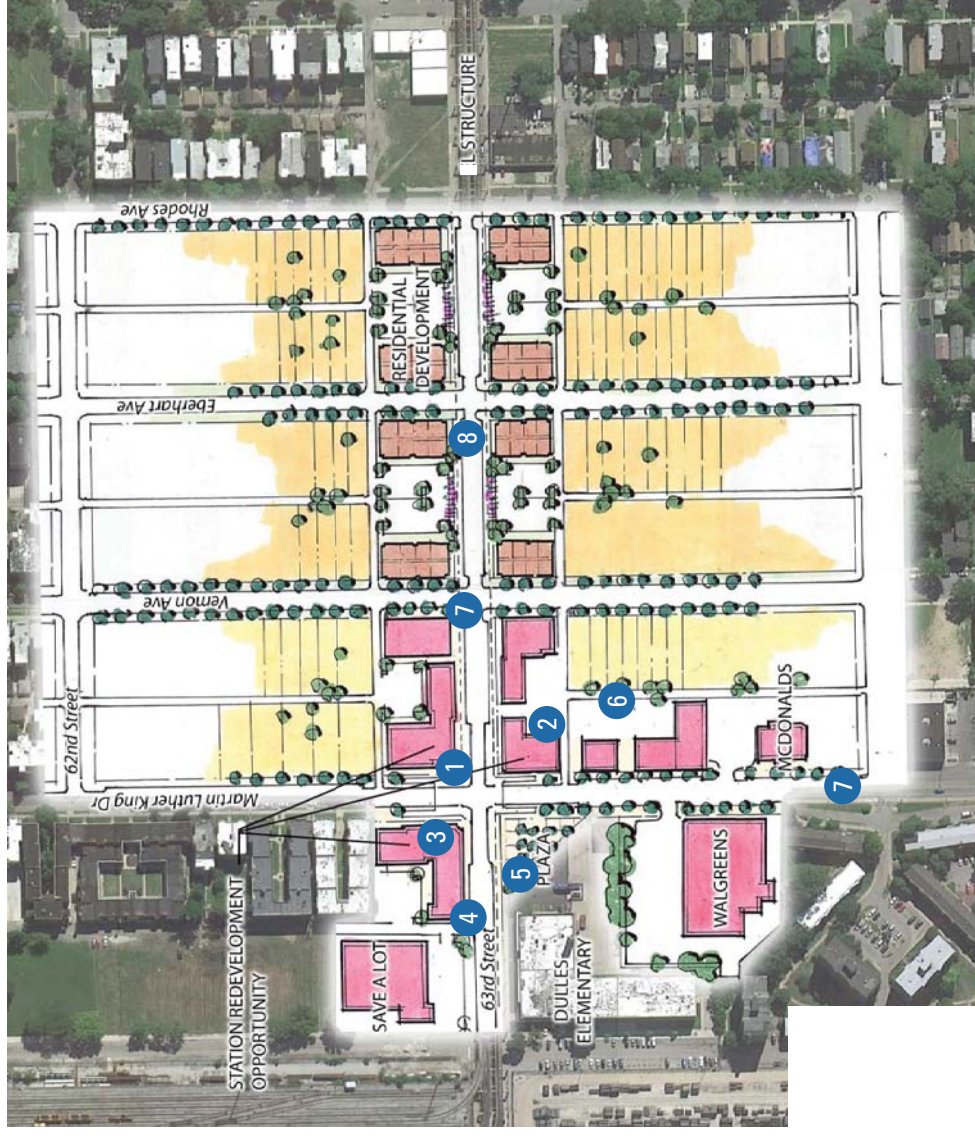


DULLES ELEMENTARY SCHOOL Due to its proximity to the station, the elementary school should be incorporated as a civic element and an important asset to the community design.



KING DRIVE STATION

- 1 King Dr. Station
- 2 Existing retail. (Opportunity to phase into more intense use as market conditions allow)
- 3 Opportunity for new development or redevelopment of buildings
- 4 New buildings should be oriented to the street around the station
- 5 Remove the slip turn lane that connects 63rd Street and Martin Luther King Drive.
- 6 Use alley as a transition zone from mixed use to residential
- 7 Retail area around the station should remain walkable and compact. Retail uses should not be allowed past Vernon Ave. to the east and 64th Street south.
- 8 Residential transition. Building orientation to north/south streets instead of 63rd Street.



EXISTING CONDITIONS ALONG THE 63RD STREET CORRIDOR



TUNNEL EFFECT View looking west on 63rd Street. The L structure above the 63rd Street corridor creates a tunnel effect as you drive through. Visibility to the sidewalks is limited from the dark shadows and obstructions from the L column structure.



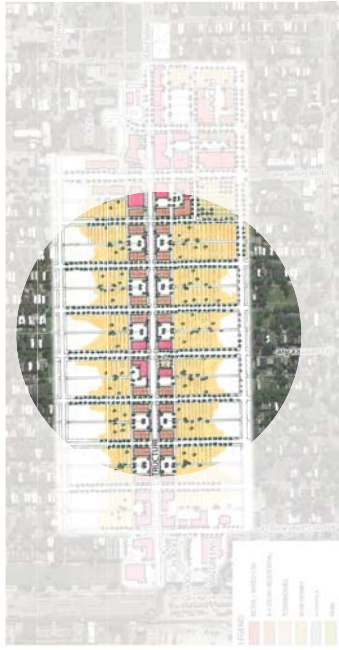
VACANT LAND View looking West along the 63rd St. corridor. A majority of the land north and south of the street is vacant, owned by private entities as well as the City of Chicago. The vacant land provides opportunities for development to occur.



PEDESTRIAN WALKS View looking East on 63rd Street. Bus Shelters and signals interrupt the pedestrian flow. The signals are difficult to see.



CROSSING THE STREET View looking West. Street crossings are marked with crosswalks but align to obstructions in the walkway such as the L column above. The width of the crossing can be narrowed to provide a level of comfort for pedestrians to cross the street. Due to the small turning radii of the streets, the crossings are very close to the turning movement of the intersections, creating an unsafe environment.

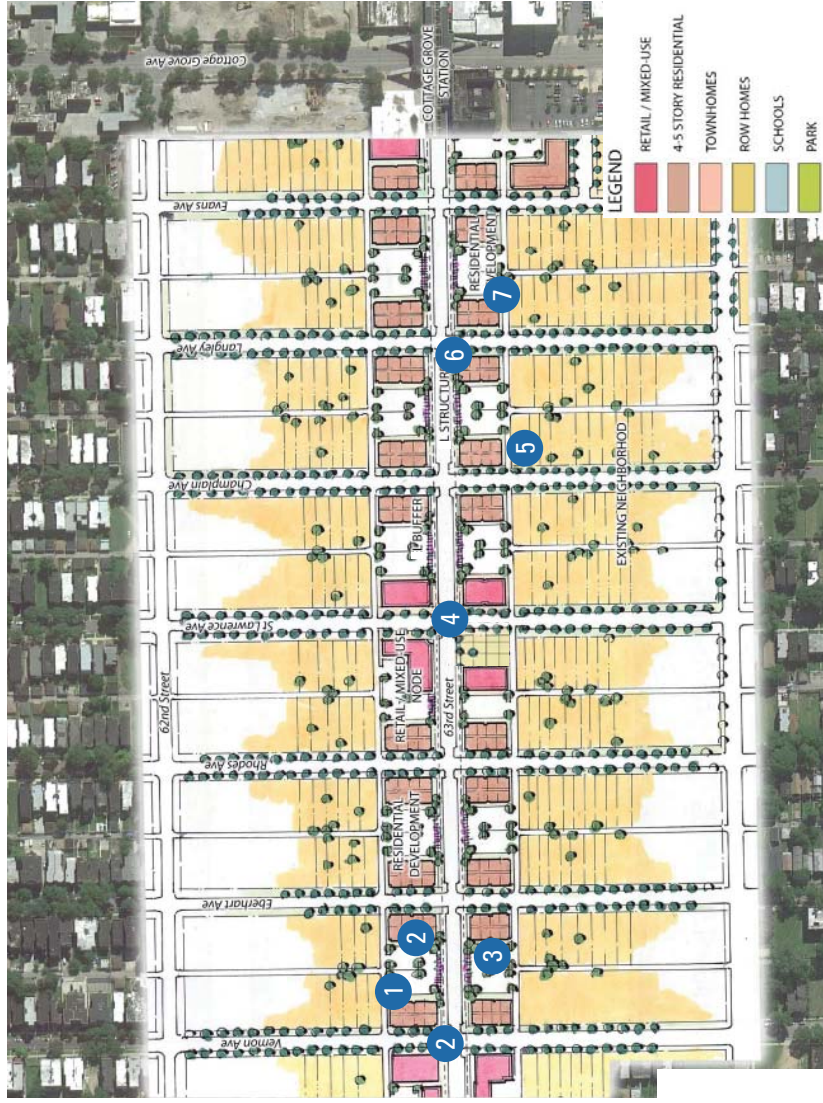


63RD STREET CORRIDOR

- 1 New residential buildings on vacant parcels
- 2 Buildings are oriented to the north/south residential streets
- 3 Parking lots are sited adjacent to the L structure and 63rd St.
- 4 Commercial node opportunity at St. Lawrence Ave. The node builds upon the existing retail at this location.
- 5 Use alley to transition back to existing neighborhood.
- 6 Buildings on the south side of 63rd St. and the L structure are setback 30 feet to allow more light under the structure.
- 7 Building heights on the south side should be 3-4 stories while building heights on the north side can be 4-5 stories. This allows more light (better solar orientation) to the corridor.

TYPICAL 63RD STREET INTERSECTION

- 1 Bulb-outs are incorporated with on street parking.
- 2 The pedestrian street crossing is narrowed
- 3 The crossing is pulled back a safe distance from the intersection. Along with the bulb-outs, this allows motorists to see pedestrians more clearly.
- 4 Intersection markings are enhanced to signal pedestrian crossing areas
- 5 Street trees provide visual interest and enhance the quality of the streetscape



TYPICAL INTERSECTION OF 63RD STREET (2 WAY STREET, ON-STREET PARKING) AND ONE WAY RESIDENTIAL STREET.

63RD STREET CORRIDOR SOLAR ORIENTATION STUDY

During the master planning process, it was noted that one of the biggest constraints to the study area's 63rd Street corridor was the shortage of Natural light adjacent to and under the L structure. The height of the existing buildings create a dark, uninviting place for pedestrian activity and street vitality.

A solar orientation study was completed to observe the opportunities for more light, which can be created using appropriate building heights, building separation and open space. These elements can be regulated through design guidelines.

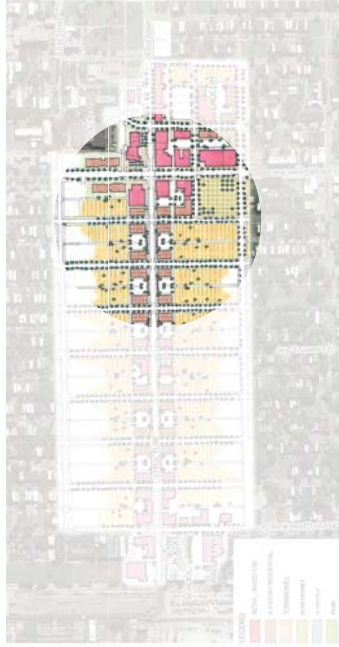
The recommended vision plan is designed to help mitigate the dark environment and allow the natural light to filter in under the L structure. Buildings are oriented north/south so the smallest façade of the building is facing 63rd Street. They are separated by surface parking lots, creating windows for natural light. Buildings on the south side of 63rd Street are set back approximately 30 feet and their height should be 1-2 stories lower than that on the North side to allow additional light to permeate the space.

63RD STREET RESIDENTIAL CHARACTER

- 1 New residential buildings are 3-4 stories, allowing more natural light to diffuse under the L structure. They should be oriented to and face the north/south residential streets
- 2 New residential buildings on the north side of the street can be 4-5 stories in height extra. They should be oriented to and face the north/south streets
- 3 Buildings on the south side of the street are setback farther (min of 30') to allow more natural light, larger pedestrian walks and a larger tree lawn for landscape to soften the harsh urban environment that exists today.
- 4 Parking lots (residential parking) are located adjacent to 63rd Street. The ends of the parking lots should incorporate landscape features, trellises or low fences that continue the 63rd streetscape through the corridor.
- 5 Incorporate street trees between the L columns
- 6 Enhance lighting
- 7 Reduce pedestrian roadway crossing at interseactions with Bulb-outs.
- 8 On street parking along 63rd Street provides the opportunity for guest parking and along with the narrower travel lanes, help to calm the street to the appropriate design speeds.



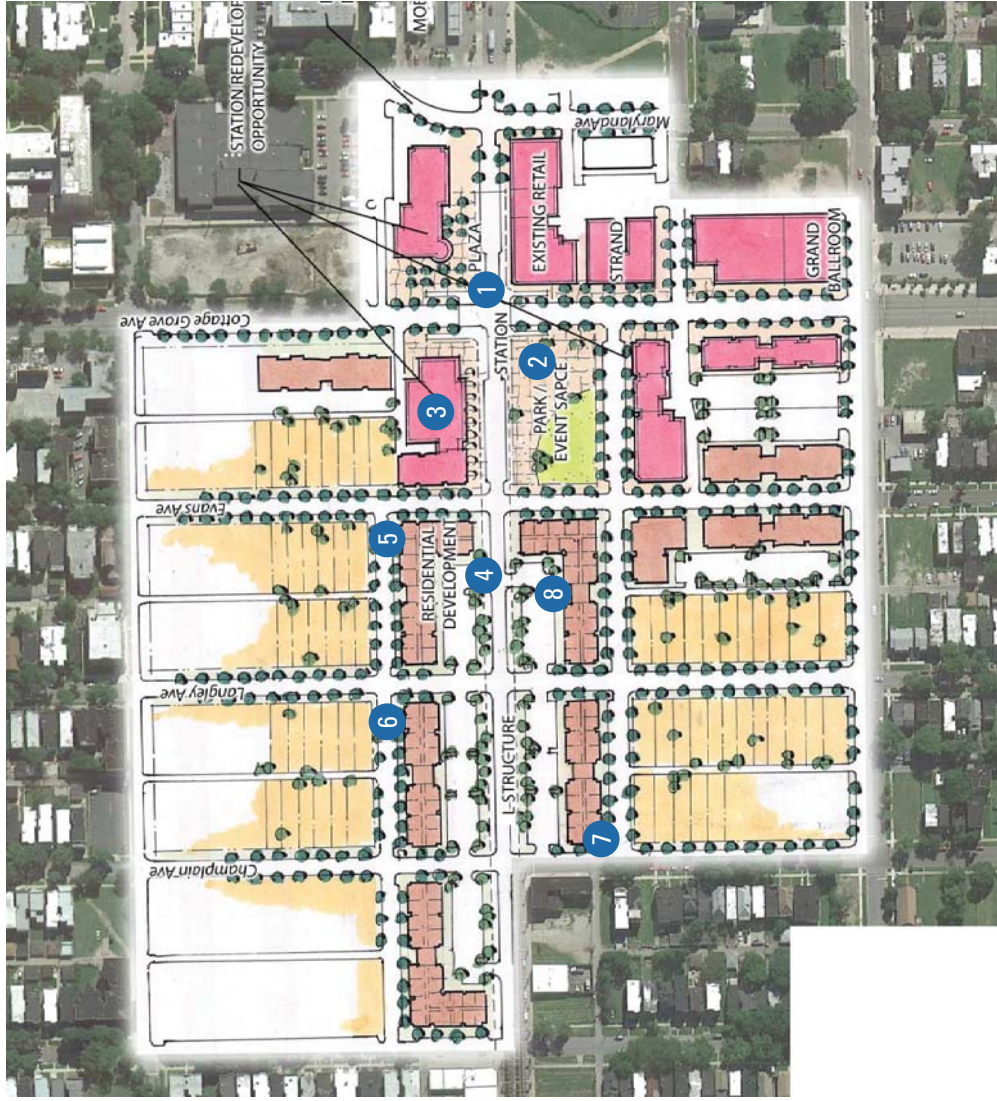
MODEL VIEW LOOKING EAST ON 63RD STREET The street design, streetscape enhancement and building placement to maximize natural light, provides a safe, comfortable and secure environment for pedestrians.



RESIDENTIAL OVERLAY

A residential overlay plan was completed as an alternative study for the 63rd Street Corridor. The intent of the study was to explore different ways to incorporate the L structure into the area plan. This plan orients new residential mid-rise buildings (on vacant land) to the existing neighborhood. The L structure is incorporated into parking lots and 'B' type spaces.

- 1 Cottage Grove Station.
- 2 Events plaza adjacent to the station. Removes historic building next to the L structure, which is structurally unstable. This helps the community by creating "the place" and provides more natural light.
- 3 Phased redevelopment of building. The new building should be set back from the L structure to provide a larger pedestrian walk and allow more natural light.
- 4 63rd St. character changes once it crosses Evans Ave. (one block west of Cottage Grove). It transitions from an 'A' street character in which land uses front the street, to a 'B' (through) street condition which is more service oriented, providing access to parking lots.
- 5 New residential buildings (4-5 stories) face toward the neighborhood. Parking is located behind and adjacent to 63rd St. and the L structure.
- 6 New east/west street provides a transition from new residential to the existing neighborhood fabric.
- 7 Front face of new residential building. Align with alley.
- 8 Breezeways/courtyards break the building facade and access to parking on the street frontage.



LEGEND

Red	RETAIL / MIXED-USE
Orange	4-5 STORY RESIDENTIAL
Light Orange	TOWNHOMES
Yellow	ROW-HOMES
Light Blue	SCHOOLS
Green	PARK

STREET FRAMEWORK

STREET TYPE

Transforming the existing streets into an attractive and functional multi-modal street network is critical to the success of the plan area, especially around the two transit stations and the 63rd Street corridor between. The streets are envisioned to be an attractive public realm with a strong focus on walkability.

Streets are more than just pathways to and through a place. Streets are one of the most highly visible types of urban places. Almost all trips begin and end with walking. Pedestrians should become the priority.

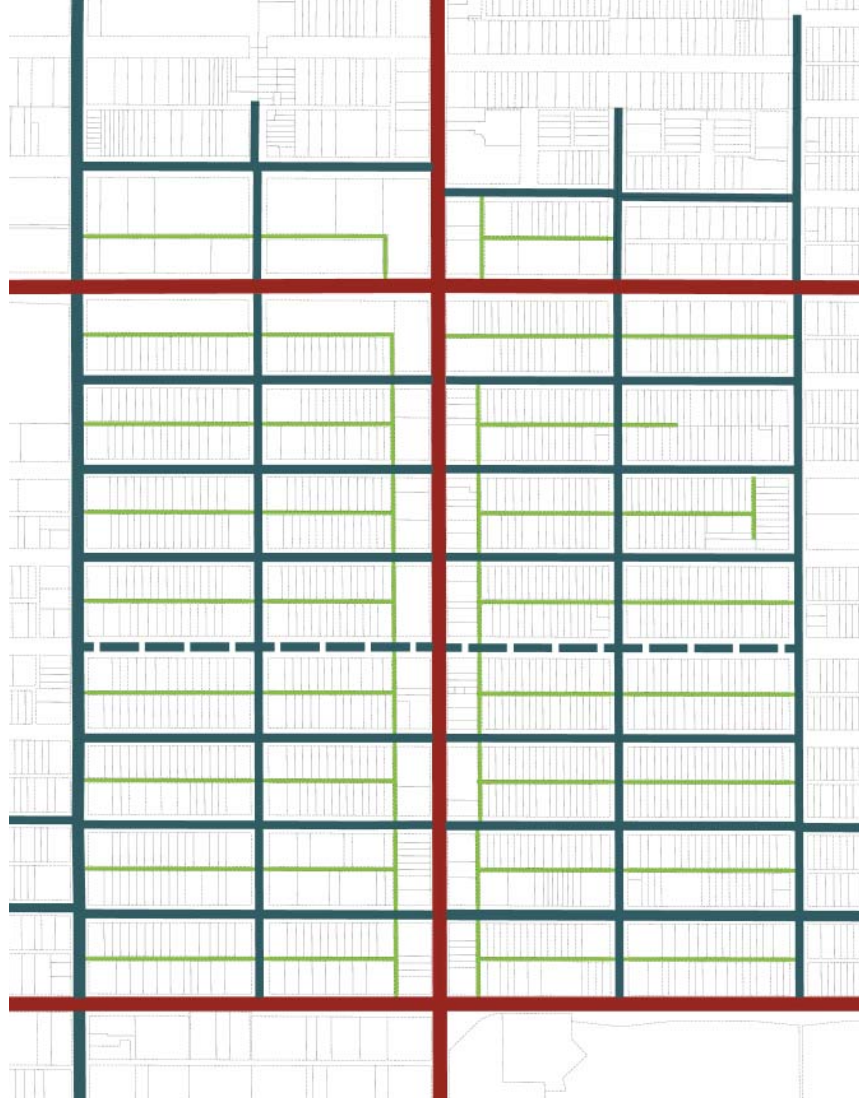
This section sets a framework for overall streetscape design. It is divided into two pieces: Street Types and Overall Streetscape Guidelines.

Street types are based on land use characteristics (Commercial, mixed use, residential) and transportation roles (throughway, neighborhood.) Each street type proposes standard improvements such as street trees, curb ramps, marked crossings and case by case improvements such as on street parking, medians and extended bulb-outs with landscaping. The City’s ‘Complete Streets Chicago’ (2013) identifies six types for roadway form and function.

- TH – Thoroughfare
- CN – Connector
- MS – Main Street
- NS – Neighborhood Street
- SW – Service Way
- PW – Pedestrian Way

The proposed cross sections will comply with the recommended typologies as well as using the Pedestrian First Modal Hierarchy.

All streets are envisioned to be connected, walkable and calmed with wide sidewalks and shaded streetscapes.



STREETS FRAMEWORK Neighborhood streets are anticipated to remain in their current state. Cottage Grove, Martin Luther King Dr, 63rd Street and St Lawrence Avenue should be re-purposed to emphasize a community environment in which the street equally serves the pedestrian and vehicle.

STREETSCAPE

Streetscapes should be designed to include a variety of features and amenities and reflect a unified design vocabulary of elements.

A streetscape is defined by six major elements:



TREES & OTHER LANDSCAPE PLANTINGS

Trees and other Landscape Plantings

Street trees should be the primary organizing element of the streetscape. They provide shade to pedestrians and soften the urban environment. Drought tolerant and climate adapted species should be used. Native species should be used when possible, to maintain healthy plantings.



LIGHTING

Lighting

Street lighting is a key organizing element that defines the daytime and nighttime environment and enhances personal safety and security. Street lights should light the entire right of way (vehicular zone as well as pedestrian zone). The lighting should be spaced to optimize light distribution and not interfere with other streetscape elements such as street trees.



STORMWATER CONTROL MEASURES

Stormwater Control Measures

Stormwater control measures are on-street stormwater facilities that capture the water before it enters the City's system. Stormwater management tools include permeable paving, swales, gutter channels and vegetated bio-retention facilities. All of these features should be designed to be integral, aesthetic parts of the streetscape.

Paving

Paving materials in the pedestrian realm can either be concrete or non-standard materials such as (brick) unit pavers. Paving on streets should be functional and easy to maintain. Unique design treatment, particularly at street intersections, may be necessary to enhance pedestrian safety.



PAVING

Site Furnishings

Site furnishings consist of all streetscape amenities in the sidewalk. They can include benches, bicycle racks, kiosks, parking meters, trash receptacles and signage. They should complement the land uses along a particular street and use a consistent design vocabulary.



SITE FURNISHINGS

Utilities

Utilities may be poles, overhead wires or surface-mounted boxes. They are all necessary and often conflict with other streetscape elements. Utilities should be efficiently located to minimize impacts to the aesthetics of the streetscape. It is recommended that they be grouped together for ease of maintenance and placed underground.



UTILITIES

The streetscape cross-sections on the following pages are essential to 'setting the tone' for the type of setting desired in the plan study area. The cross-sections propose:

- Streetscape, sidewalk and street tree improvements
- Future character of the streets regarding the number of lanes, bicycle, pedestrian and transit accommodations and provisions for on-street parking.
- Building setbacks

The specifications in the cross-sections are based on typical conditions and may vary based upon further study and unique circumstances.

COTTAGE GROVE AVENUE

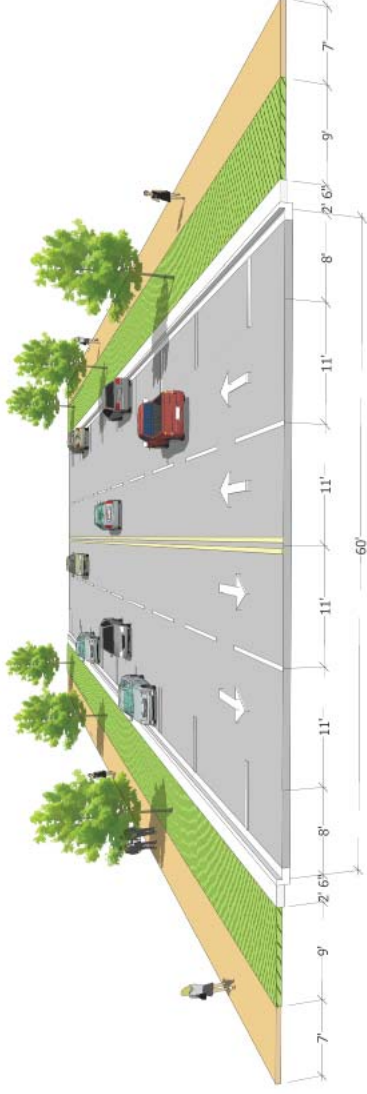
STREET TYPE: CONNECTOR (CN)

Land Use: The land use will vary. Within the study area, desired uses along this connector are medium density mixed use and residential, 4 to 5 stories in height. New buildings should be set back from the curb line a minimum of 15 feet.

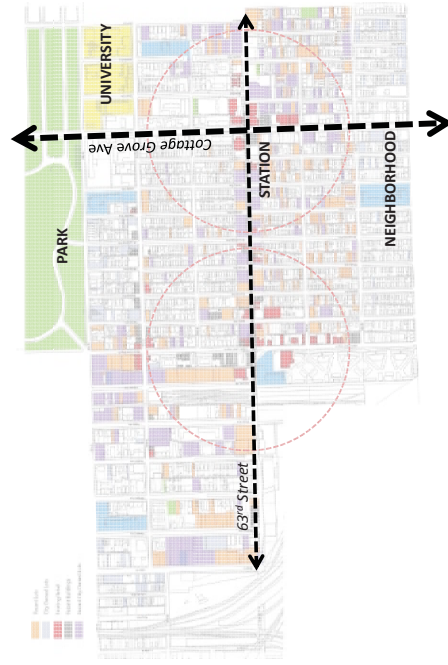
Existing Condition: This street has 60 feet of asphalt (4 travel lanes and on street parking).

Parking: On street parking should be provided where feasible. Parking lots should be located behind buildings, oriented away from the street.

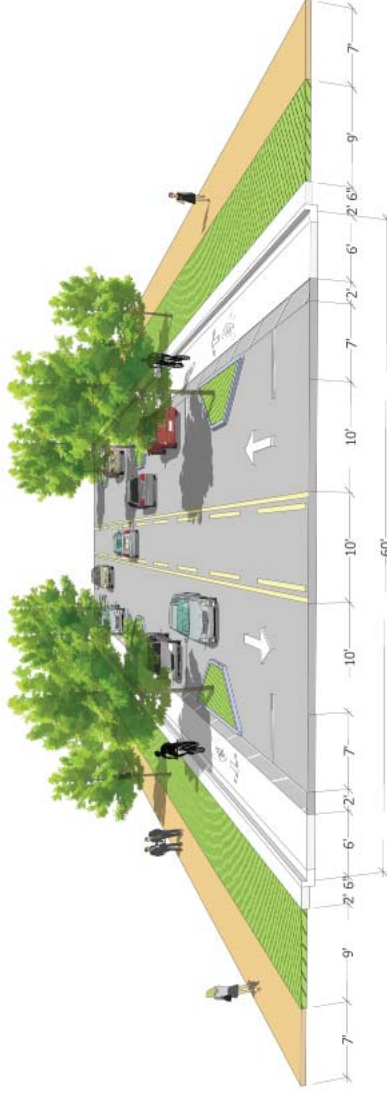
Site Furniture and Lighting: Should be consistent within the study area.



EXISTING CROSS-SECTION AND DIMENSIONING OF COTTAGE GROVE AVENUE.



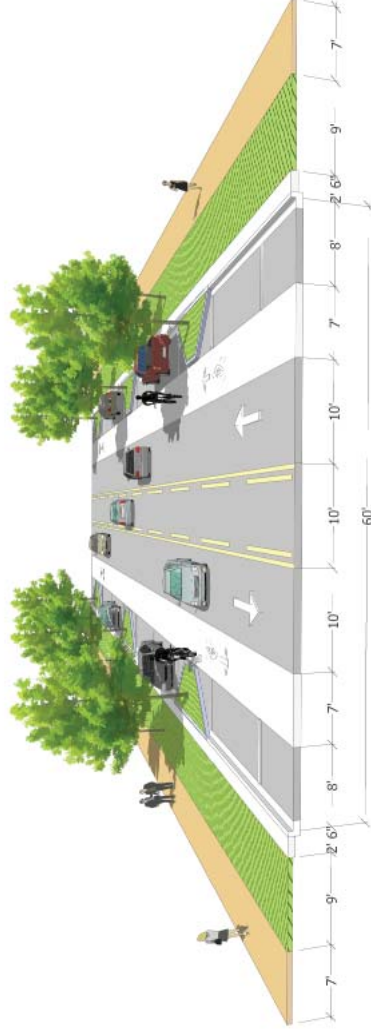
VIEW SOUTH TOWARD THE STATION ON COTTAGE GROVE AVE. note the wide pavement, making crossing the street difficult for pedestrians.



PROPOSED CROSS-SECTION AND DIMENSIONING OF COTTAGE GROVE AVENUE.

COTTAGE GROVE PROPOSED ALTERNATIVE (CG-1)

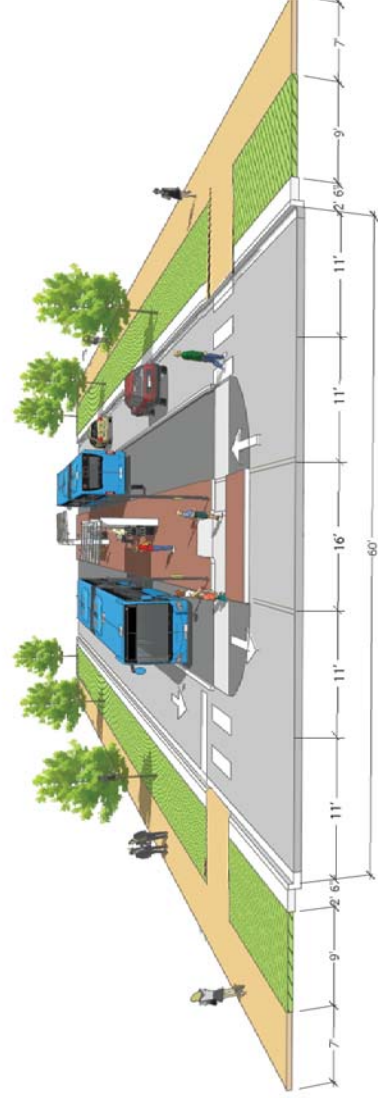
- 2 travel lanes & center turn lane
- Protected bicycle lanes
- On street parking
- Bulb-outs to narrow pedestrian crossing
- Street Trees
- Proposed changes to take place between existing curb lines.



PROPOSED CROSS-SECTION AND DIMENSIONING OF COTTAGE GROVE AVENUE.

COTTAGE GROVE PROPOSED ALTERNATIVE (CG-2)

- 2 travel lanes & center turn lane
- Bicycle lanes
- On street parking
- Bulb-outs to narrow pedestrian crossing
- Street Trees
- Proposed changes to take place between existing curb lines.



PROPOSED CROSS-SECTION AND DIMENSIONING OF COTTAGE GROVE AVENUE.

COTTAGE GROVE PROPOSED ALTERNATIVE (CG-3)

- 2 travel lanes & designated bus rapid transit (BRT) lanes
- Wide pedestrian refuge island / bus stop
- Pedestrian refuge island to narrow pedestrian crossing to two 22 foot crossings instead of the existing 60 feet.
- Street Trees
- Proposed changes to take place between existing curb lines.

MARTIN LUTHER KING DRIVE

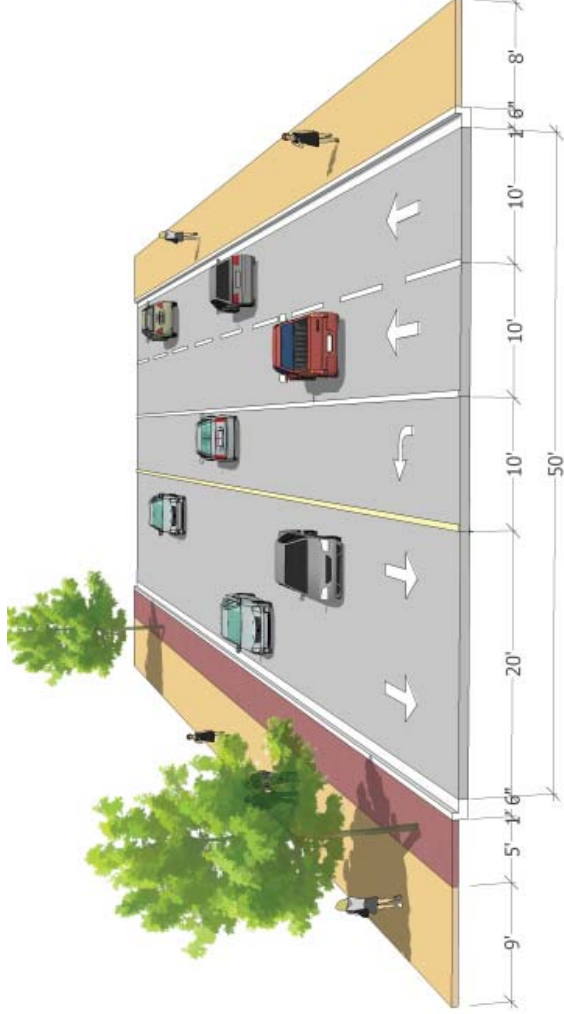
STREET TYPE: CONNECTOR (CN)

Land Use: The land use will vary. Within the study area, desired uses along this connector are medium density mixed use and residential, 4 to 5 stories in height. New buildings should be set back from the curb line a minimum of 15 feet.

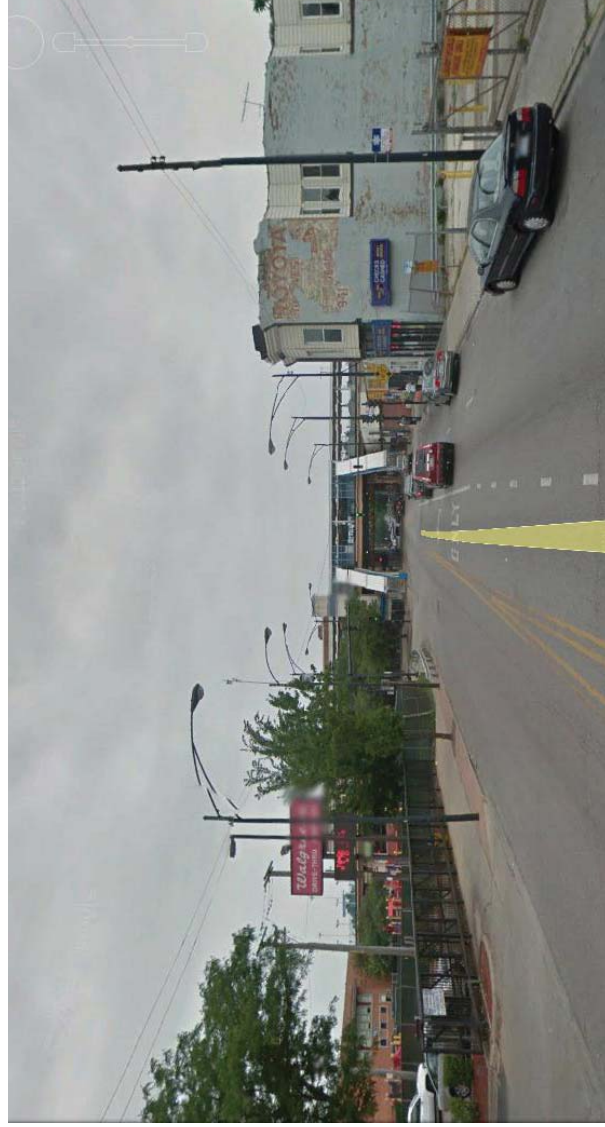
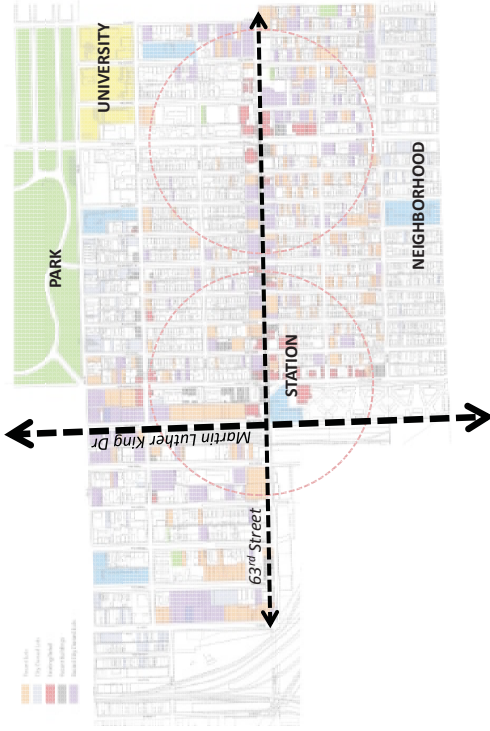
Existing Condition: This street has 50 feet of asphalt (4 travel lanes and a turn lane). The lack of street trees, large travel lanes and narrow sidewalks adjacent to the street, creates an unattractive environment for pedestrians.

Parking: On street parking should be provided where feasible. Parking lots should be located behind buildings, oriented away from the street.

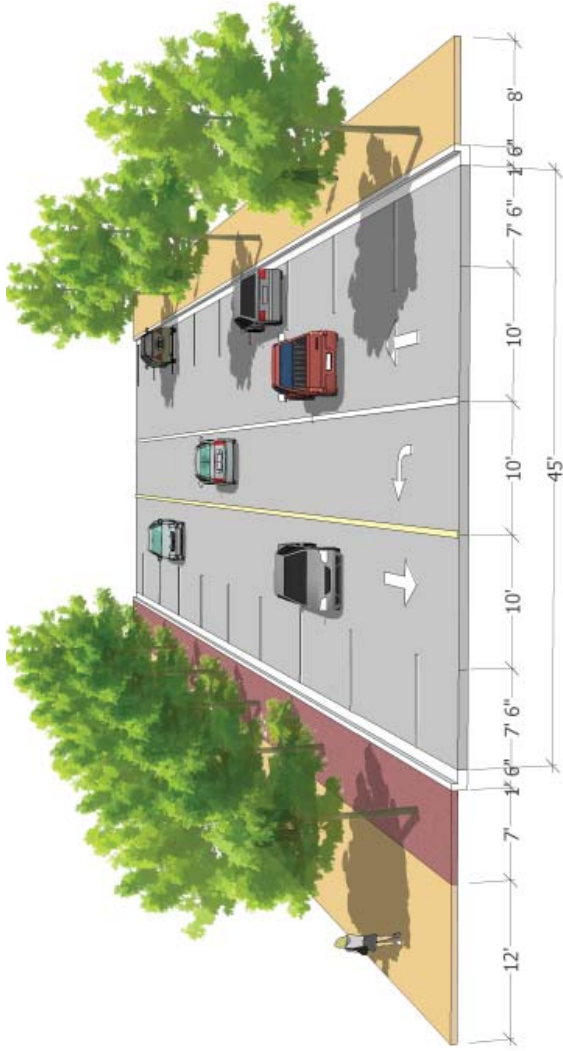
Utilities: Overhead wires can be placed underground to create a more aesthetically pleasing environment.



EXISTING CROSS-SECTION AND DIMENSIONING OF MARTIN LUTHER KING DRIVE



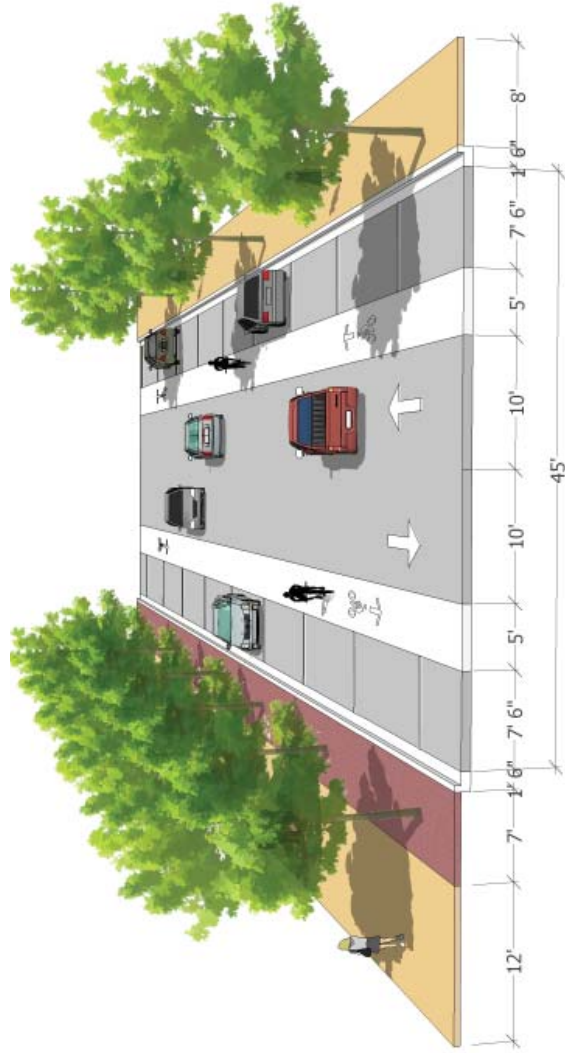
VIEW NORTH TOWARD THE STATION ON MARTIN LUTHER KING DR. note the wide pavement, lack of street trees and narrow sidewalks. All of these components create a hostile environment for pedestrians.



PROPOSED CROSS-SECTION AND DIMENSIONING OF MARTIN LUTHER KING DRIVE

**MARTIN LUTHER KING DRIVE
PROPOSED ALTERNATIVE (MLK - 1)**

- 2 travel lanes & center turn lane
- On-street parking
- Wide sidewalks for pedestrians, site furnishing zone and street trees.
- Enhanced consistent spacing of street trees
- Proposed changes to take place between existing curb lines.



PROPOSED CROSS-SECTION AND DIMENSIONING OF MARTIN LUTHER KING DRIVE

**MARTIN LUTHER KING DRIVE
PROPOSED ALTERNATIVE (MLK - 2)**

- 2 travel lanes
- Bicycle lanes (Martin Luther King Drive is identified as a bike route on the City's bicycle master plan.)
- On-street parking
- Wide sidewalks for pedestrians, site furnishing zone and street trees.
- Enhanced consistent spacing of street trees
- Proposed changes to take place between existing curb lines.

63RD STREET

STREET TYPE: CONNECTOR (CN)

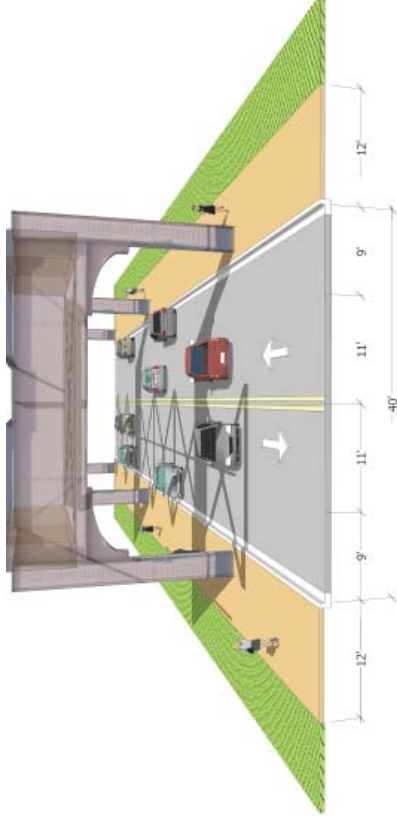
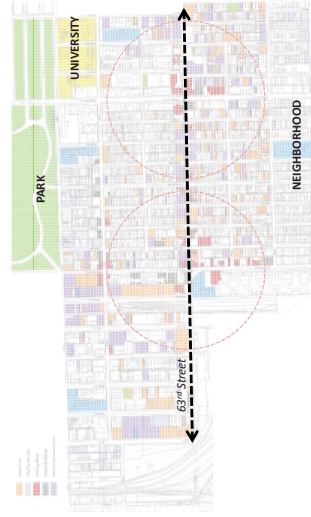
Land Use: Within the study area, desired uses along this connector are medium density Residential 4-5 stories in height. New buildings should be set back from the curb line a minimum of 15 feet. Orientation of the buildings should face the north/south streets for better sound attenuation and aesthetically pleasing views.

Existing Condition: This street has 40 feet of asphalt consisting only of 2 wide travel lanes. The L structure is above the road, creating a tunnel effect and dark shadows as you travel through the corridor. There is a narrow sidewalk, in which the L structure columns encroach into. Buildings are adjacent to the structure, offering very little opportunity for natural light at certain times of the day and year.

Parking: On-street parking should be provided where feasible. Parking lots should be located behind buildings, oriented away from the street.

Street Trees: Should be added to soften the harsh urban environment.

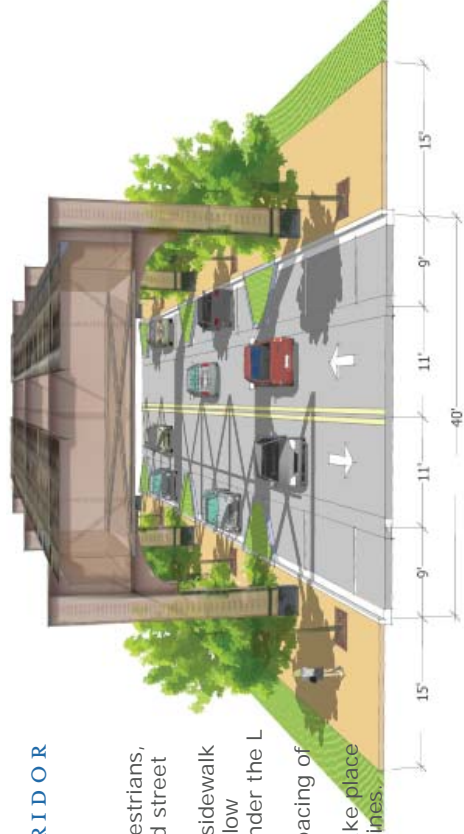
Site Furniture and Lighting: Should be added and be consistent within the study area.



EXISTING CROSS-SECTION AND DIMENSIONING OF 63RD STREET



VIEW WEST TOWARD THE KING DRIVE STATION. note the wide travel lanes, lack of street trees and narrow sidewalks. The L structure consumes a good portion of the sidewalk making it difficult for pedestrians to walk the corridor.



PROPOSED CROSS-SECTION AND DIMENSIONING OF 63RD STREET

63RD STREET CORRIDOR

- 2 travel lanes
- On-street parking
- Wide sidewalks for pedestrians, site furnishing zone and street trees.
- Planting strip between sidewalk and new buildings to allow natural light to shine under the L structure.
- Enhanced consistent spacing of street trees
- Proposed changes to take place between existing curb lines.

ALLEY

STREET TYPE: SERVICE WAY (SW)

Land Use: The land use will vary. The function of the alley street will not change with the proposed plan. The alley serves as a transition element between commercial/mixed use land uses to residential uses.

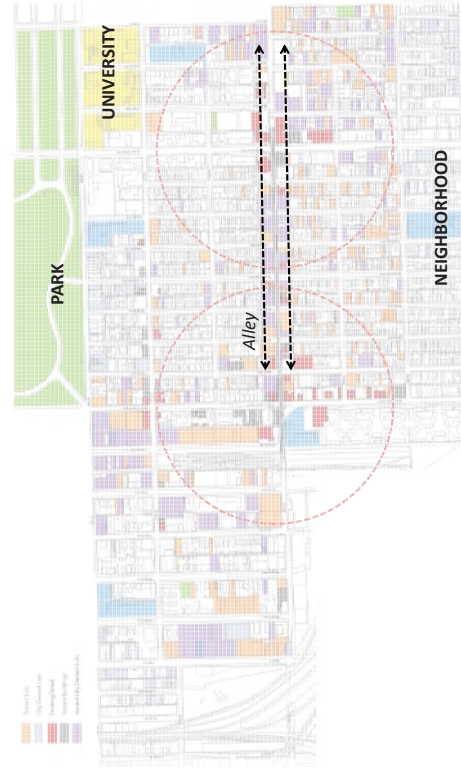
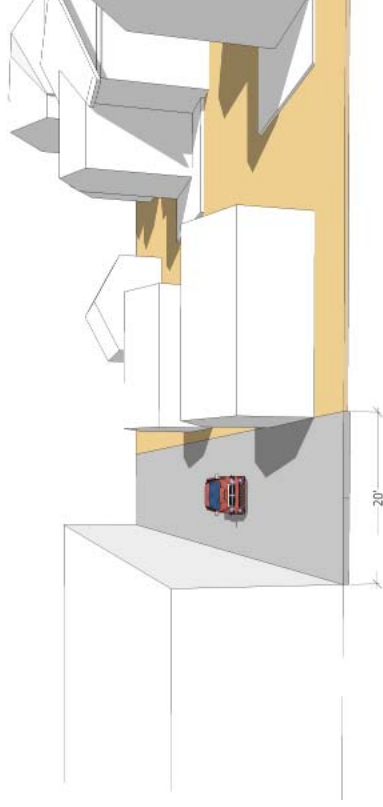
Existing Condition: The alley is 20 feet wide, building to building. This will allow for a one way alley and room for back of house uses such as the trash dumpsters shown.

Lighting: The alleys should have enhanced street lighting, either from new elements or attached to the adjacent buildings in an aesthetically pleasing way.

Utilities: The alleys should remain as a utility corridor.

Site Furniture and Lighting: Should be added and be consistent within the study area.

Street Trees: Although street trees are not feasible to add in the alleys, landscape planters, where appropriate can help to soften the environment.



TYPICAL ALLEY VIEW The alley not only serves as a transition point between land uses, but it helps to enhance the overall street connectivity as well as provide a screened space for back of house uses.

ST. LAWRENCE AVENUE

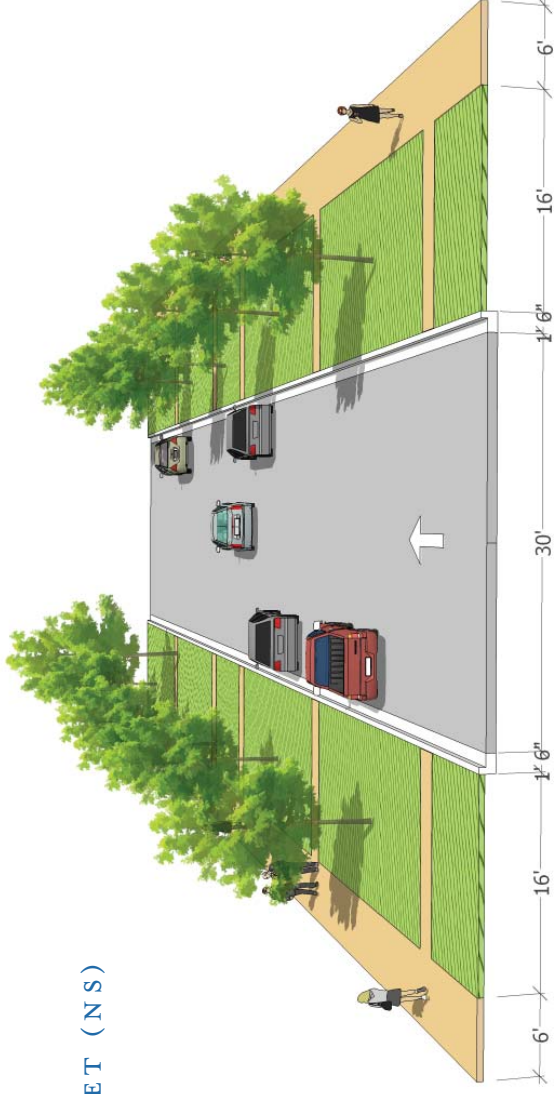
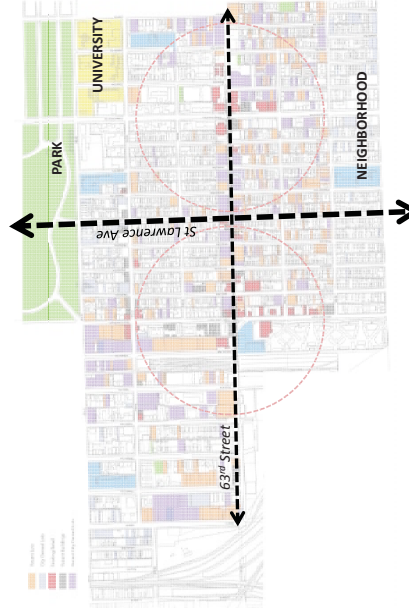
STREET TYPE: NEIGHBORHOOD STREET (NS)

Land Use: St. Lawrence is a Neighborhood (Residential) street. It stands out from other Neighborhood Streets as having some framework importance to the community. The north/south street connects the study area directly to Washington Park (north.) It is equidistant from both stations and has the opportunity to support a small commercial node at the intersection of 63rd Street. Because of its importance to the community, the street network can be enhanced in the area by converting it from a one way street to a two way street.

Existing Condition: The neighborhood street has 30 feet of asphalt. This one-way street includes on street parking. An existing tree canopy is present, providing an amenity for the neighborhood that has grown over time.

Parking: On-street parking should be provided where feasible.

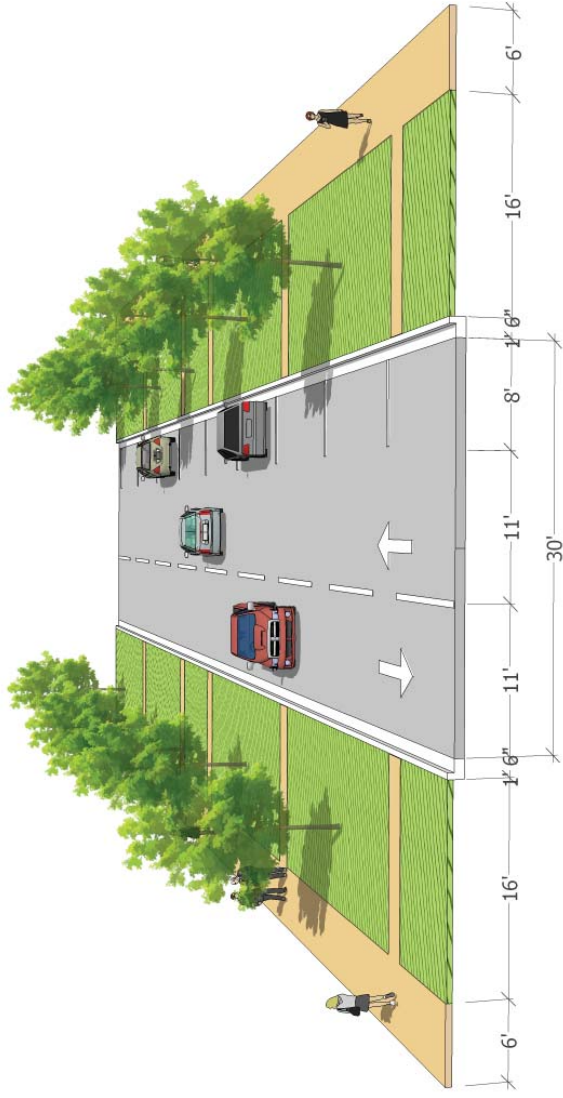
Site Furniture and Lighting: Should be added and be consistent within the study area. The large tree lawns provide a park-like setting for residential uses.



EXISTING CROSS-SECTION AND DIMENSIONING OF ST LAWRENCE AVENUE



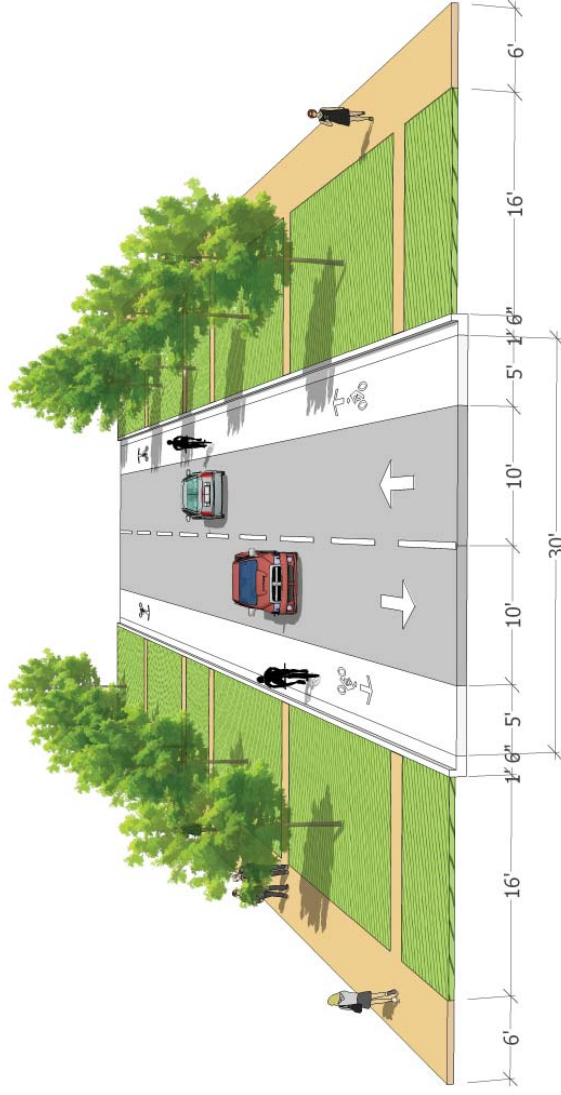
VIEW NORTH ON ST. LAWRENCE AVENUE. The existing street trees, pedestrian sidewalks and building setbacks frame the street. The width of the existing pavement between curbs, creates the opportunity to convert this one-way street into a two-way street.



PROPOSED CROSS-SECTION AND DIMENSIONING OF ST LAWRENCE AVENUE

**ST. LAWRENCE AVENUE
PROPOSED ALTERNATIVE
(STL-1)**

- 2 travel lanes
- One side of street with on-street parking
- Wide sidewalks for pedestrians, located off of the street.
- Large tree lawns preserve the existing mature tree canopy and provide a buffer between the street and pedestrian.
- Proposed changes to take place between existing curb lines.



PROPOSED CROSS-SECTION AND DIMENSIONING OF ST LAWRENCE AVENUE

**ST. LAWRENCE AVENUE
PROPOSED ALTERNATIVE
(STL-2)**

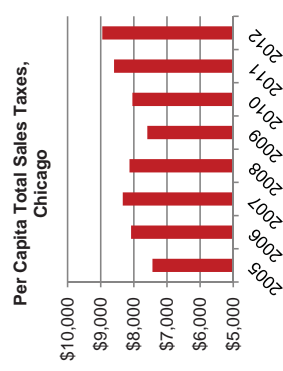
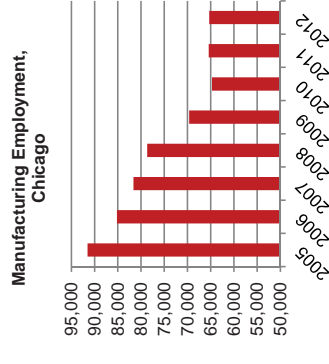
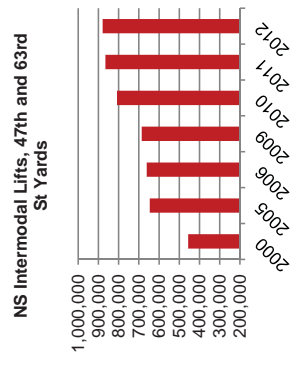
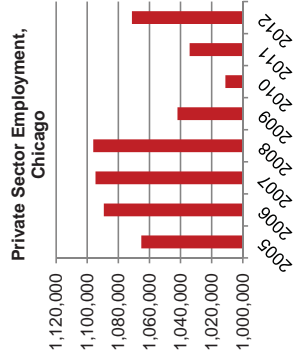
- 2 travel lanes
- Bicycle lanes (provides a neighborhood bike route that connects 63rd Street to Washington Park.)
- Wide sidewalks for pedestrians, located off of the street.
- Large tree lawns preserve the existing mature tree canopy and provide a buffer between the street and pedestrian.
- Proposed changes to take place between existing curb lines.

IMPLEMENTATION PLAN

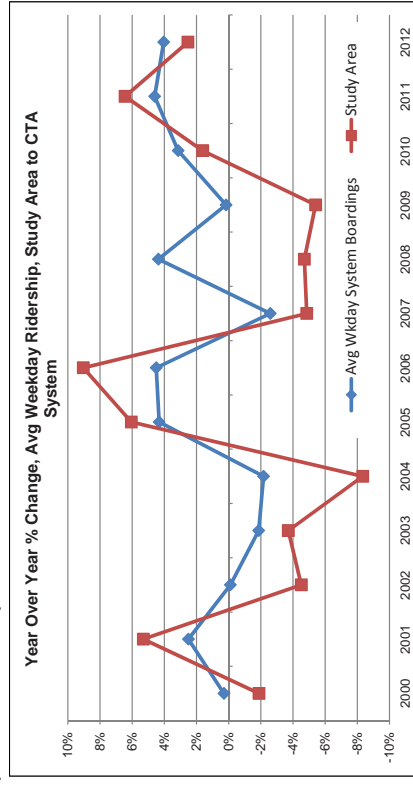
The conversation for 63rd Street begins at the broadest level. The City of Chicago today sits at a unique moment in time, linked with both the lingering impact of the “Great Recession”, as well as the evolving influence of an array of factors that are now coming to the forefront as the economy recovers:

- While almost 60,000 jobs were added since 2010, the City is still nearly 24,000 jobs below pre-recession peaks. In the overall context of sluggish recovery, lack of growth in manufacturing in Chicago is of concern. In this context, national trends related to reshoring are emerging, linked with significant labor cost growth in China, rapid labor turnover in India, higher transportation costs, and more unstable supply chains.
- The recession has impacted geographic mobility, with the pace of western movement of US population having decreased to its slowest pace going back to the 1930’s. Workforce transitions, linked with impending Boomer-generation retirements, will also influence the economy.
- Retail sales recovery across the City of Chicago has been positive since 2009. Importantly, on a per capita basis, retail sales in Chicago still lag, pointing to the broader outflow of retail sales to suburban markets, as well as the continued need to evaluate sites that can support generally larger community-level or Jr./big-box anchored retail centers.
- While the jury is still out regarding local impacts of the Panama Canal expansion, only a small number of US ports have been dredged to the 50-foot standard required for post-Panamax vessels. In Chicago, recent reports by CMAP suggest that a share of freight that currently goes through Chicago could be shifted to East Coast Ports with the expansion. At the same time, given recent decisions by NS to expand their freight yards proximate to the 63rd Street Study Area Corridor, it will always be important to keep the broader freight movement context in perspective. Growth in intermodal lifts for these yards has been significant, with further growth anticipated.

- Transit-Oriented Development will matter more than ever. Cities across the country have embraced TOD opportunities. For Chicago, the 63rd Street corridor is one of a small number of transit-linked sites with significant mid- to long-term redevelopment potential. Average weekday ridership for the two stations has improved steadily since the recession, and is nearing pre-recession levels.



For additional perspective regarding ridership, the following figure looks at annual percentage changes in average weekday ridership for the King and Cottage Grove CTA stations compared against overall system growth, year-over-year, between 2000 and 2012. The table reinforces a core study area that suffers more pronounced economic struggles (as evidenced by steeper percentage decreases in ridership) during periods of recession, followed by stronger boarding trends as the broader economy recovers. While the pace of recovery since 2009 is notable.



POLICY GUIDANCE

Our national experience highlights the practical challenges of encouraging infill redevelopment along older commercial corridors. Pre-recession, challenges have been driven by the increasing difficulty of obtaining financing for projects, perceptions of increased risk, as well as delays created by extended entitlement and development review policies, the latter of which are a key reason why infill projects are seen as more “risky”. Reflective of the real challenges of effecting change in these areas, successful policy responses have focused on:

1. Building public consensus and involvement up front
2. Identifying important sites and securing preliminary entitlements for their redevelopment
3. Improve the appeal of infill sites with targeted infrastructure and access improvements
4. Marketing infill sites aggressively

Significantly for the 63rd Street Corridor, in many ways the City of Chicago has already adopted an aggressive posture, acquiring considerable frontage property along the corridor. Recommendations from this effort also focus on ways that targeted infrastructure can sustain evolving interest in the study area. Moving forward, our clear preference is for the City to adopt a deliberate and pragmatic strategy, rather than one that is accidental or reactionary, to engage with residents and property owners about revitalization and redevelopment along the corridor.

Guiding principles include:

- City-owned property fronting on 63rd needs to be viewed as valuable real estate. Direct access to Lake Michigan and TOD opportunities, combined with evolving proximity to the University of Chicago and relative proximity to downtown (9 miles) all ultimately constitute positive drivers of value. It will clearly take time however. The City may consider partnering with other organizations, possibly the Cook County Land Bank, to take a long-term view regarding these holdings, and to consider other strategic property acquisitions along the corridor that align with the long-term vision; eminent domain is not presumed as part of these guiding principles.
- “Don’t Cherry Pick” – with the above in mind, avoid interest in short-term results and smaller projects.
- Test the market with a developer RFI every other year to assess evolving market interest in the Corridor, and evaluate new ideas and new products. Consideration should also be given to the use of density bonuses as an incentive, particularly for sites along the corridor within walking distance proximity to transit.
- Work with partner agencies to sustain and reinvest in the Green Line and support connectivity with other transit connections, particularly BRT.
- Avoid affordable housing for the sake of affordable housing, and focus on mixed use TOD projects that can clearly establish a floor on residential values for the neighborhood. Stable to growing residential values are critical in encouraging other property owners to invest in their properties as well.
- Retail should remain focused on key nodes anchored by transit. Consideration should also be given to assemblage opportunities for larger format stores (grocery, big box).
- Consider targeted acquisition

PRIORITY PROJECTS

As infrastructure improvements are viewed as an essential first step, the discussion begins with investments already completed along the corridor. For example, CTA has completed several projects at the King Drive and Cottage Grove CTA stations. Efforts included painting of the station structure including stairs, elevator tower, station house and platform. CTA plans point to additional defined projects that will influence the two station areas. Planned projects include replacement of the existing analog cameras with high definition cameras and install new “train tracker” systems on platforms.

In addition, CTA and CDOT have identified a set of proposed work projects for the corridor

RECENT, SCHEDULED AND PROPOSED STATION IMPROVEMENTS

STATUS LEAD AGENCY

STATION	STATUS	LEAD AGENCY	
KING DRIVE STATION	Painting of station structure including stairs, elevator tower, stationhouse and platform.	completed	CTA
	Replacement of all analog camera with high definition cameras	scheduled	CTA
	Installation of train tracker on platform.	scheduled	CTA
	Station Lighting Improvements	proposed	Choice Neighborhoods (DPD) and CTA
	Concrete pads at bus stops	proposed	CDOT
	Bus Shelter	proposed	CDOT
	New trash enclosures	proposed	CTA
	Enhanced signage	proposed	CTA



VIEW WEST ON 63RD STREET AT THE KING DRIVE STATION

STATION	STATUS	LEAD AGENCY	
COTTAGE GROVE STATION	Painting of station structure including stairs, elevator tower, stationhouse and platform.	completed	CTA
	Replace stationhouse roof	completed	CTA
	Replacement of all analog camera with high definition cameras	scheduled	CTA
	Installation of train tracker on platform.	scheduled	CTA
	Station Lighting Improvements	proposed	Choice Neighborhoods (DPD) and CTA
	Concrete pads at bus stops	proposed	CDOT
	Bus Shelter	proposed	CDOT
	New trash enclosures	proposed	CTA
	Enhanced signage, installation of bus tracker at bus shelter	proposed	CTA



VIEW WEST ON 63RD STREET AT THE COTTAGE GROVE STATION

STUDY RECOMMENDATIONS FOR IMPROVEMENTS IN THE PUBLIC REALM

The following potential improvements were identified in the study and represent mid-term priorities for investments in public assets. Possible funding sources include: The Chicago Neighborhood Initiatives Program, East Woodlawn TIF #65, West Woodlawn TIF #71, Aldermanic Menu Program and grants from non-for-profit agencies.

Create plaza space at King Drive Station and remove existing "slip road" that connects 63rd Street to south-bound King Drive.
Implement bump-outs, and other traffic calming measures along 63rd and adjacent arterials to enhance the pedestrian experience.
Plant street trees
Widen sidewalks
Reach consensus regarding re-stripping key arterials that connect to the corridor, with a focus on changes to the on-street parking/travel lanes / bike lanes / and storm water options.
Study and implement enhanced street lighting, placing greater emphasis on pedestrian scales lighting, particular in relation to the L structure.
Better defined pedestrian crossings / signals
Paint the L structure
Evaluate opportunities to place utilities underground.



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