Final Recommendations Report
Adopted by Chicago Plan Commission July 15, 2009
TABLE OF CONTENTS:

1 Acknowledgements
2 Project Overview
4 Study Area Descriptions
5 Community Input
6 Planning Recommendations
6 Public Investment to Foster Re-Connection
S-1 Mid South Study Area
W-1 Near West Study Area
N-1 Near North Study Area

FIGURES:

S-5 Mid South Study Area Recommendations
W-5 Near West Study Area Recommendations
N-5 Near North South Study Area Recommendations

TABLES:

S-6 Implementation Actions Mid South
W-6 Implementation Actions Near West
N-6 Implementation Actions Near North

For more information visit:
www.ReconnectingNeighborhoods.org

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The Final Recommendations for the Reconnecting Neighborhoods study were prepared through the efforts of the City of Chicago, the Regional Transportation Authority, CTA, Metra, and the project planning consultants, the Metropolitan Planning Council, HNTB Corporation and MKC Associates. Many citizens, staff, advisory task force members and officials of the City of Chicago participated in the planning process. Their involvement and insights are sincerely appreciated.

Preparation of this document was financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, and the Regional Transportation Authority. The contents of the document do not necessarily reflect the official views of the U.S. Department of Transportation, Federal Transit Administration, or the Illinois Department of Transportation.
Reconnecting Neighborhoods is part of the City of Chicago’s ongoing efforts to transform how public and affordable housing are integrated into their neighborhoods. Recognizing that successful integration of both new and renovated housing developments requires looking beyond the Chicago Housing Authority’s (CHA) Plan for Transformation sites to the surrounding blocks and nearby commercial and employment centers, the City of Chicago’s Department of Planning and Development initiated the Reconnecting Neighborhoods study. The Reconnecting Neighborhoods study is funded through the Regional Transportation Authority’s (RTA) Community Planning Program (formerly known as the Regional Transportation Assistance Program, or RTAP). The Community Planning Program provides funding and planning assistance to communities for planning projects that benefit both local communities and the RTA transit system. To this end, the goal of the Reconnecting Neighborhoods study is to make recommendations on how the three selected study areas can be ‘reconnected’ to the City through improved access to public transportation, commercial services and an improved pedestrian environment. This project draws upon past planning efforts addressing each study area. Completed plans in each of the Reconnecting Neighborhoods study areas were reviewed as preparation for this study, and the principles and strategies presented in this report build upon these previous recommendations. The specific documents reviewed are listed here.

Technical analyses and recommendations for the study were prepared by HNTB Corporation with assistance from MKC Associates. The Metropolitan Planning Council (MPC) coordinated and facilitated community outreach efforts for the study including the convening of an Expert Panel in late October 2008 which reviewed and refined the Reconnecting Neighborhoods recommendations with particular focus on feasible implementation strategies, including public-private partnerships, the full text of the Panel’s recommendations is available under separate cover from MPC. This report summarizes the

### RELEVANT PLANNING REPORTS

#### Mid South

#### Near West
- Near West Side Community Development Corp. and LISC/Chicago’s New Communities Program, *Quality-of-Life Plan, West Haven: Rising Like the Phoenix*, October 2007.
- City of Chicago, *Green Line Station Location Study*, February 2002.

#### Near North
- City of Chicago Department of Transportation and Department of Planning and Development, *Halsted Triangle Plan*, October 2007.
final recommendations for each of the three study areas. Further information and interim reports prepared during the study process can be found at: www.ReconnectingNeighborhoods.org.

Numerous discussions are occurring at various levels of government – regional, state, and federal- that link transportation, energy independence and green technology, and housing initiatives together. As such, the Reconnecting Neighborhoods recommendations and subsequent efforts have the opportunity to be more competitive in the future for these funding opportunities. Moving forward, the project and subsequent initiatives should be framed in the natural context of:

- **Equity:** Ensuring that residents of mixed-income communities, particularly low- and moderate-income residents, have access to adequate retail and job opportunities, safe and reliable public transportation.
- **Affordable Housing:** Maximizing the significant investment in the Plan for Transformation by ensuring the creation of “complete” communities that reduce the cost of both housing and transportation for residents.
- **Green House Gas Reduction:** Providing alternative transportation choices to residents in neighborhoods that are ideally located near the Chicago Central Business District.
- **Transportation Cost Reduction:** Creating low-cost transportation options that provide an alternative to the personal automobile and its related, rising, fuel costs.

It is recommended that a community-based stakeholder group, similar in composition to the Inter-Governmental Advisory Committee (IGAC), will continue to undertake the implementation of these recommendations, while also encouraging and facilitating transit-supportive development throughout the City.

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**Reconnecting Neighborhoods** is a participatory initiative that bring[s] together long-time community residents, residents of the new mixed-income sites, community leaders, neighborhood institutions, developers, and existing and potential businesses and employers in three areas to analyze current conditions; propose plans for improving transportation infrastructure, transit service and commercial options; and make recommendations [which] bring the plans to fruition.”

— Metropolitan Planning Council
STUDY AREA DESCRIPTIONS

Mid South:
The Mid South area lies between the South Loop and McCormick Place to the north and Hyde Park and the University of Chicago campus to the south. The study area is bounded by 35th Street, Lake Shore Drive, Martin Luther King Drive, and 43rd Street. While adjacent to Burnham Park on the lakefront, the Mid South neighborhood lacks regular and convenient connections to the Lake Michigan beaches and Lake Shore Drive. Rail transit service is also nearby, with Red and Green CTA Lines to the west, and Metra Electric Line tracks to the east, but much of the neighborhood is beyond the ideal walking distance to stations. With a majority of residential land uses, the study area lacks easy access to daily goods and services. Plan for Transformation mixed-income housing developments, along with private large-scale infill and redevelopment projects in the center of the study area, offer a significant opportunity to address a number of neighborhood transportation and access issues, to reconnect the neighborhood to the rest of the South Side and other destinations.

Near West:
The Near West study area is situated between the Kinzie Industrial Corridor, the United Center and Eisenhower Expressway, Union Park and Western Avenue; and is bounded by Lake Street, Ashland Avenue, Monroe Street, and Western Avenue. Redevelopment of the nearby West Loop neighborhood continues to spread west down Madison and adjacent streets, bringing new investment up to the eastern edge of the Near West study area. However, Ashland, Ogden, and the United Center create barriers to connecting the Near West and West Loop areas. Westhaven Park, a Plan for Transformation development site, is a success in creating its own revitalization momentum for the Near West area. Capitalizing on this, a new elevated CTA station on the Green Line at Damen and improved retail opportunities and amenities targeted at the neighborhood scale will work to reconnect residents of the Near West area to the city as a whole.

Near North:
The Near North study area sits between Lincoln Park, the Gold Coast, and River North; it is bounded by North Avenue, Orleans Street, Chicago Avenue, and Halsted Street. At present, this area remains “at the edge” between more recognizable neighborhoods and due to rapid and recent change, lacks its own identity. One new housing development in the study area takes its name, SoNo, from its location south of North Avenue, others from Old Town (Old Town Village I and II), and new high end developments continue to extend up the North Branch of the Chicago River from the River North area. As the Chicago Housing Authority’s Plan for Transformation progresses, the Near North’s process of making physical connections to these adjacent neighborhoods where existing Brown and Red Line CTA stations are located must overcome social distancing greater than the physical spaces that separate it. New mixed income housing developments will go a long way to bridging the gaps the legacy of public housing has left behind, as new residents seek out nearby shopping, dining, and employment opportunities. A new elevated CTA station at the heart of the area, coupled with other improvements to the public realm, will help a new community to emerge—a well connected, vibrant and livable neighborhood.

New housing developments in the Mid South (top), a historic church and a new mixed use building in the Near West (center), and a newer commercial center in the Near North (bottom).
Gathering of community input has been integral to crafting transit, access and urban design, and commercial development recommendations. The project began with an official kick-off meeting in November of 2007, where local issues and opportunities for each of the three study areas were identified and discussed.

**IGAC and Task Force Meetings**

Next, the Inter-Governmental Advisory Committee (IGAC), and three area-specific community Task Forces were convened by MPC to discuss the overall objectives and work plans for the project. The IGAC is composed of government agencies, elected officials, and the chairs of each area’s Task Force. The Task Forces are composed of local community stakeholders.

Simultaneously, existing transit services, facilities, and retail opportunities in each of the communities were inventoried and compiled in three Existing Conditions Reports (available online at www.ReconnectingNeighborhoods.org). The Task Forces reviewed and refined these documents and engaged in a visioning exercise to help develop ideas for improvements in each area.

**Community Meetings**

Shortly after the Task Force visioning exercise, the Metropolitan Planning Council (MPC) led community-wide meetings in conjunction with Task Force members to solicit more recommendations for each study area. These community meetings employed a wide variety of community participation tools to elicit community opinions. The complete results of these meetings are also available online at the Reconnecting Neighborhoods website.

Based on this input, Preliminary Recommendations were developed (available online at the Reconnecting Neighborhoods website). A second round of IGAC, Task Force, and community meetings resulted in refinements to the preliminary recommendations. In a final round of Task Force, community and IGAC meetings in November of 2008, stakeholders were given the opportunity to hear the final recommendations. These recommendations were also presented to a larger audience during the Metropolitan Planning Council’s *Building Successful Mixed-Income Communities Forum* in December of 2008, where national and local experts discussed new opportunities at the federal and state-level to support local efforts which connect affordable housing, public transportation, and workforce development investment.

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The Reconnecting Neighborhoods project convened public meetings and used a wide variety of techniques to solicit community feedback, including key pad polling and group mapping exercises.

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**Final Recommendations**

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**Community Meetings**

- Mid South Project Kickoff Meeting
- Near North Task Force Meeting
- Near West Community Meeting
PLANNING RECOMMENDATIONS

The Final Recommendations contained in this report are divided into three broad categories: transit service, access and urban design, and commercial development. Each set of recommendations was developed to support the study area Planning Principles outlined at the beginning of each study area section to follow, with an emphasis on identifying feasible and actionable strategies for implementation.

- **Transit Service Recommendations** describe short-term transit improvements based on near-term development and existing conditions and long-term transit improvements which may become viable as additional development and investment takes place or transit usage patterns change. The transit recommendations also include estimated order-of-magnitude costs for such improvements.

- **Access and Urban Design Recommendations** depict areas of priority for urban design improvements and potential locations for pedestrian nodes. Additionally, these recommendations highlight community assets and areas of new development that will need improved transit access in the future. Urban design treatments and techniques germane to all three study areas are presented in the following section: *Public Investment to Foster Re-Connection*.

- **Commercial Development Recommendations** depict pending future land uses and determine commercial development priorities for the study area, based on the desires of the community with respect to the location of retail and service options.

PUBLIC INVESTMENT TO FOSTER RE-CONNECTION

The quality of the public realm encourages transit usage and neighborhood vitality. Targeted public investments in pedestrian and bicycle access and circulation improvements, landscaping and other site enhancements, public plazas, open spaces, streetscape and public art features can all contribute to a unique neighborhood identity, foster transit ridership and improve the business and retail climate. The implementation and ongoing maintenance of high quality public improvements are essential elements for ensuring a pleasant and inviting neighborhood for pedestrians and cyclists, be they local residents or visitors. This section describes and illustrates some of the key strategies to be implemented in each study area: streetscape enhancements, pedestrian crossing improvements, community gateways, identity elements, and wayfinding.

A well-shaded streetscape provides a pleasant pedestrian experience in the Near North (above left), an unconventional fence enhances the sidewalk in the Mid South (center), and well-maintained historic facades in the Near West reinforce a consistent street wall (above right).
Streetscape Enhancements

Implementation strategies for streetscape enhancements include introducing design elements such as plazas and encouraging facade elements articulated to address a pedestrian scale. Plazas and architectural features can be used to provide interesting and significant enhancements to the streetscape. Plazas should be strategically positioned, highly visible, of high quality design, and constructed from materials that are coordinated to complement the adjacent public right-of-way streetscape. Plazas should be framed by complementary ground floor uses such as coffee shops, restaurants, or other uses which can help bring people to occupy the space. Building design elements should be articulated at the ground floor, with fine-grained facade elements that break up the scale of larger buildings and attract pedestrian exploration. Signage and entrances clearly identifying the access points to businesses should be visible from the street, and oriented to take advantage of adjacent sidewalks, open spaces or plazas. Street furniture such as benches and trash cans should be provided for the comfort of the pedestrian, especially near building entrances and at pocket parks or plazas. Trees and landscaping should be generously planted and well managed; ensuring that adequate visibility into and out of parks and plazas is maintained.

Sample Design Treatments

For an enhanced pedestrian environment, incorporate urban plazas (top) where possible, orient building entrances toward the street to create a consistent street wall and eyes on the street (middle) and incorporate shade trees, benches, and plantings (bottom).

Deteriorated existing sidewalk in the Near North (top), an auto-oriented streetscape in the Near West (center), and a street corner in the Mid South (bottom) lacking street furniture and a consistent visual identity.
Pedestrian Crossing Improvements

Implementation strategies for pedestrian crossing improvements include consistent design treatments along major roadways and at busy intersections that include safety elements. These elements include upgraded paving that clearly defines crosswalk areas, improved pavement markings, countdown signaling and, where feasible, providing corner “bumpouts” or median islands that reduce pedestrian crossing distance and increase available sidewalk area for street furniture, bicycle racks, or outdoor cafes.

Community Gateways and Identity Elements

Implementation strategies for creating community identity elements include constructing gateway treatments to signal arrival into each study area. Gateways can provide both landmarks for easy navigation and informational signage, supplying the area with a unique arrival identifier while also directing visitors to other places of interest in the area. Other neighborhood identity elements could include seasonal banners that provide a consistent visual treatment for each area.
Wayfinding

Implementation strategies for improved wayfinding include the development of orientation systems that include recurring visual elements and informational signage visible to pedestrians, cyclists and drivers to guide visitors to local recreational amenities and other destinations. Directory maps or kiosks near transit stations, major bus stops and other area destinations will encourage use of neighborhood amenities. Additionally, pedestrian walkways and seating areas should be well lit and provide views (if possible) to other activities. Bike racks should be available at recreational destinations, consistent with the City of Chicago’s Bike 2015 Plan specifications.

Sample Design Treatments

Impeded circulation in the Near North for pedestrians at the Riverfront pathway (top) and along Blackhawk Street (bottom).

The broad based strategies presented above are all applicable to improving the public realm. Area-specific application of these strategies is described in the next sections. The sections to follow will guide and facilitate transit improvements, pedestrian access and urban design enhancements in each study area. They will also provide direction for the planning of new commercial and mixed use development in a timely, efficient and equitable manner.

FINAL RECOMMENDATIONS

9
In order to create a system which best connects the Mid South Area to the City as a whole, a Vision and set of complementary Planning Principles were created and refined based on input from residents, community leaders, and other stakeholders. These Principles then informed the development of the planning strategies. Together, the Vision, Planning Principles, and Strategies will serve as a guide for “reconnecting” the Mid South Area over the short (1-5 years), medium (5-10 years), and long-term (10-15 years). Principles and Strategies address Transit Service, Pedestrian Access and Urban Design, and Commercial Development.

**VISION: RECONNECTING THE MID SOUTH**

In the Mid South Area, the already-well established street grid provides pleasant and pedestrian-oriented retail streets along its major east-west connections; 35th, Pershing and 43rd. Pershing and 35th Street in particular have become local commercial nodes that serve both Oakwood Shores and established nearby neighborhoods along improved east-west transportation links. Improved bus facilities such as shelters and seating areas have been installed, along with landscaping improvements that complement new housing developments. Access to nearby Green Line train stations to the west have improved with successful redevelopment of commercial businesses in both renovated and new buildings in the areas immediately surrounding the stations. These infill developments and commercial concentrations are locally-owned and locally-patronized, welcoming residents and visitors to the area and serving their daily needs—dry cleaning, banking, grocery shopping, newsstands and restaurants. New and improved pedestrian bridges provide dramatic entry points to the lakeshore trail system from the Mid South Area, bringing greater access to the nearby recreational amenity and elevating the Mid South Area to a key gateway into the City from Lake Shore Drive. The “legacy” potential of significant South Side transit and public realm investments has been realized for all neighborhoods, even those located between major South Side destinations.
Transit Improvement Principles have been developed that focus on improving access and service using the existing transit system currently in place, including CTA bus and rail. In the short term, further study is recommended to examine three potential long-term transit improvement strategies for the Mid South Area including: a new Metra station, Bus Rapid Transit (BRT) service, and a local streetcar. All recommendations are depicted on the Mid-South Study Area Recommendations map to follow; the potential long-term recommendations will require significant further study and identification of funding sources. The Principles below are intended to provide policy direction consistent with the Vision: Reconnecting the Mid South.

**Transit Improvement Principles**

1. New and expanded transit service should focus on improving connections to and between major south side destinations, including the IIT area and Hyde Park, improving access for local residents to these commercial and employment centers.

2. Streetscape improvements and any associated elements should support transit users, transit accessibility, and current economic development plans.

3. Good vehicular access should be maintained throughout the neighborhood, but care should be taken to limit heavy traffic and bus lines to main thoroughfares in order to avoid speeding and cut through traffic in nearby residential areas.

4. Safe bicycle parking should be accommodated in several locations easily accessible to public transit such as bus shelters and train stations.

5. Access to existing transit stations and stops should be clearly marked and signed, encouraging local residents to utilize transit.

6. Accessible and informative shelters for bus riders should be strategically placed to encourage new and regular transit users.

**Pedestrian Access and Urban Design**

The pedestrian accessibility and urban design principles provide an important tool for the Mid South Area to encourage transit usage and neighborhood vitality. These principles provide a framework against which the City can consider and evaluate both public and private improvement proposals for the area. They bring together many recommendations, including: pedestrian access and circulation considerations, landscaping and other site enhancements, effective integration of public uses and open spaces, and suggested streetscape and public area design features.

**Pedestrian Accessibility Principles**

1. The placement of commercial storefronts should consider visibility and accessibility from transit stops.

2. Other street-level improvements such as raised planters and decorative paving should work in concert with commercial storefronts, facilitating visits to the neighborhood shopping venues from nearby residents and visitors alike.

3. Where parking is provided on-site at commercial uses, a designated pedestrian access way from the public sidewalk should be provided.

4. Grade separated pedestrian connections to the lakeshore should be enhanced and signed clearly wherever possible;
additionally such crossovers should include provisions for bicycles.

5. As sidewalk and bicycle lane upgrades are undertaken throughout the neighborhood, prioritize access to commercial areas, schools, parks and other activity centers.

**Urban Design Principles**

1. Plazas, seating areas, and public art installations should be accommodated in key locations to enhance the pedestrian experience, and maximize usable green space, particularly along the streets specified for retail development. Adequate benches and trash receptacles are key features.
2. Design controls should be enforced, especially for access to sites that include mixed use and commercial development, to ensure compatibility with existing historic structures and new housing developments.
3. Facade and signage enhancements at existing buildings and businesses should be undertaken to preserve and enhance the character of the study area and contribute to its visual identity, reflecting the rich history of the area.
4. A gateway treatment should be provided at the key entry point to the neighborhood from Lake Shore Drive to enhance and elevate the community’s identity.
5. Way finding signage should draw visitors and residents alike from the lakeshore recreation area into the neighborhood, and in turn, draw visitors from the Green Line train stations into the neighborhood from the west.

**Commercial Development**

Land use in the Mid South Area includes a variety of land use and development patterns. Throughout the area, residential infill development is underway, weaving new townhouse or mid-rise multi-family structures into the existing neighborhood fabric at a compatible density. Rehabilitation of existing residential structures is also occurring in many locations. Commercial and service uses are notably absent within the study area, except for a few isolated ground floor businesses in older mixed use buildings. Large-scale development in the study area includes three substantial Chicago Housing Authority (CHA) housing transformation sites, which offer an opportunity to address a number of neighborhood issues, particularly the study area’s lack of easy access to retail and services. To this end, planning can help direct quality locations for new retail, rather than miss opportunities to add services to the community as the residential infill development process moves forward. Transit and pedestrian linkages to surrounding retail destinations will be equally important, as the Lake Meadows project directly to the north of the study area is developed with large scale commercial uses.

**Commercial Development Principles**

1. Both retail and residential infill development should be encouraged along the three primary east-west corridors (43rd, Pershing and 35th) to both support existing businesses that are present, and expand the retail vitality of the study area as a whole.
2. Small-scale shopping (dry cleaners, cafes, convenience stores) as well as larger stores should be located close to existing transit service so commuters and those without access to private autos may take advantage of neighborhood services efficiently. Access to bus stops and station
3. Public uses such as parks, schools and recreation centers should be maintained and enhanced in the study area to support both existing and new residential populations, with transit connections provided.

4. Existing structures of historic value, such as the greystones lining Martin Luther King and Drexel Boulevards, should be preserved and enhanced to blend with and complement new development under construction in the area.

3. Public uses such as parks, schools and recreation centers should be maintained and enhanced in the study area to support both existing and new residential populations, with transit connections provided.

4. Existing structures of historic value, such as the greystones lining Martin Luther King and Drexel Boulevards, should be preserved and enhanced to blend with and complement new development under construction in the area.

It is important to note that, while the transit ridership estimate generated during the background phase of this process was focused on the potential of future Metra service, various alternative options for improving transit access and mobility have been developed. The physical and financial challenges of pursuing a new Metra Station at Oakwood Boulevard on the Metra Electric Line (construction costs between 20 and 30 million in 2007 dollars), coupled with the estimate that ridership would be quite low (between 45 and 85 weekday boardings), required that the planning process instead also consider a range of possibilities for improving mobility for neighborhood residents in the shorter term.

The Mid South recommendations summarized in this report reflect input received from the IGAC, Task Forces, and the community at large. The **Mid South Study Area Recommendations** map on the following page summarizes the Strategies identified through this planning process. A detailed description of each strategy is provided, followed by an Implementation discussion that includes a summary matrix of action items.
**Mid-South Community Recommendations**

**Mid-South Community Recommendations**

**Reconnecting Neighborhoods**

**Study Area Recommendations**

**Potential Transit Opportunities**

1. Improve Metra service
2. Expand CTA service
3. Increase pedestrian access

**Key Commercial Development Strategies**

1. Enhance commercial activity
2. Improve pedestrian access
3. Increase mixed-use development

**Long-Term Transit Opportunities**

1. Improve Metra service
2. Expand CTA service
3. Increase pedestrian access

**Taxi Access and Design Strategies**

1. Improve taxi access
2. Enhance design
3. Increase pedestrian access

**Mid-South Community Recommendations**

**Reconnecting Neighborhoods**

**Study Area Recommendations**

**Potential Transit Opportunities**

1. Improve Metra service
2. Expand CTA service
3. Increase pedestrian access

**Key Commercial Development Strategies**

1. Enhance commercial activity
2. Improve pedestrian access
3. Increase mixed-use development

**Long-Term Transit Opportunities**

1. Improve Metra service
2. Expand CTA service
3. Increase pedestrian access

**Taxi Access and Design Strategies**

1. Improve taxi access
2. Enhance design
3. Increase pedestrian access
IMPLEMENTATION

Successful implementation of the study recommendations will be facilitated by prioritizing and phasing the associated action items and coordinated with the appropriate agencies. The matrix below outlines each action item and its recommended phasing timeframe, the identification of lead and supporting agencies and estimated costs, where applicable.

Because the action items are subject to change over time, flexibility should remain regarding implementation priorities, costs and timing. This matrix should be reviewed and updated periodically, and utilized to measure progress on realizing a “reconnected” Mid-South area in the coming years. Some actions will require further study and the identification of funding.

Community Stakeholders and Expert Panel participants identified the following Implementation Actions as top priorities:

- **Transit Improvement**: Conduct a feasibility study examining the long-term potential for Metra service; explore the possibility of a public-private partnership to conduct a feasibility study for a street car or bus rapid transit service to connect major south side destinations; implement express bus service from 63rd Street to 35th Street to the Loop via Lake Shore Drive.

- **Access and Design**: Improve pedestrian and bicycle access to the lakefront, implement streetscape improvements along Cottage Grove extending south from 35th to 53rd, and initiate creation of a neighborhood gateway entrance from Lake Shore Drive.

- **Commercial Development**: Focus City efforts on attracting and supporting small business development along 43rd Street.

### Implementation Actions-Mid South

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>LEAD ORGANIZATION</th>
<th>SUPPORTING ORGANIZATIONS</th>
<th>ESTIMATED COST (2008 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term (1-5 Years)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit Improvement Strategies</strong></td>
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</tr>
<tr>
<td>Conduct studies regarding the long-term potential to improve access to and within the South Side, utilizing Metra and/or BRT or other transit modes.</td>
<td>City of Chicago</td>
<td>RTA, Metra, CTA, RTA, Alderman’s Office</td>
<td>Further study required</td>
</tr>
<tr>
<td>Explore feasibility of operating a street car along key commercial corridors (such as Cottage Grove and 35th) to support commercial activity and improve north/south and east/west connections.</td>
<td>City of Chicago</td>
<td>QCDC, CTA, DPD, private sector partners, Alderman’s Office</td>
<td>Further study required</td>
</tr>
<tr>
<td>Coordinate with ongoing Olympic “legacy investment” planning efforts.</td>
<td>City of Chicago</td>
<td>Alderman’s Office, CTA, RTA</td>
<td>N/A</td>
</tr>
<tr>
<td>Continue the extended service hours of the #43 bus. (Extended service was first offered in the Spring of 2008, 7:00 p.m.-12:30 a.m. between 47th/Green Line/Red Line and 43rd/Oakenwald).</td>
<td>CTA</td>
<td>Mayor’s Office of Workforce Development, QCDC, JARC</td>
<td>Currently funded by the Mayor’s Office of Workforce Development</td>
</tr>
<tr>
<td>Build a #39 bus turnaround in the 39th Street Beach parking lot.</td>
<td>CTA</td>
<td>Alderman’s Office</td>
<td>$3-5 million</td>
</tr>
<tr>
<td>Improve bike parking at all train stations and bus stops.</td>
<td>CDOT</td>
<td>CTA, DPD, Alderman’s Office</td>
<td>$1,000 per bike rack</td>
</tr>
<tr>
<td>Install additional bus shelters to protect riders from the elements and provide travel information at neighborhood stops. Ensure new developments include adequate space for bus shelters, or incorporate sheltered waiting areas into the building design.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program, Alderman’s Office</td>
<td>$15,000-$20,000 per shelter, $15,000-$30,000 per plaza area</td>
</tr>
<tr>
<td><strong>Access and Design Strategies</strong></td>
<td></td>
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<tr>
<td>Continue to promote facade and signage streetscape enhancements for existing buildings, including awnings and attractive storefront displays.</td>
<td>QCDC</td>
<td>DPD</td>
<td>N/A</td>
</tr>
<tr>
<td>Design a gateway feature at Lake Shore Drive to mark the point of entry into the community.</td>
<td>DPD</td>
<td>CDOT</td>
<td>$750,000+</td>
</tr>
<tr>
<td>Use effective and clear signage to improve access for lakefront visitors to the neighborhood’s retail and commercial businesses.</td>
<td>CDOT</td>
<td>Park District, QCDC, DPD</td>
<td>$300-$700 per location</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
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</tr>
<tr>
<td>Encourage the development of stores, such as dry cleaners and cafes, close to existing transit stops.</td>
<td>Private sector</td>
<td>DPD, QCDC</td>
<td>N/A</td>
</tr>
<tr>
<td>Undertake appropriate zoning amendments to encourage commercial and mixed use development in the desired pattern.</td>
<td>DPD</td>
<td>Alderman’s Office</td>
<td>N/A</td>
</tr>
<tr>
<td>Conduct a study to understand the market trade area for the Mid South, to ensure appropriate and complementary commercial attraction and retention at all retail nodes.</td>
<td>DPD</td>
<td>QCDC, Alderman’s Office, private sector partners</td>
<td>Further study required</td>
</tr>
<tr>
<td>Support plans to develop an arts and recreation center at 35th and Cottage Grove.</td>
<td>Private sector partners</td>
<td>DPD, Alderman’s Office, QCDC</td>
<td>N/A</td>
</tr>
<tr>
<td>Support the establishment of independent retailers near the Green Line station at 43rd Street and along 43rd Street between Vincennes and Langley.</td>
<td>3rd and 4th Ward Alderman’s Offices, (study currently underway)</td>
<td>DPD, QCDC</td>
<td>N/A</td>
</tr>
</tbody>
</table>
### Implementation Actions - Mid South

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>LEAD ORGANIZATION</th>
<th>SUPPORTING ORGANIZATIONS</th>
<th>ESTIMATED COST (2008 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mid-Term (5-10 Years)</strong></td>
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<tr>
<td><strong>Transit Improvement Strategies</strong></td>
<td></td>
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</tr>
<tr>
<td>Improve accessibility to the existing Green Line stations at Indiana and 43rd Street through better signage, lighting, and sidewalk construction.</td>
<td>DPD (Study currently underway at 43rd Street)</td>
<td>CTA, 3rd Ward Alderman’s Office</td>
<td>$375,000-$500,000 per block</td>
</tr>
<tr>
<td>Provide greater levels of bus shelter enhancements (such as the use of “Bus Tracker”) real time information) at retail node stops.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program</td>
<td>Further study required</td>
</tr>
<tr>
<td>Establish an express bus route through the Mid South Area, along Cottage Grove and onto Lake Shore Drive to the Loop.</td>
<td>CTA</td>
<td>Mayor’s Office of Workforce Development, JARC</td>
<td>$1,954,150 per year</td>
</tr>
<tr>
<td>Add weekend service on route #39 between Sox-35th and the 39th Street Beach.</td>
<td>CTA</td>
<td>Alderman’s Office, Park District, JARC</td>
<td>$227,775 per year</td>
</tr>
<tr>
<td>Explore feasibility of adjusting headways on the #13 and #4 bus routes to alleviate crowding during rush hours.</td>
<td>CTA</td>
<td>Further study required</td>
<td></td>
</tr>
<tr>
<td><strong>Access and Design Strategies</strong></td>
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</tr>
<tr>
<td>Improve pedestrian crossings at the 35th St and Cottage Grove intersections to better coordinate the use of the intersection by pedestrians, bikes and cars.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$35,000-$60,000 per intersection</td>
</tr>
<tr>
<td>Improve pedestrian crossings along Martin Luther King Drive at the 37th, Pershing, 41st, and 43rd Street crossings. Improve pedestrian crossings along Cottage Grove at 38th and 35th Streets.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$75,000-$1,000,000 per intersection</td>
</tr>
<tr>
<td>Improve access to the lakefront via existing and planned pedestrian/bicycle bridges, at 35th, 39th and 43rd Streets and the Oakwood Boulevard bridge. (Improvements underway for the 35th and 43rd Street bridges, partially funded by CMAQ grants).</td>
<td>CDOT</td>
<td>DPD, Park District</td>
<td>Requires significant further study</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Focus the development of new retail along transit-accessible streets, particularly 43rd Street. In addition, support development on Pershing Road, Cottage Grove, and 35th Street.</td>
<td>QCDC</td>
<td>DPD, 3rd and 4th Ward Alderman’s Offices</td>
<td>N/A</td>
</tr>
<tr>
<td>Develop mixed use retail and housing near the Green Line station at 43rd Street.</td>
<td>Private sector</td>
<td>DPD, QCDC</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Long-Term (10-15 Years)</strong></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Transit Improvement Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Following more in-depth study and if warranted by ridership projections and availability of funding, introduce service on the Metra Electric District within the study area.</td>
<td>City of Chicago</td>
<td>Metra</td>
<td>$20-$30 million; requires significant further study</td>
</tr>
<tr>
<td>If warranted, implement BRT and/or streetcar circulator service to serve other transit modes, along with existing Green Line stations.</td>
<td>CTA</td>
<td>QCDC, Mayor’s Office of Workforce Development, JARC</td>
<td>Further study required</td>
</tr>
<tr>
<td><strong>Access and Design Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement streetscape enhancements and plazas in conjunction with commercial developments on Cottage Grove throughout the study area and beyond, along Pershing from MLK Drive to Langley, 43rd Street from Berkeley to Prairie, and Oakwood from Mandrake Park to Lake Shore Drive.</td>
<td>CDOT</td>
<td>DPD</td>
<td>Approximately $750,000 per block</td>
</tr>
<tr>
<td>Improve the pedestrian environment with enhanced sidewalks and lighting along Vincennes from 43rd to Browning, 37th Street from MLK Drive to Cottage Grove, Pershing from Evans to Ellis, and Cottage Grove throughout the study area.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$375,000-$500,000 per block</td>
</tr>
<tr>
<td>Develop mixed use retail and housing on Cottage Grove between 40th and 43rd Streets.</td>
<td>Private sector</td>
<td>DPD, QCDC</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Agency and organization abbreviations:**

CTA = Chicago Transit Authority, RTA = Regional Transportation Authority, DPD = City of Chicago Department of Planning and Development, CDOT = Chicago Department of Transportation, JARC = Jobs Access and Reverse Commute, CHA = Chicago Housing Authority, QCDC = Quad Communities Development Corporation.
In order to create a system which best connects the Near West Area to the City as a whole, a Vision and set of complementary Planning Principles were created and refined based on input from residents, community leaders, and other stakeholders. These Principles then informed the development of the planning strategies. Together, the Vision, Planning Principles, and Strategies will serve as a guide for “reconnecting” the Near West Area over the short (1-5 years), medium (5-10 years), and long-term (10-15 years). Principles and Strategies address Transit Service, Pedestrian Access and Urban Design, and Commercial Development.

VISION: RECONNECTING THE NEAR WEST

In the Near West Area, the already-well established street grid provides convenient pedestrian access to key retail nodes along its major east-west corridor; Madison Street; at Western, Damen, and Ashland Avenues. Improved bus facilities such as shelters and seating areas have been installed, along with landscaping improvements that complement new housing developments. Access to the nearby Green Line has improved, due to successful development of a new elevated station at Damen. Commercial businesses in mixed use buildings flourish along Damen to the south of the station. The Lake-Kinzie Industrial Corridor to the north of Lake Street enjoys greater access for its employees that commute to the area for work. Infill developments and commercial concentrations are locally-owned and locally-serving, welcoming residents and visitors to the area and serving their daily needs—dry cleaning, banking, grocery shopping, newsstands and restaurants. Patrons of the United Center arrive to events via the Green Line’s new Damen station and enjoy a meal or refreshments pre or post-game at the variety of restaurant choices available along the route to the arena. Clear signage directs United Center visitors to the venue from both the Blue Line to the south and the Green Line to the north. New and improved pedestrian access along Damen encourages transit use to the United Center, and facilitates pedestrian access to nearby neighborhood and recreational amenities by new and old residents alike. Some of the parking lots surrounding the United Center have become redevelopment sites that accommodate parking garages to serve the United Center, provide space for a new Pink Line station at Madison, and free existing parking lots for alternative developments.

The Near West Study Area is bounded by Lake Street to the north, Ashland Avenue to the east, Monroe Street to the south, and Western Avenue to the west. The Lake-Kinzie Industrial Corridor abuts the neighborhood to the north, and a new mixed-income community, Westhaven Park, is under development. The United Center arena, at the center of the study area, represents a significant regional entertainment destination throughout the year. Surrounded by a vast expanse of surface parking, this area provides a potential catalyst for energizing retail activity to serve the remainder of the Near West study area. Though rail service passes along the north and eastern edges of the study area, much of the neighborhood is beyond the ideal walking distance to stations. The study area was designed to focus particular attention on mobility and services in an area that sits between significant activity generators (such as the United Center and the Lake-Kinzie Industrial Corridor), to ensure that all of the Near West side is connected in the future.
Transit Improvement Principles have been developed that focus on improving access and service using the transit system currently in place, including CTA bus and rail. Additionally, early in the planning process the community expressed a desire for a new transit stop at one of two locations; an elevated Green Line station at Damen and Lake or an elevated Pink Line station at Madison. It has been concluded that potential ridership is likely sufficient to justify construction of just one new station. The community has expressed a preference for a Green Line station, which offers more advantages to the neighborhood. However, with further development in the area, and strengthened connections to the United Center, the potential for a new Madison station on the Pink Line at the United Center should be reinvestigated. The Principles below are intended to provide policy direction consistent with the Vision: Reconnecting the Near West.

**Transit Improvement Principles**

1. Streetscape improvements and any associated elements should support transit users and transit accessibility.
2. Good vehicular access should be maintained throughout the neighborhood, but care should be taken to limit heavy traffic and bus lines to main thoroughfares in order to avoid speeding and cut through traffic to nearby residential areas.
3. Safe bicycle parking should be accommodated in several locations easily accessible to public transit such as bus shelters and train stations.
4. Access to existing transit stations and stops should be clearly marked and signed, providing a safe and pleasant pedestrian experience for riders and facilitating transfers between east-west and north-south routes.
5. Accessible and informative shelters for bus riders shall be strategically placed to encourage new and regular transit users.
6. As the neighborhood evolves and redevelopment continues, consider the long-term potential to provide a Madison Pink Line station. Such a station could provide an opportunity for the United Center to strengthen its connection to the Near West area, and reduce the current amount of parking required for games and events.

**Pedestrian Access and Urban Design**

The pedestrian accessibility and urban design principles provide an important tool for the Near West Area to encourage transit usage and neighborhood vitality. These principles provide a framework against which the City can consider and evaluate both public and private improvement proposals for the area. They bring together many recommendations, including: pedestrian access and circulation considerations, landscaping and other site enhancements, effective integration of public uses and open spaces, and suggested streetscape and public area design features.

**Pedestrian Accessibility Principles**

1. The placement of commercial storefronts should consider visibility and accessibility from transit stops.
2. Other street-level improvements such as raised planters and decorative paving should work in concert with commercial storefronts, facilitating visits to neighborhood shopping venues from nearby residents and visitors alike.
3. Where parking is provided on-site at commercial uses a designated pedestrian access way from the public sidewalk should be provided.
4. Significant measures should be taken to ensure that pedestrians feel comfortable on the streets during the day or night, moving between the United Center and nearby transit stations, as well as to other neighborhood destinations.
5. As sidewalk and bicycle lane upgrades are undertaken throughout the neighborhood, prioritize access to commercial areas, community centers, schools, parks, the United Center, Malcolm X College, and other activity nodes and community anchors.

**Urban Design Principles**

1. Plazas, seating areas, and public art installations should be accommodated in key locations to enhance the pedestrian experience, particularly along the streets specified for retail development.
2. Design controls should be enforced, especially for access to sites that include mixed use and commercial development, to ensure compatibility with existing historic structures and new housing developments.
3. Facade and signage enhancements at existing buildings and businesses should be undertaken to preserve and enhance the character of the study area and contribute to its visual identity.
4. Gateway treatments should be provided at key entry points to the neighborhood, along Damen and Madison.
5. Way finding signage should draw visitors and residents from the surrounding Medical District and West Loop areas into the neighborhood, and attract visitors to remain in the neighborhood after or before events at the United Center.

**COMMERCIAL DEVELOPMENT**

Land use in the Near West study area includes a variety of use and development patterns, organized on a street grid of long blocks separated by a series of major east-west arterial streets. The former CHA housing project, the Henry Horner Homes, has been removed, and in its place a new mixed-income community, Westhaven Park, is under development. Additionally, several other privately financed residential development projects demonstrate market strength on the Near West side. Further, the United Center arena represents a significant regional entertainment destination throughout the year. Surrounded by a vast expanse of surface parking dedicated to the United Center and the adjacent Malcolm X College, this area provides a potential catalyst for energizing retail activity to serve the remainder of the Near West study area. Portions of this surface parking might be considered for consolidation into structured parking in order to free land to create a new active mixed use environment benefiting the United Center, Malcolm X College, and the community area as a whole. Commercial and service uses are notably absent within the study area, community members have continually stressed the study area’s lack of easy access to retail and services. To this end, planning can help direct quality locations for new retail, rather than miss opportunities to add services to the community, as the residential infill development process moves forward.

**Commercial Development Principles**

1. Both retail and residential infill development should be encouraged along the Madison and Damen corridors to both support existing businesses, and expand the retail opportunities of the study area as a whole. Particular emphasis should be placed on ensuring that affordable...
retail offerings are provided that serve local resident needs.

2. Convenience shopping (dry cleaners, cafes, sundry stores) as well as larger stores should be located close to existing transit service so commuters and those without access to private autos may take advantage of neighborhood services efficiently. Access to bus stops and station entrances should be considered as sites are designed. As access to the Green Line improves with a new station at Damen, capitalize on transit-oriented development opportunities and linkages with adjacent privately-owned and City-owned redevelopment sites.

3. Public uses such as parks, schools and recreation centers should be maintained and enhanced in the study area to support both existing and new residential populations, with transit connections provided.

4. Existing structures of historic value, such as churches, institutions, and rowhouses in the area should be preserved and enhanced to blend with and complement new development under construction in the area.

The Near West recommendations summarized in this report reflect input received from the IGAC, Task Forces, and the community at large. The Near West Study Area Recommendations map on the following page summarizes the Strategies identified through this planning process. A detailed description of each strategy is provided, followed by an Implementation discussion that includes a summary matrix of action items.
**NEAR WEST STUDY AREA RECOMMENDATIONS**

**PLANNED FUTURE DEVELOPMENT**

**LEGEND**
- **Existing Transit Station**
- **Future Transit Station**
- **CTA Blue Line**
- **CTA Pink Line**
- **CTA Green Line**
- **Bus Route Number**
- **Study Area Boundary**
- **Existing Route**
- **New route**
- **Property**
- **Private property**
- **Residential**
- **Mixed Use**
- **Commercial**

**ACCESS AND DESIGN STRATEGIES**

- **Key Commercial Development Strategies**
  - **Safety**
  - **Security**
  - **Pedestrian and Bicycle Safety**
  - **Street Safety**
  - **Traffic Safety**
  - **Signage and Wayfinding**

- **Access and Design Strategies**
  - **Improve access to community anchor**
  - **Streetscape enhancements**
  - **Plaza / open space opportunity**
  - **Retail streetscape**
  - **Key neighborhood route**
  - **Improved intersections, site design**
  - **Pedestrian crossings**

- **Key Commercial Development**
  - **Damen Corridor**
  - **Western Node**
  - **Damen and Ashland/ Paulina Nodes**

**TRANSIT IMPROVEMENT STRATEGIES**

- **A new L station at Damen on the Green Line is recommended over a new station at Madison on the Pink Line. The ridership forecasts show that a L station at either of those locations would be viable (approximately 1,500 to 2,300 typical weekday boardings).**

**KEY COMMERCIAL DEVELOPMENT STRATEGIES**

- **Planned Future Development**
  - **Near West community members advocated for improved transit service that provides accessible boardings within a feasible walking distance of existing community activity nodes. The following transit improvement strategies are depicted on the Near West Study Area Recommendations map.**

  1. A new L station at Damen on the Green Line is recommended over a new station at Madison on the Pink Line. The ridership forecasts show that a L station at either of those locations would be viable (approximately 1,500 to 2,300 typical weekday boardings).

  2. Ideally, the planned future development in the area for the future around the station. Additionally, the station will be designed to be pedestrian-friendly to the community and will better serve the Lake/Ravenswood corridor.

  3. The need for additional traffic capacity, on-street parking and bus stops has in many areas resulted in limited street tree coverage, limited parkways, and improperly applied improvements and potential reexamination of the one-way pairings can work together to improve this condition.

  4. Improve the streetscape environment in targeted areas slated for retail development to enhance the feeling of safety and comfort for pedestrians, and provide public spaces, wayfinding features or open space in conjunction with retail uses and transit stops. Building on pending streetscape upgrades planned for Western Ave and Lake, focus initial efforts along Damen. Along key neighborhood routes, focus on providing well-maintained sidewalks, parkways and tree streets. Access for emergency services should be a paramount consideration.

  5. Improve pedestrian crossings at key locations, particularly along Lake, Washington and Warren Streets at major cross streets. Western Avenue north of Damen was designed as a one-way pair, and to accommodate significant traffic levels despite being primarily lined with light commercial uses. Additionally, crossings on Ogden Avenue (both at Ashland and Madison) are dangerous and lack visibility for multi-modal use. The planned future development on Ogden allows for two entrances so it can be accessed easily from both the clustering of community anchors located on Hoyne, and from the planned retail nodes located on Damen.

  6. Improve the wayfinding signage and pedestrian environment to better connect the United Center with the Madison District Blue Line station at the existing Paulina, Ogden and Damen entrances. Although two CTA Blue Line stations are located within one-half mile of the southern portion of the study area, walking south to access station entrances requires traversing busy streets and a bridge over the Eisenhower Expressway, followed by a walk down a lengthy ramp. This single station environment created the perception that the stations are further away from the neighborhood than they are, and limits the potential to create synergies between commercial uses and transit.

  7. Passenger shelters located at bus stops greatly improve the waiting environment for CTA customers, attract riders, are especially valuable in the winter, and can improve safety for local transit riders. Commercial developments planned along existing bus routes should consider the routes of waiting bus customers in their design, by incorporating shelters or other amenities into the waiting area.

  8. Transit enhancements on Washington and Warren Streets are recommended to improve the environment for bus users. Washington and Warren are currently configured as a set of one-way pairs. By returning to a traditional two-way circulation pattern excessive speeding on these streets may be reduced. Further analysis is needed to determine the impact that two-way traffic would have on bus service.

  9. Provide focused improvements at points of connection between intersecting bus routes to facilitate transfers, including wayfinding signage and use of "Bus Tracker" notification of wait times for approaching buses.

  10. Leverage the potential of a public-private partnership to develop a Pink Line Station at Madison to serve the United Center in conjunction with commercial and residential development.

**ACCESS AND DESIGN STRATEGIES**

The urban design and pedestrian framework recommendations address the appropriate treatment for the public realm including enhanced connections for pedestrian and bicycle travel, improved streetscapes, construction of plazas and gateways, and facile improvements. The access and design recommendations described here are shown on the accompanying map.

1. **Provide access to community anchors such as the United Center and the institutional cluster on Hoyne from the study area,** which includes a new Walgreen’s development along Damen Avenue south of Western. The City should work with property owners to determine if some of the nodes should be incorporated as a portion of the planning fee for the property.

2. **Provide an opportunity for new development (in conjunction with the Brown Line station) that provides new housing, supports street level retail, serves as a neighborhood gateway, and provides a wider range of opportunities for transportation and residential in focus.**

3. **The privately owned parking lots surrounding the United Center provide an opportunity for new development (in conjunction with the Brown Line station) that provides new housing, supports street level retail, serves as a neighborhood gateway, and provides a wider range of opportunities for transportation and residential in focus.**

4. **Through a public-private partnership, structured parking to serve both the United Center and Malcolm X College should be developed, freeing existing parking lots for the development of retail, entertainment, and institutional uses to serve students and United Center visitors in a campus-like setting.**
**IMPLEMENTATION**

Successful implementation of the study recommendations will be facilitated by prioritizing and phasing the associated action items and coordinated with the appropriate agencies. The matrix below outlines each action item and its recommended phasing timeframe, the identification of lead and supporting agencies and estimated costs, where applicable.

Because the action items are subject to change over time, flexibility should remain regarding implementation priorities, costs and timing. This matrix should be reviewed and updated periodically, and utilized to measure progress on realizing a “reconnected” Near West area in the coming years. Some actions will require further study and the identification of funding.

Community stakeholders and Expert Panel participants identified the following Implementation Actions as top priorities:

- **Transit Improvement**: Pursue a feasibility study and construction of a new Green Line station as first priority; consider opportunity to build a new Pink Line station in conjunction with United Center parking lot redevelopment.
- **Access and Design**: Implementing streetscape improvements along Damen between the Green Line and Blue Line, building on existing Madison streetscape improvements and planned Western and Lake streetscape improvements.
- **Commercial Development**: Pursuing public-private redevelopment options at the United Center and Malcolm X College to consolidate parking and develop commercial and entertainment uses.

### Implementation Actions - Near West

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>LEAD ORGANIZATION</th>
<th>SUPPORTING ORGANIZATIONS</th>
<th>ESTIMATED COST (2008 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term (1-5 Years)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Improvement Strategies</td>
<td>Improve bike parking at all train stations and bus stops.</td>
<td>CDOT</td>
<td>CTA, DPD, Alderman’s Office</td>
</tr>
<tr>
<td></td>
<td>Improve accessibility to the existing Blue Line station at the Medical District through better signage, lighting, and sidewalk construction. Use signage to better connect the United Center with the Blue Line.</td>
<td>CDOT</td>
<td>CTA, DPD, IDOT, RTA, Alderman’s Office, United Center, Illinois Medical District.</td>
</tr>
<tr>
<td></td>
<td>Study the feasibility of a Green Line station with access points at Damen and Hoyne.</td>
<td>CTA</td>
<td>DPD</td>
</tr>
<tr>
<td></td>
<td>Install additional bus shelters to protect riders from the elements and provide travel information. Ensure new developments include adequate space for bus shelters, or incorporate sheltered waiting areas into the building design.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program, Alderman’s Office</td>
</tr>
<tr>
<td>Access and Design Strategies</td>
<td>Continue to promote coordinated facade and signage streetscape enhancements for existing buildings, including awnings and attractive storefront displays particularly along Damen, Hoyne and Madison Streets.</td>
<td>Near West CDC</td>
<td>DPD, Illinois Medical District</td>
</tr>
<tr>
<td></td>
<td>Design gateway features along Damen and Madison to mark the point of entry into the community.</td>
<td>DPD</td>
<td>CDOT, United Center</td>
</tr>
<tr>
<td></td>
<td>Develop effective and clear way finding signage to direct pedestrians, cyclists and drivers to the neighborhood’s retail and commercial business anchors.</td>
<td>CDOT</td>
<td>Near West CDC, DPD</td>
</tr>
<tr>
<td>Commercial Development Strategies</td>
<td>Undertake appropriate zoning amendments to encourage commercial and mixed use development in the desired pattern.</td>
<td>DPD</td>
<td>Alderman’s Office, City of Chicago, ICNC, MPC, private sector</td>
</tr>
<tr>
<td></td>
<td>Encourage the development of retail and services (such as dry cleaners and cafes) close to existing transit stops, with particular emphasis on providing affordable options.</td>
<td>Near West CDC</td>
<td>DPD, other commercial development organizations, private sector</td>
</tr>
<tr>
<td></td>
<td>Target the area surrounding the United Center and Malcolm X College for service and entertainment-oriented retail development (i.e. retail nodes at Damen and Madison, and Madison and Paulina) in conjunction with structured parking to serve visitors and students.</td>
<td>Malcolm X College, United Center, private sector</td>
<td>Energy and Environmental Block Grant Program (EEBG), DPD, Near West CDC, and other commercial development organizations.</td>
</tr>
<tr>
<td><strong>Mid-Term (5-10 Years)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Improvement Strategies</td>
<td>Provide greater levels of bus shelter enhancements (such as the use of “Bus Tracker” real time information) where bus routes intersect, specifically on Madison at Western, Damen, and Ashland, and other retail node stops.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program, JARC</td>
</tr>
<tr>
<td></td>
<td>Construct a new elevated Green Line station along Lake Street between Damen and Hoyne.</td>
<td>CTA</td>
<td>City of Chicago, RTA, CMAP, MPC, LEED Council, ICNC, Local Alderman, Federal/State Support</td>
</tr>
</tbody>
</table>

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**FINAL RECOMMENDATIONS**

W-6

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**RECONNECTING Neighborhoods**
### Implementation Actions—Near West

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>LEAD ORGANIZATION</th>
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<tr>
<td><strong>Access and Design Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve the Washington and Warren intersections between Ashland and Damen and the Ashland/Odgen/Madison triangle to better coordinate the use of the intersections by pedestrians, bikes and cars.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$35,000-$60,000 per intersection</td>
</tr>
<tr>
<td>Improve pedestrian crossings along Lake, Washington and Warren Streets with bumpouts, clear crossing areas, countdown signaling and traffic bollards. Improve pedestrian crossings along Ogden at Madison and Ashland Streets.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$75,000-$1,000,000 per intersection</td>
</tr>
<tr>
<td>Improve access to community anchors such as the United Center and the Lake-Kinzie Industrial Corridor, via existing and planned pedestrian and bicycle routes along Madison and Lake Streets, with clear signage and pavement markings.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$300-$700 per location</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Focus the development of new retail along transit-accessible streets: particularly Damen and Madison.</td>
<td>Private sector</td>
<td>DPD, Near West CDC, CMAP, Partnership for New Communities, and other commercial development organizations.</td>
<td>N/A</td>
</tr>
<tr>
<td>Develop retail nodes at Madison and Western, and on Madison from Ashland to Paulina.</td>
<td>Private sector</td>
<td>DPD, Near West CDC, and other commercial development organizations.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Long-Term (10-15 Years)</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Transit Improvement Strategies</strong></td>
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<tr>
<td>Construct a new elevated Pink Line station along Paulina Street at Madison, in conjunction with private development of retail and entertainment uses.</td>
<td>CTA</td>
<td>City of Chicago, RTA, CMAP, MPC, LEED Council, ICNC, Local Alderman, Federal/State Support, United Center</td>
<td>$50+ million; significant further study required</td>
</tr>
<tr>
<td>Implement streetscape enhancements and plazas in conjunction with commercial developments along Madison Street from Ashland to Western, and Western from Lake to Monroe.</td>
<td>CDOT</td>
<td>DPD</td>
<td>Approximately $750,000 per block (some areas completed)</td>
</tr>
<tr>
<td>Improve the pedestrian environment with enhanced sidewalks and lighting along Madison from Western to Ashland, on Damen from Lake to the Eisenhower Expressway, and between Washington and Warren from Ashland to Western.</td>
<td>CDOT</td>
<td>DPD, United Center, Illinois Medical District.</td>
<td>$375,000-$500,000 per block</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
<td></td>
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</tr>
<tr>
<td>Explore the development potential of the privately-held parking lots surrounding the United Center.</td>
<td>United Center, lot owners</td>
<td>DPD, Near West CDC, and other commercial development organizations.</td>
<td>N/A</td>
</tr>
<tr>
<td>Focus residential development on Madison between Oakley and Hoyne Streets to support future retail development.</td>
<td>Private sector</td>
<td>DPD, Energy and Environmental Block Grant Program (EEBG), Near West CDC.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Agency and organization abbreviations:**
- **CTA** = Chicago Transit Authority
- **DPD** = City of Chicago Department of Planning and Development
- **CDOT** = Chicago Department of Transportation
- **RTA** = Regional Transportation Authority
- **IDOT** = Illinois Department of Transportation
- **JARC** = Jobs Access and Reverse Commute
- **Near West CDC** = Near West Side Community Development Corporation
- **ICNC** = Industrial Council of Nearwest Chicago
- **CMAP** = Chicago Metropolitan Agency for Planning
- **LEED Council** = Local Economic and Employment Development Council
- **MPC** = Metropolitan Planning Council

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**Reconnecting Neighborhoods - Near West Study Area**
In order to create a system which best connects the Near North to the City as a whole, a Vision and set of complementary Planning Principles were created and refined based on input from residents, community leaders, and other stakeholders. These Principles then informed the development of the planning strategies. Together, the Vision, Planning Principles, and Strategies will serve as a guide for “reconnecting” the Near North Area over the short (1-5 years), medium (5-10 years), and long-term (10-15 years). Principles and Strategies address Transit Service, Pedestrian Access and Urban Design, and Commercial Development.

**VISION: RECONNECTING THE NEAR NORTH**

In the Near North Area, a well established street grid connects to Clybourn Avenue providing pedestrian-accessible retail across and along this area’s major diagonal axis. Improved bus facilities such as shelters and seating areas have been installed, along with landscaping improvements that complement new housing developments. New entrances and exits to the North/Clybourn Red Line station have increased accessibility for riders and access to the nearby Brown Line has been improved, due to successful development of a new elevated station at Division. Transit access in the heart of the neighborhood has been improved with expanded bus service on Larrabee and Clybourn. Commercial businesses in renovated and new buildings thrive in the areas immediately surrounding the new station and along Clybourn. These infill developments meet local retail and service needs for residents of all income levels. Dry cleaning, banking, specialty foods, newsstands and restaurants—all allow residents to gather in the center of the community. Improved pedestrian and bicycle access is provided to the already established retail areas on North Avenue and Orleans, and to existing and new community-based institutional anchors. Community facilities cluster along Oak and Larrabee, and Orleans is revitalized with mixed use development and community serving nodes in keeping with its historic pattern. The nearby recreational amenity of Seward Park serves as a key gateway entry point into the community from the east, and the expanded riverfront path allows access to and from the community.
Transit Improvement Principles have been developed that focus on improving access and service using the transit system currently in place, including CTA bus and rail. Additionally, early in the planning process the community indicated a desire for a new rail station at one of two locations; an underground Red Line station at Larrabee and Clybourn or an elevated Brown Line station at Division and Orleans. As described in the existing conditions report, the potential ridership projected for the Division and Orleans location, upon completion of all proposed developments, is sufficient to justify construction of a new station. At this time, the construction of an underground Red Line station at Larrabee and Clybourn is cost prohibitive, but as the neighborhood continues to evolve the possibility could be reexamined. The Principles below are intended to provide policy direction consistent with the Vision: Reconnecting the Near North.

**Transit Improvement Principles**

1. Streetscape improvements and any associated elements should support transit users and transit accessibility.
2. Good vehicular access should be maintained throughout the neighborhood, but care should be taken to limit heavy traffic and bus lines to main thoroughfares in order to avoid speeding and cut through traffic to nearby residential areas.
3. A strong network of bicycle lanes and pedestrian routes should be developed with particular respect to accessing the river walk promenade and related recreational opportunities.
4. Safe bicycle parking should be accommodated in several locations easily accessible to public transit such as bus shelters and train stations.
5. Access to existing transit stations should be clearly marked and signed, providing a safe and pleasant experience for riders.
6. Accessible and informative shelters for both bus and transit riders shall be strategically placed to encourage new and regular transit users.

**Pedestrian Accessibility and Urban Design**

The pedestrian accessibility and urban design principles provide an important tool for the Near North Area to encourage transit usage and neighborhood vitality. These principles provide a framework against which the City can consider and evaluate both public and private improvement proposals for the area. They bring together many recommendations, including: pedestrian access and circulation considerations, landscaping and other site enhancements, effective integration of public uses and open spaces, and suggested streetscape and public area design features.

**Pedestrian Accessibility Principles**

1. The placement of commercial storefronts should consider visibility and accessibility from transit stops.
2. Other street-level improvements such as raised planters and decorative paving should work in concert with commercial storefronts, facilitating visits to the neighborhood shopping venues from nearby residents and tourists alike.
3. Where parking is provided on-site at commercial uses, a designated pedestrian access way from the public sidewalk should be provided.
4. As sidewalk upgrades are undertaken throughout the
neighborhood, prioritize access to commercial areas, schools, parks and other activity centers.

5. Pedestrian safety should be of paramount concern; ensure that there is adequate crossing time and protective traffic islands to shelter pedestrians, particularly at the Division and Clybourn intersection.

**Urban Design Principles**
1. Plazas, seating areas, and public art installations should be accommodated in key locations to enhance the pedestrian experience, particularly along the streets specified for retail development.
2. Design controls should be enforced, especially for access to sites that include mixed use and commercial development to ensure compatibility with existing historic structures and new housing developments.
3. Facade and signage enhancements at existing buildings and businesses should be undertaken to preserve and enhance the character of the study area and contribute to its visual identity.
4. Gateway treatments should be provided at the key entry points to the neighborhood on Division Street to enhance and elevate the community’s identity.
5. Way finding signage should draw visitors and residents alike from the proposed Brown Line train station at Division into the neighborhood.

**Commercial Development Principles**
1. Both retail and residential infill development should be encouraged along the Clybourn corridor to both support existing business that are present, and expand the economic vitality of the study area as a whole.
2. Empower and develop a local (or non-profit) community based retail leadership team, to ensure future commercial development remains affordable and accessible to all Near North residents.
3. Convenience shopping (dry cleaners, cafes, sundry stores) should be located close to existing transit routes and stations so commuters and those without access to private autos may take advantage of neighborhood services without exacerbating traffic congestion. Special efforts should be made to attract retail and services that provide affordable products and services.
4. Public uses such as parks, schools and recreation centers (such as the recently refurbished Seward Park facility) should be maintained and enhanced in the vicinity of the study area to support both existing and new residential populations.
5. Existing structures of historic value should be preserved and enhanced, to blend with and complement new development under construction in the area.

Recent residential construction in the study area includes: new homes on Kingsbury Street (top left), Burling and Scott (top right), and Marina Village (below).

Increased access to community assets in the Near North Area can be achieved with improved streetscapes and wayfinding signage. Clockwise from top left: the Winfield Moody Health Center, the Chicago River Walk, and Seward Park.

Housing development in the Near North Area will contribute to new commercial opportunities. The Parkside at Old Town (above left), and Old Town Village (above right).

The Near North recommendations summarized in this report reflect input received from the IGAC, Task Forces, and the community at large. The Near North Study Area Recommendations map on the following page summarizes the Strategies identified through this planning process. A detailed description of each strategy is provided, followed by an Implementation discussion that includes a summary matrix of action items.
Access and Design Strategies

- Clybourn/Division intersection enhancements
- Improved intersections, pedestrian crossings
- Streetscapes enhancements
- Plaza/open space
- Retail street scene
- Key neighborhood route
- Complete the pedestrian and bicycle network
- Gateway feature

Key Commercial Development Strategies

- Division/Halsted Node
- Community Facility
- Clybourn/Larrabee
- Ogden Node
- Division/Larrabee Node
- White Way Sign Site
- Division/Ottawa Node
- corridors

Transit Improvement Strategies

- Reestablish Clybourn bus service
- BRT opportunities
- Improved entrances to the neighborhood
- New elevated station on Brown Line
- Extended service hours on #22
- New Larrabee bus service
- Additional/enhanced bus shelters
- Neighborhood stop
- Improved/induced bike rails and way finding signage

Reestablish the Clybourn bus. Prior to 1999, CTA operated weekday bus service on Clybourn Avenue between Belmont Station on the Blue Line and Union Station. Development along Clybourn, as it extends northeast of the area has spurred the CTA to pursue JARC funding to implement a new Clybourn bus route between Chicago Red Line Station and the Logan Square Blue Line Station. The new route will operate on a fixed head through the study area on Chicago, Larrabee, Division and Clybourn.

Explore Chicago Avenue and Halsted BRT (bus Rapid Transit) opportunities. The concentration of building, both existing and planned, on Chicago Avenue and Halsted Street bordering the study area suggests cooperation for cooperation between developers, the City of Chicago and CTA. BRT will be a high-quality, high-capacity bus service that travels through the study area at peak periods.

The North and Clybourn Red Line Station can be difficult for transit patrons to identify from the street, and can be difficult for riders to approach particularly from North Avenue. The station, in order to be more accessible to transit patrons, would benefit greatly from improved signage, additional entrance/exit and underground pedestrian tunnels to improve access and improve at-grade pedestrian crossings. The new design/wayfinding would provide a unique opportunity to implement a grade-separated access point.

Build new elevated Brown Line rail service at Division and Clybourn and Early. In the planning process the community indicated a desire for a new rail station at one of two locations, an underground Red Line station at Larrabee or Clybourn and a new Brown Line station at Division and Ottawa. As described in the existing conditions report, the potential ridership projected for this location, upon completion of all proposed developments, is sufficient to justify construction of a new station (approximately 3,800 to 4,300 weekday boardings). The estimated cost of building an Elevated Brown Line station is significantly less expensive than construction of a Red Line station due to the decreased property values in the area (see Appendix). Additionally, community meeting attendees indicated a strong preference for the Division/Larrabee location for a new rail station, due to its location on the east side of the Chicago River, near many of the commercial areas.

Improve the #37 Lincoln/Sedgwick weekend schedule. The study area is generally well served by CTA bus routes. However, north-south bus access on weekends could be improved by operating the weekday routing of the #37 Lincoln/Sedgwick on weekends. Currently, weekend service on #37 operates between Harrison/McCormick on the north and North/Clybourn as the southern terminus. As development continues to emerge south of North Avenue, CTA should consider expanding #37 weekend service into the study area.

Consider a Larrabee Street bus service; examine existing bus routes that could be combined with a Larrabee route such as the return of the Clybourn bus (see next mobility improvement alternative). In the future, as development along Larrabee grows, a route change moving service from Larrabee to Lake Street may be appropriate.

Passenger shelters located at bus stops greatly improve the walking environment for CTA customers. Passenger shelters waste passenger time, and reduce transfers to bus services. Responsibility for the provision of shelters rests with the City of Chicago through the CTA. The City of Chicago has the tools available to meet the City’s goals. The City of Chicago is committed to ensuring that all bus shelters in the study area are in working condition by scheduled boardings passengers. New commercial developments should provide space for a shelter or incorporated wayfinding amenities to the building design. This type of design element should be incorporated into new developments that are planned along Chicago, Larrabe and Larrabe in anticipation of new bus service on these streets.

Install improved and extra bike racks at the Chicago, Sedgwick and North/Clybourn stations. Accessibility between public institutions in the study area and existing CTA rail stations can also be improved with way finding signage.

The urban design and wayfinding framework recommends addressing the appropriate treatment for the public realm including enhanced connections for recreational opportunities, improved street trees, placement of places and gateways, and facade improvements. The access and design recommendations described below are shown on the accompanying map.

N-5
IMPLEMENTATION

Successful implementation of the study recommendations will be facilitated by prioritizing and phasing the associated action items and coordinated with the appropriate agencies. The matrix below outlines each action item and its recommended phasing timeframe, the identification of lead and supporting agencies and estimated costs, where applicable.

Because the action items are subject to change over time, flexibility should remain regarding implementation priorities, costs and timing. This matrix should be reviewed and updated periodically, and utilized to measure progress on realizing a “reconnected” Near North area in the coming years. Some actions will require further study and the identification of funding.

Community Stakeholders and Expert Panel participants identified the following Implementation Actions as top priorities:

- **Transit Improvement**: Improve access to the North/Clybourn Red Line station via additional entrance/exit sites, particularly on the SE corner of the North/Clybourn/Halsted intersection, and pursue new Brown Line station at Division/Orleans.
- **Access and Design**: Enhance pedestrian safety at Clybourn crossings, in particular at Division and Clybourn intersection; establish street grid connections within current and future redevelopment areas.
- **Commercial Development**: Pursue commercial nodes at Halsted/Division (in conjunction with BRT service) and establish community-serving commercial and institutional uses along Larrabee and Oak.

### Implementation Actions - Near North

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
<th>LEAD ORGANIZATION</th>
<th>SUPPORTING ORGANIZATIONS</th>
<th>ESTIMATED COST (2008 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term (1-5 Years)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish a bus route on Clybourn, traveling from the Logan Square Blue Line station to the Red Line station at State Street.</td>
<td>CTA</td>
<td>LEED Council</td>
<td>$3,229,000 (implementation pending)</td>
</tr>
<tr>
<td>Implement Chicago Avenue and Halsted Bus Rapid Transit (BRT).</td>
<td>CTA</td>
<td>DPD, CHA, private sector partners</td>
<td>Further study underway</td>
</tr>
<tr>
<td>Improve pedestrian access to existing North/Clybourn Red Line station via underground pedways and additional entrances/exits.</td>
<td>CTA</td>
<td>DPD, private sector partners</td>
<td>Further study required</td>
</tr>
<tr>
<td>Expand the Lincoln/Sedgwick #11 weekend bus service.</td>
<td>CTA</td>
<td>DPD, JARC</td>
<td>$305,250 per year</td>
</tr>
<tr>
<td>Improve secure bike parking at train stations and bus stops.</td>
<td>CDOT</td>
<td>CTA, DPD, Alderman's Office</td>
<td>$1,000 per bike rack</td>
</tr>
<tr>
<td>Install additional bus shelters to protect riders from the elements and provide travel information. Ensure new developments include adequate space for bus shelters, or incorporate sheltered waiting areas into the building design.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program, Alderman’s Office</td>
<td>$15,000-$20,000 per shelter; $15,000-$30,000 per plaza area</td>
</tr>
<tr>
<td><strong>Access and Design Strategies</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Continue to promote facade and signage enhancements for existing buildings, including awnings and attractive storefront displays.</td>
<td>Community-based retail team</td>
<td>DPD</td>
<td>N/A</td>
</tr>
<tr>
<td>Establish design elements along Division, Halsted and Chicago to mark community entry points.</td>
<td>DPD</td>
<td>CDOT</td>
<td>$750,000+</td>
</tr>
<tr>
<td>Develop effective and clear way finding signage to direct pedestrians, cyclists and drivers to the neighborhood’s retail and commercial businesses.</td>
<td>CDOT</td>
<td>Community-based retail team, DPD, Alderman’s Office</td>
<td>$300-$700 per location</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage the development of stores, such as dry cleaners and cafes, close to existing transit stops.</td>
<td>Private sector</td>
<td>DPD, Old Town Merchants and Residents Association, Community-based retail team</td>
<td>N/A</td>
</tr>
<tr>
<td>Undertake appropriate zoning amendments and explore shared parking strategies to encourage commercial and mixed use development in the desired pattern.</td>
<td>DPD</td>
<td>Alderman’s Office</td>
<td>N/A</td>
</tr>
<tr>
<td>Develop a retail activity node at the BRT stop at Division and Halsted.</td>
<td>Private sector</td>
<td>DPD, Community-based retail team, CTA</td>
<td>N/A</td>
</tr>
<tr>
<td>Target the Clybourn corridor for service and retail-oriented development, attracting affordable products and services.</td>
<td>Private sector</td>
<td>DPD, Community-based retail team</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Mid-Term (5-10 Years)</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Construct a new elevated Brown Line station along Orleans Street at Division.</td>
<td>CTA</td>
<td>City of Chicago</td>
<td>$50+ million; significant further study required</td>
</tr>
<tr>
<td>Provide greater levels of bus shelter enhancements (such as the use of “Bus Tracker” real time information) where bus routes intersect, specifically on Halsted at Division, Clybourn, Chicago, and North. Other locations for enhancements are specified on the Near North Study Area Recommendations map.</td>
<td>CTA, CDOT</td>
<td>DPD, City of Chicago Street Furniture Program</td>
<td>Further study required</td>
</tr>
</tbody>
</table>
## Implementation Actions—Near North

<table>
<thead>
<tr>
<th>ACTION ITEM</th>
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</thead>
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<tr>
<td><strong>Access and Design Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve the Halsted intersections of Evergreen and Eastman, the Larrabee intersections south of Division, and pedestrian crossings at the Halsted/North/ Clybourn triangle to better coordinate the use of the intersection by pedestrians, bikes and cars. Other locations for improved pedestrian crossings are specified on the Near North Study Area Recommendations map.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$35,000-$60,000 per intersection</td>
</tr>
<tr>
<td>Improve the pedestrian environment at key intersections along Division and Clybourn with bumpouts, clear crossing areas, pedestrian refuge islands, countdown signaling and traffic bollards.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$75,000-$1,000,000 per intersection</td>
</tr>
<tr>
<td>Improve access to the neighborhood, via new streets or right-of-ways and on existing river bridges at Halsted, Chicago and Division by improving pedestrian and bicycle routes with clear signage and pavement markings.</td>
<td>CDOT</td>
<td>DPD, CHA</td>
<td>$300-$700 per location</td>
</tr>
<tr>
<td><strong>Commercial Development Strategies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Focus the development of new retail along transit-accessible streets: Clybourn, Orleans and Division.</td>
<td>Private sector</td>
<td>DPD, Old Town Merchants and Residents Association, Community-based retail team</td>
<td>N/A</td>
</tr>
<tr>
<td>Develop a retail activity node surrounding the new Brown Line station site at Division.</td>
<td>Private sector</td>
<td>DPD, Community-based retail team, CTA</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Long-Term (10-15 Years)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explore the feasibility of operating new bus service on Larrabee Street.</td>
<td>CTA</td>
<td>DPD, Alderman's Office</td>
<td>Further study required</td>
</tr>
<tr>
<td>If warranted, implement a shuttle or feeder route service to the existing Orleans/Sedgwick bus service from Larrabee Street, or consider combining the Larrabee and Orleans routes.</td>
<td>CTA</td>
<td>Alderman's Office</td>
<td>Further study required</td>
</tr>
<tr>
<td>Implement key neighborhood and retail streetscape enhancements and plazas in conjunction with new developments along Division Street from Halsted to Orleans, Chicago from Larrabee to Orleans, North at Clybourn and Orleans from Chicago to Division.</td>
<td>CDOT</td>
<td>DPD</td>
<td>Approximately $750,000 per block</td>
</tr>
<tr>
<td>Improve the pedestrian environment with enhanced sidewalks and lighting along Division from Halsted to Larrabee, on Orleans from Oak to Locust, and on Clybourn at Larrabee.</td>
<td>CDOT</td>
<td>DPD</td>
<td>$375,000-$500,000 per block</td>
</tr>
<tr>
<td>Construct new neighborhood-serving recreational facilities where feasible.</td>
<td>City of Chicago, Park District, Chicago Public Schools (CPS)</td>
<td>NNDC, DPD</td>
<td>N/A</td>
</tr>
<tr>
<td>Monitor redevelopment so that new development complements existing, historic structures.</td>
<td>City of Chicago</td>
<td>Alderman’s Office</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Agency and organization abbreviations:**

CTA = Chicago Transit Authority, DPD = City of Chicago Department of Planning and Development, CDOT = Chicago Department of Transportation, CHA = Chicago Housing Authority, NNDC = Near North Development Corporation, LEED Council = Local Economic and Employment Development Council, JARC = Jobs Access and Reverse Commute.