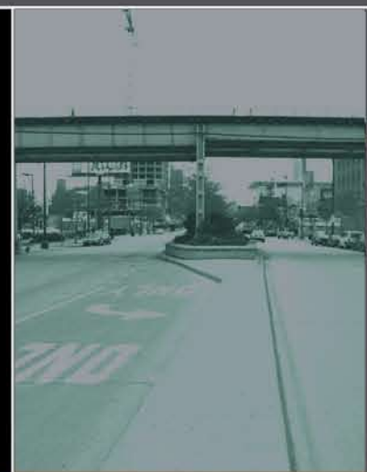
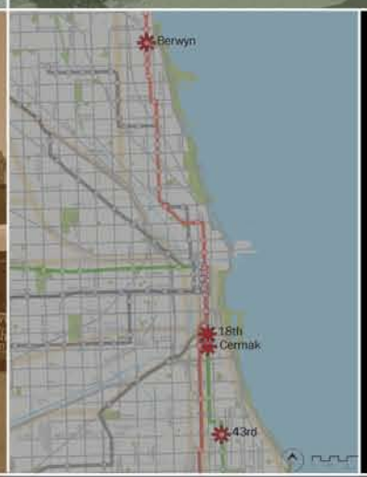
Transit Friendly Development Guide

PLANS FOR FOUR STATION AREAS





April 14, 2010

Prepared by:
Kimley-Horn and Associates, Inc.

PLANNING FOR TRANSIT friendly development

Project Team

City of Chicago
Department of Zoning and Land Use Planning
Department of Transportation

Chicago Transit Authority

Regional Transportation Authority

Project Consultants
Kimley-Horn and Associates, Inc.
205 West Wacker Drive
Suite 2125
Chicago, IL 60606
Project Number: 110208000

In Association with:
Ross Barney Architects
10 West Hubbard Street
Chicago, Illinois 60610

Goodman Williams Group
325 West Huron Street
Suite 306
Chicago, Illinois 60610

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This study was funded through the Regional Transportation Authority's (RTA) Community Planning program and by the City of Chicago. The RTA Community Planning program provides funding and planning assistance to municipalities for planning studies that benefit the local community and the Chicago transit network.

PLANNING

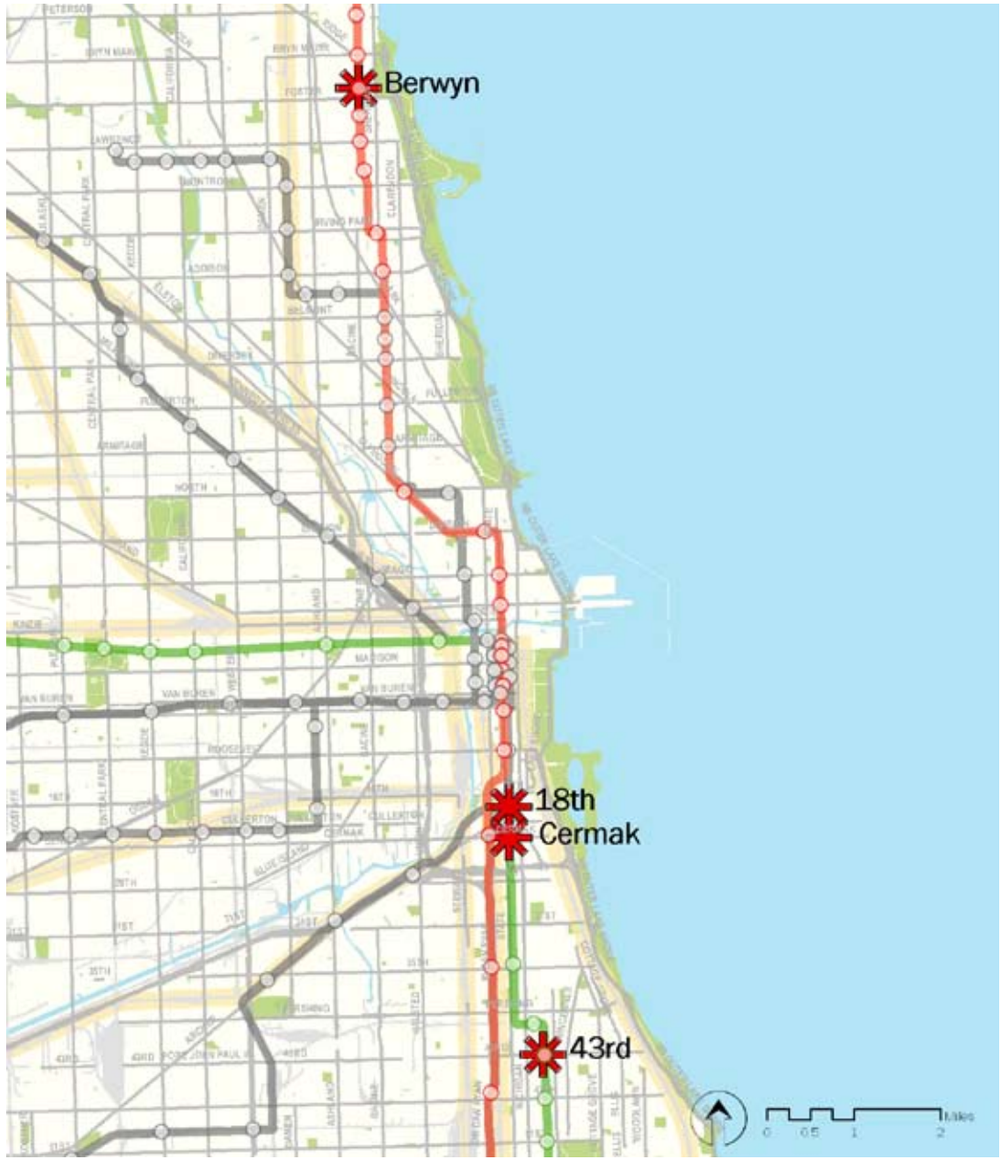
Introduction

Higher density commercial and residential development densities, combined with the strategic introduction of other essential services in close proximity to rail stations contributes to the formation of more complete neighborhoods. It also offers residents and workers greater convenience to needed services, decreases personal vehicle use, and contributes directly to increases in transit ridership, as well as pedestrian and bicycle activity. Reducing people's reliance on personal automobiles through transit friendly development reduces overall transportation costs, improves air quality, improves people's health and well-being, and reduces undesirable impacts on the environment. The *Chicago Climate Action Plan* identifies more than a half-million metric ton carbon dioxide equivalent (0.63MMTCO2e) reduction in greenhouse gas emissions due to the decrease in vehicular use that transit friendly development patterns inspire.

The City of Chicago, in conjunction with the Chicago Transit Authority (CTA) and the Regional Transportation Authority (RTA), identified four areas served by rapid transit (rail) service for the development of transit friendly development plans. The four study areas were the following:

- ***Berwyn (Red Line Station):*** *The study area for this station area is bounded by Winthrop Avenue on the east, Balmoral Avenue on the north, Foster Avenue on the south, and Magnolia Avenue on the west. Although largely developed, several big box and auto oriented retail facilities are likely to redevelop in the area.*

  Alderman: Maryann Smith
  Key Corridors: Foster Avenue and Broadway



STUDY AREAS

The City

Chicago is a city of neighborhoods, each with its own character, challenges, and opportunities. Over time, the presence and type of transportation facilities and services have helped shape many of these neighborhoods into the places people experience and recognize today. Among the city's transportation facilities, transit has, and is envisioned to continue to be a shaping force for the city.

Planning Principles

Good planning and implementation can produce sustainable and meaningful urban environments. The following key principles were applied during the planning process in the development of master plans for each area:

- *Density should be highest adjacent to transit and should taper quickly as the distance from transit increases*
- *Development should be of a mixed use nature with retail and service uses on the ground floor and a combination of office, retail, residential, and hospitality uses on upper floors*
- *Ground floors of buildings should have transparent facades and doors that open to the sidewalk*
- *Parking facilities should be located in structures and integrated into buildings*
- *Streets adjacent to L station entrances should have a high pedestrian, bicycle, and transit orientation*
- *Deliberate and direct connections between transit and development should be planned*
- *Public open space should be incorporated into areas adjacent to station entrances to increase the visibility of transit and promote pedestrian activity and interaction in the station area*

- ***18th (future Green Line station):*** *The study area is bounded by Dearborn Street on the west, Wabash Avenue on the east, 17th Street on the north, and Cullerton Street on the south. The study area is a mixture of loft-style, mid-rise, and high-rise development.*

  Alderman: Pat Dowell
  Key Corridors: 18th Street, State Street, and Wabash Avenue

- ***Cermak (future Green Line station):*** *The study area is bounded by Dearborn Street on the west, Wabash Avenue on the east, Cullerton Street on the north, and 23rd Street on the south. The proximity of this area to the western expansion of McCormick Place and Motor Row is significant. Redevelopment and renovation of properties is occurring along Wabash Avenue and State Street.*

  Alderman: Pat Dowell and Robert Fioretti
  Key Corridors: State Street, Wabash Avenue, and Cermak Road

- ***43rd Street (Green Line Station):*** *The study area for this station area is bounded by 42nd Street on the north, 44th Street on the south, King Drive on the east, and Prairie Avenue on the west. The development pattern in this area is relatively inconsistent and there is potential for strategic infill development to act as a catalyst for neighborhood enhancement.*

  Alderman: Pat Dowell
  Key Corridors: 43rd Street and Martin Luther King Drive

Overview

The plan for each area focuses on improving the connection between land use and transportation by taking advantage of existing and potential L stations in each study area. Recommendations developed for each area were guided by the *Transit Friendly Development Guide, Station Area Typology* document that was adopted by Chicago Plan Commission on December 17, 2009.

Plans for each of the four station areas provide recommendations and guidance for streets and sidewalks, transit facilities, and development. Overall, the station area plans are intended to provide direction to private developers, public agencies, and community groups as specific redevelopment and community enhancement projects and programs are considered.

Introduction

The *Station Area Typology* developed by the Chicago Transit Authority in cooperation with the City of Chicago classifies the Berwyn station area as a Local Activity Center. Consistent with the description for local activity centers, the Berwyn area is characterized by the mature residential neighborhoods and a mixture of different types of commercial development along Broadway and Foster Avenue. Winthrop Avenue east of the Berwyn Station is lined with three, four, and five-story residential buildings, along with a limited number of smaller primarily residential structures. Broadway is mostly lined with commercial uses ranging from older two and three-story buildings with ground floor retail uses to suburban-style mid-box and strip commercial development.

The study of the Berwyn area was centered on the Berwyn station; however, as a result of the short distance between L stations along the section of the Red Line in Edgewater, the Argyle and Lawrence stations also are referenced in some parts of this document.

The sections that follow, briefly describe the existing land use, zoning, built form, and transportation facilities and future recommendations with regard to the area's urban form.

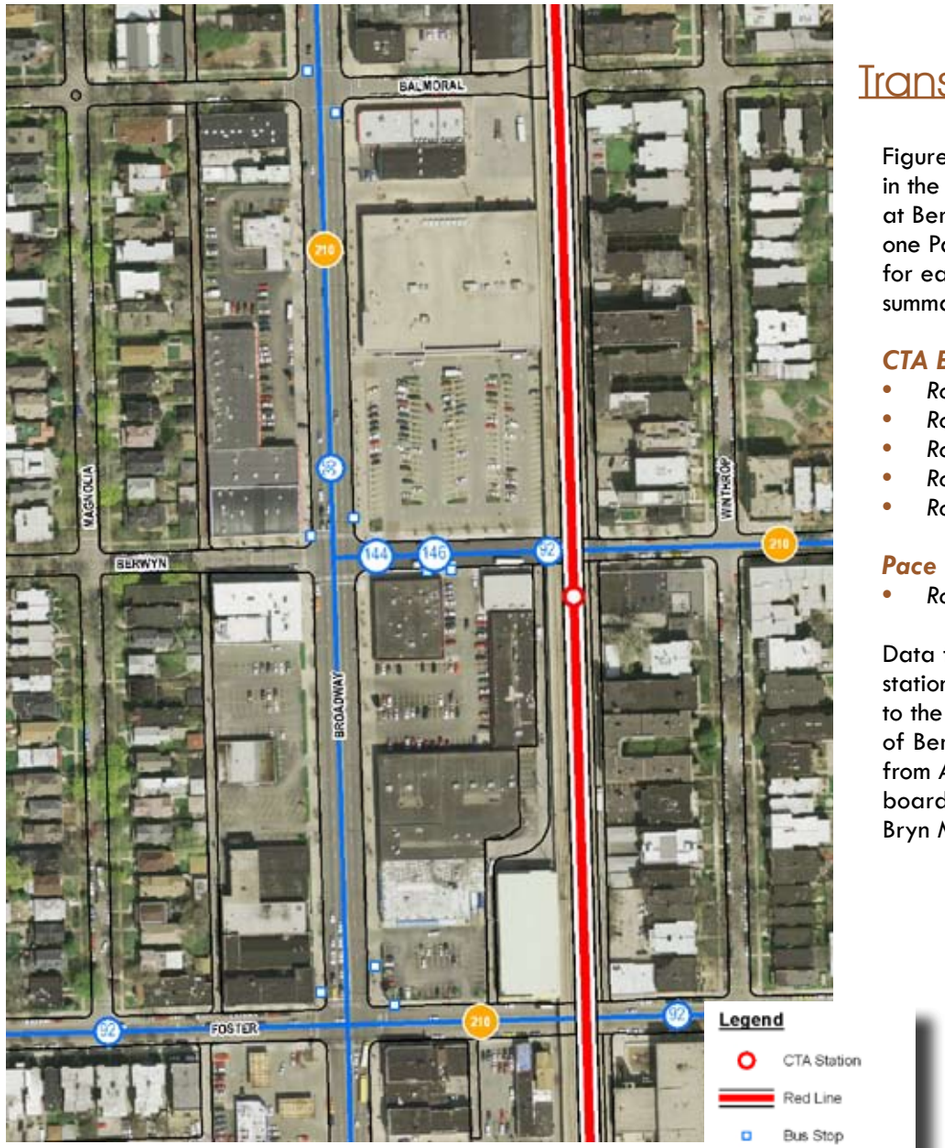


Figure 2.1: Study Context and Transit Access

B E R W Y N

Transit Access

Figure 2.1 shows bus and rail transit services and facilities in the study area. The area is served by a Red Line station at Berwyn Avenue and several CTA bus lines as well as one Pace route. Average April 2009 weekday ridership for each CTA and Pace bus route in the study area is summarized below.

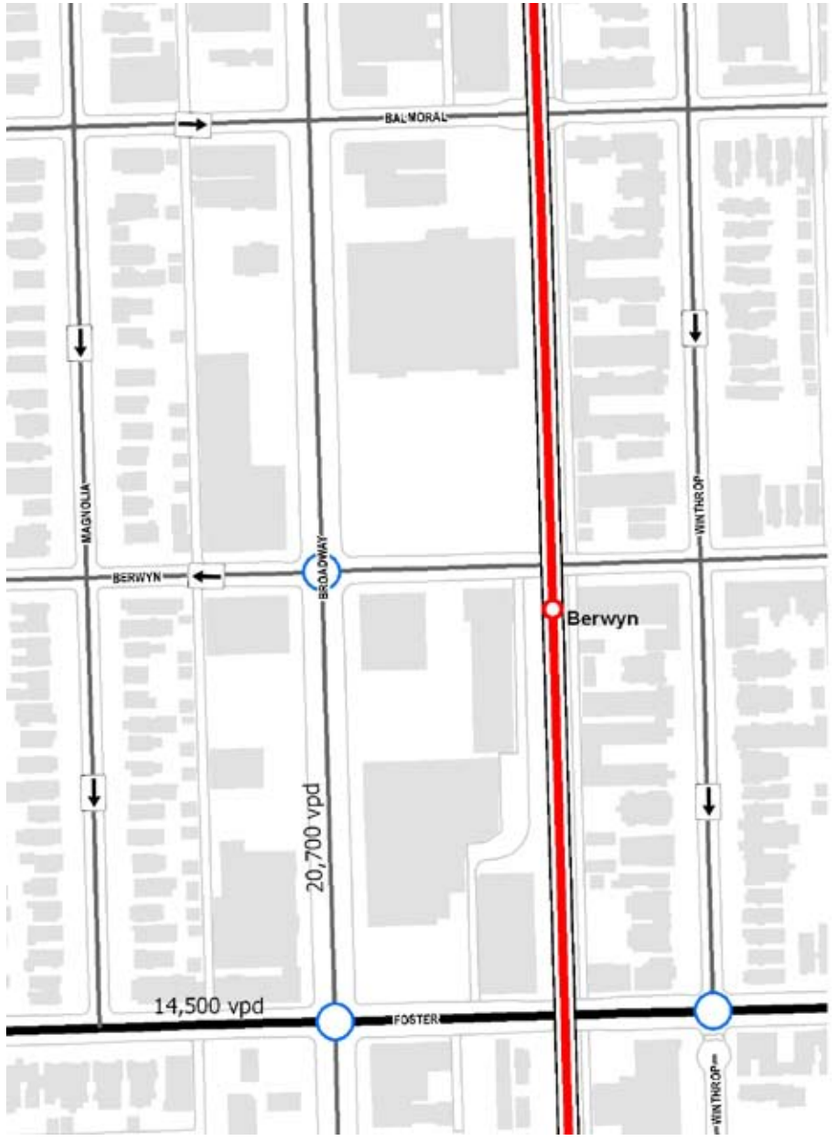
CTA Bus Lines

- *Route 36: Broadway – 17,489 boardings*
- *Route 92: Foster – 8,031 boardings*
- *Route 144: Marine/Michigan Express – 1,211 boardings*
- *Route 146: Marine/Michigan – 10,674 boardings*
- *Route 151: Sheridan – 22,370 boardings*

Pace

- *Route 210 – 398 boardings*

Data from April 2009 from CTA indicates that the Berwyn station averaged 3,296 boardings on weekdays. Proximate to the Berwyn Red Line station are stations at Argyle (south of Berwyn) and Bryn Mawr (north of Berwyn). CTA data from April 2009 indicated that there were 2,609 weekday boardings at Argyle and 4,528 weekday boardings at Bryn Mawr.



STREETS

Streets
Figure 2.2

Streets

Figure 2.2 shows the area's street pattern. Broadway is the area's primary north/south route, while Foster Avenue is a key east/west corridor. Berwyn Avenue is a significant local east/west street and provides access to the Berwyn L station. Figures 2.3 to 2.5 show existing street cross sections for Berwyn Avenue and Broadway.

Broadway and Berwyn Avenue (Typical Sections)

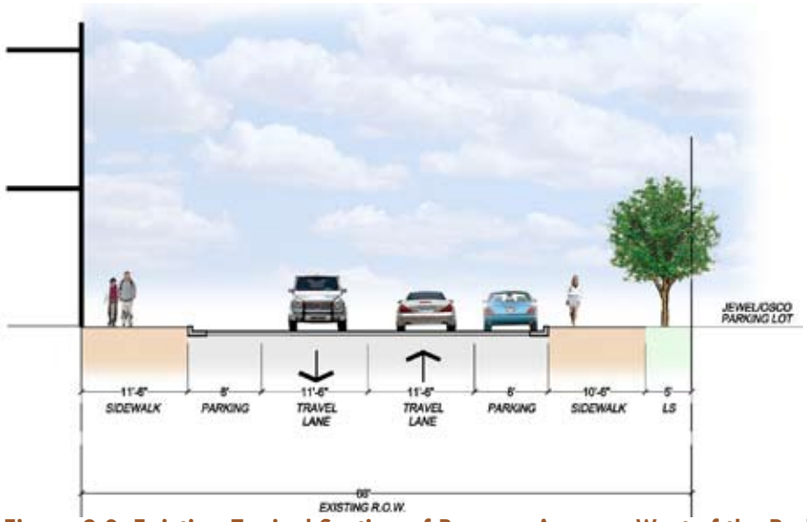


Figure 2.3: Existing Typical Section of Berwyn Avenue, West of the Red Line

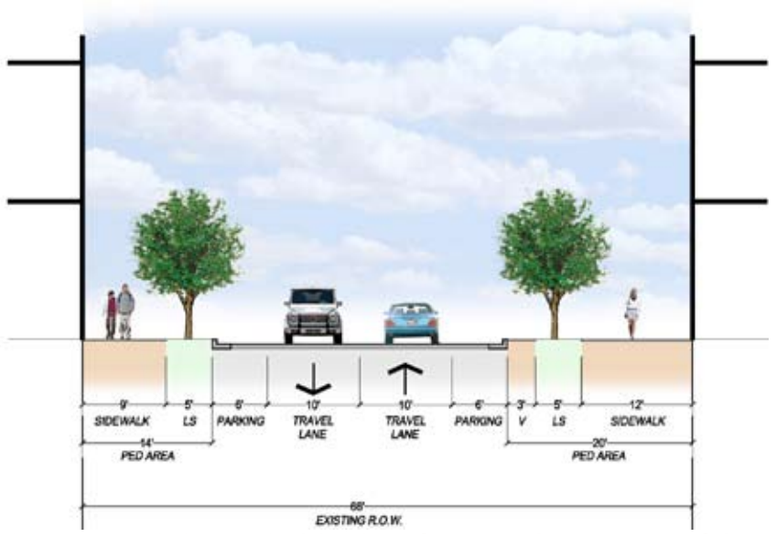


Figure 2.4: Existing Typical Section of Berwyn Avenue, East of the Red Line

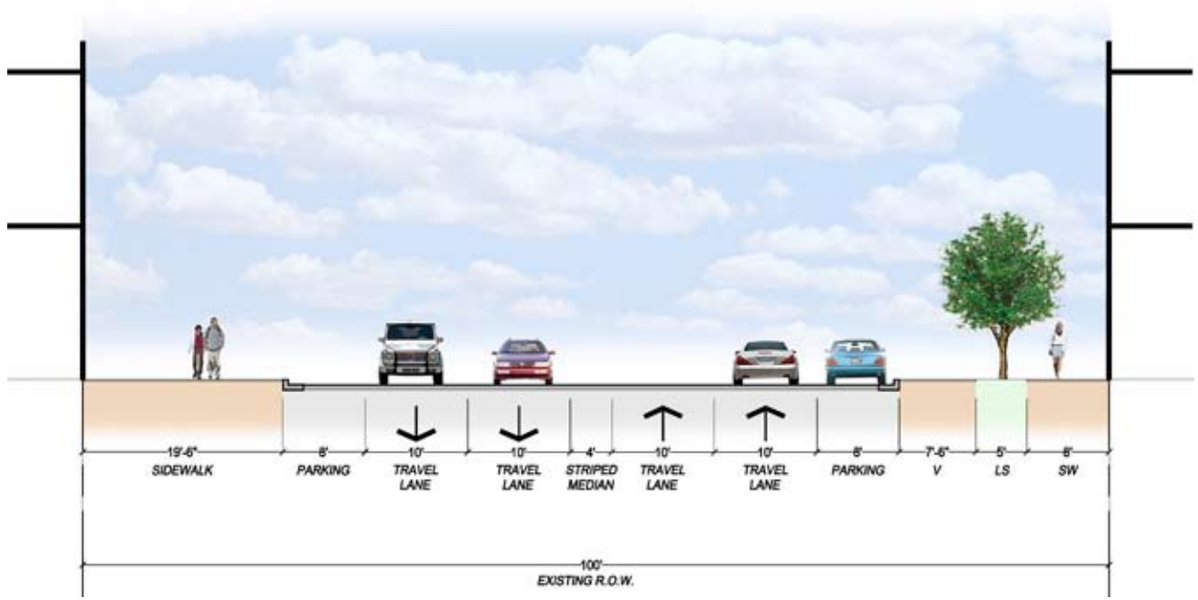


Figure 2.5: Existing Typical Section of Broadway between Balmoral Avenue and Foster Avenue

Area Character

Commercial

The character of commercial development in the Berwyn area varies widely. Development formats range from urban to suburban. Some developments have considerable surface parking areas. Density appears to decrease approaching the Berwyn L station.

Residential

Residential form varies within the study area. The majority of residential uses are located along Magnolia Avenue and Winthrop Avenue. Along Winthrop Avenue, the typical residential building is three to four stories in height and comprised of flats. Along Magnolia Avenue, most structures are single-family dwelling units. There are no residential uses along Broadway in the study area.

Master Plan

The master plan for the Berwyn area assumes that the four blocks in the study area (Figure 2.6 and 2.7) are redeveloped in an urban form that takes advantage of the Berwyn Red Line station and is compatible with the neighborhood. Key elements of the master plan for the Berwyn area include:

- *Density adjacent to transit*
- *Consistent, transit-friendly urban forms*
- *Direct connectivity between transit and development*
- *Multimodal transit center to the south of Berwyn Avenue between Broadway and the Red Line*
- *Structured parking*
- *Neighborhood-oriented ground floor uses*
- *Upper floor residential uses*
- *Pedestrian plaza at the Red Line station entrance on Berwyn Avenue*
- *Enhanced streetscapes*

The following sections provide additional detail on the recommended plan for the Berwyn area:

- *Block Layout*
- *Mass, Scale, and Density*
- *Streets, Public Space, and Facilities*

An illustration looking west along Berwyn Avenue toward Broadway at master plan envisioned densities. A modified Red Line platform and station are shown in the foreground.

Block Layout (Ground Floor)

Figure 2.6 shows the ground floor plan of the four blocks adjacent to the Berwyn Red Line station. The following briefly describes key elements of the plan for each block.

Blocks A and B

- *Residential vehicle only access to the alley*
- *Shared driveway to access parking from Broadway*
- *Ground-level retail and neighborhood-scale uses*
- *Pedestrian-scale building facades with appropriate transparency*
- *Mid-block driveway on Broadway to access the parking garage*
- *Enhanced streetscape along development frontage*
- *Consistent street wall along Broadway, Foster Avenue, Berwyn Avenue, and Balmoral Avenue*
- *At minimum, preservation of the facade of the building on the northwest corner of the Broadway/Foster Avenue intersection. Preferable to re-use the building.*

Blocks C and D

- *Opportunity to offer larger retail/commercial spaces due to block size*
- *Ground-level retail and service uses of several different scales to accommodate larger and smaller floorplate businesses*
- *Consistent street wall along major streets*
- *Pedestrian-scale building facades with appropriate transparency*
- *Internal (to the block) service court/area*
- *Mid-block driveway along Broadway to access the parking garage (may require a new traffic signal)*
- *Multimodal transportation center in core area of Block D adjacent to Red Line station with bus access to Foster Avenue (may require a new traffic signal)*
- *Direct connection between development and the Red Line station*
- *Alley access along the Red Line*

Figure 2.6: Ground Floor Plan

Block Layout (Upper Floors)

Figure 2.7 shows the generalized upper floor plan for the four blocks adjacent to the Berwyn Red Line station. The upper floors of the buildings are proposed to include structured parking, a nominal amount of office and commercial space, and residential units. The following briefly describes key elements of the plan for each block.

Blocks A and B

- *Second floor structured parking*
- *Third floor and above residential uses*
- *Amenity deck/space on top of the parking garage at the rear of the building*
- *Green roof system*
- *Suitably articulated building facades (and setbacks) to manage building mass and height along public street frontages*
- *Potential adaptive reuse of building at the corner of Broadway and Foster Avenue (minimum requirement of facade preservation)*

Blocks C and D

- *Structured parking in the interior of the blocks (2 to 3 levels)*
- *Upper floor residential uses*
- *Platform-level pedestrian connection*
- *Amenity deck/space on top of the parking garage at the rear of the building*
- *Green roof system*
- *Suitably articulated building facades (and setbacks) to manage building mass and height along public street frontages*

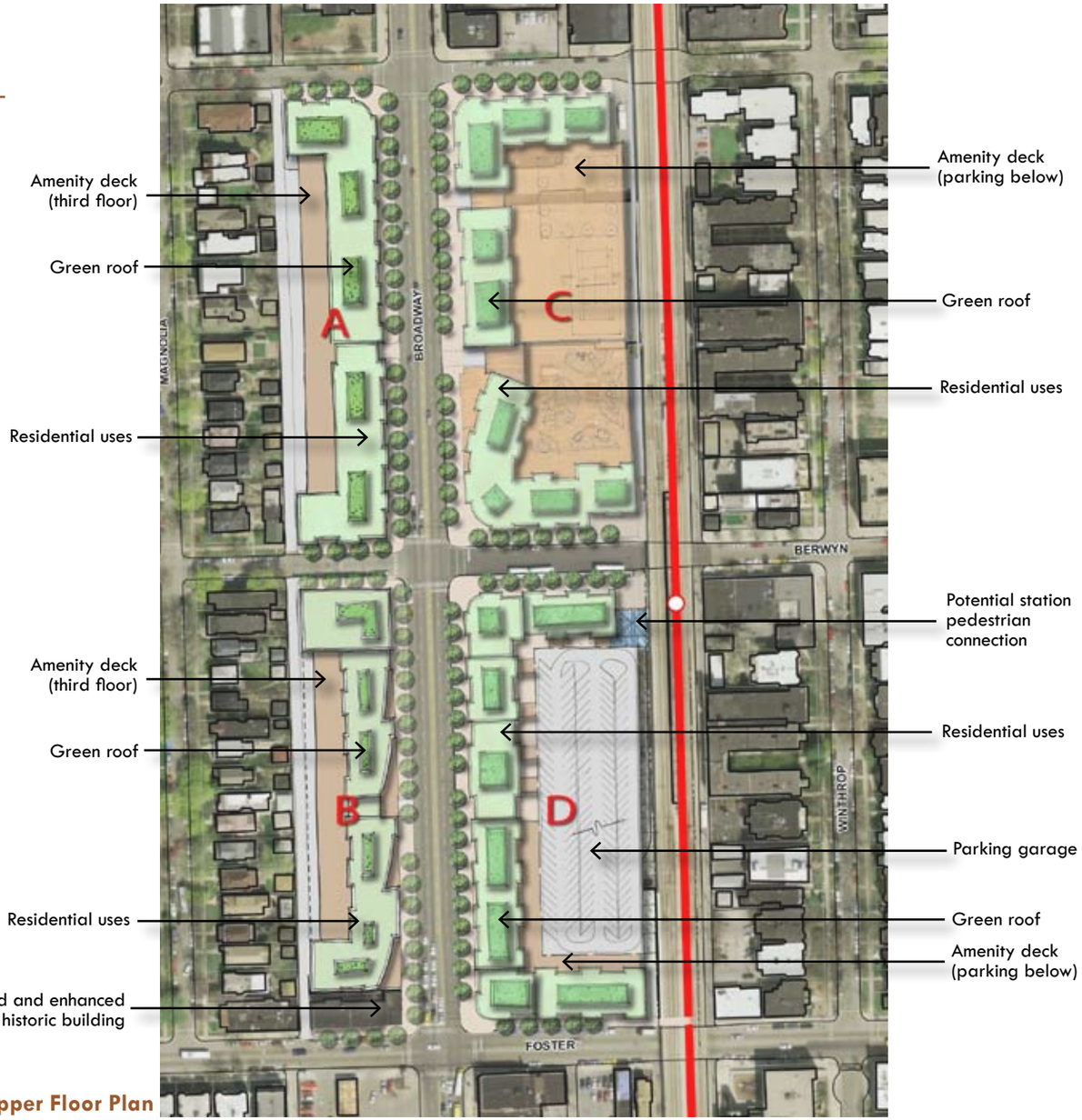
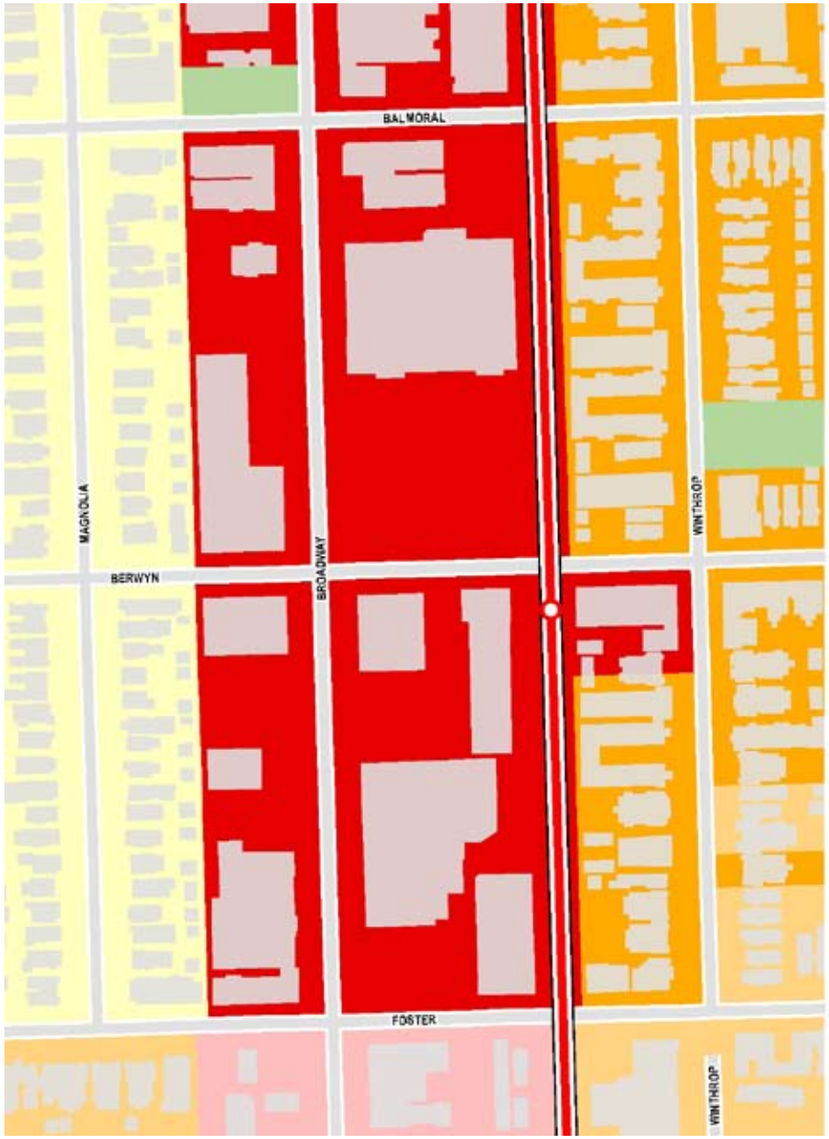
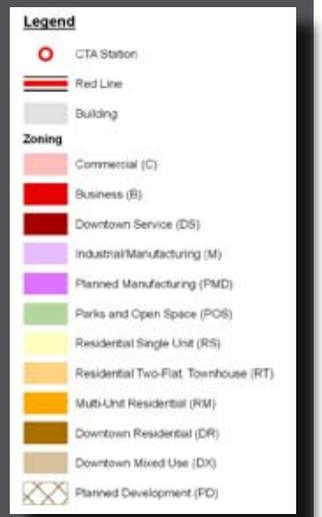


Figure 2.7: Upper Floor Plan



ZONING

Zoning
Figure 2.8



Zoning, Mass, and Scale

Zoning

Figure 2.8 shows the existing pattern of development and zoning within the study area. The Broadway corridor is zoned largely for commercial uses, while areas to the east and west are zoned for residential uses. Zoning is not recommended to be changed as a part of the area plan.

Mass and Scale

The recommended plan for the Berwyn area proposes an increase in density on all four blocks. Figure 2.9 shows a conceptual cross section of existing building heights along Berwyn Avenue and Figure 2.10 shows future building heights along Berwyn Avenue. Height recommendations for individual blocks are summarized as follows:

- ***Blocks A and B:*** *Buildings between four and five stories with a maximum height of 55 feet along Broadway, stepping down to 50 feet along the existing residential alley. Suitable setbacks will need to be provided surrounding the existing historic building in on northwest corner of the Broadway/Foster Avenue intersection.*

- ***Blocks C and D:*** *Buildings between 7 and 8 stories with a maximum height of 90 feet along Broadway and portions of Berwyn Avenue.*

Buildings should have an appropriate setback on upper floors to manage height and mass relative to the width of adjacent Broadway, Foster Avenue, Berwyn Avenue, and Balmoral Avenue. Additionally, the mass of the upper portions of the buildings should be suitably organized to minimize the effect of height and mass on adjacent streets and neighboring development. The illustrations on the following page show conceptual massing, form, and scale of the conceptual plan.

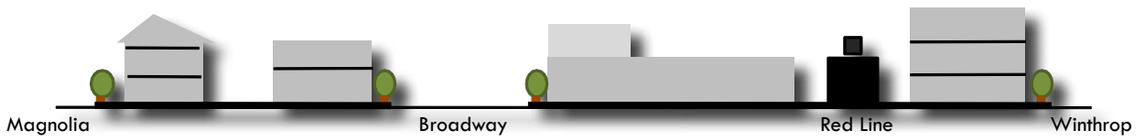


Figure 2.9: Conceptual Cross Section of Existing Building Heights along Berwyn Avenue

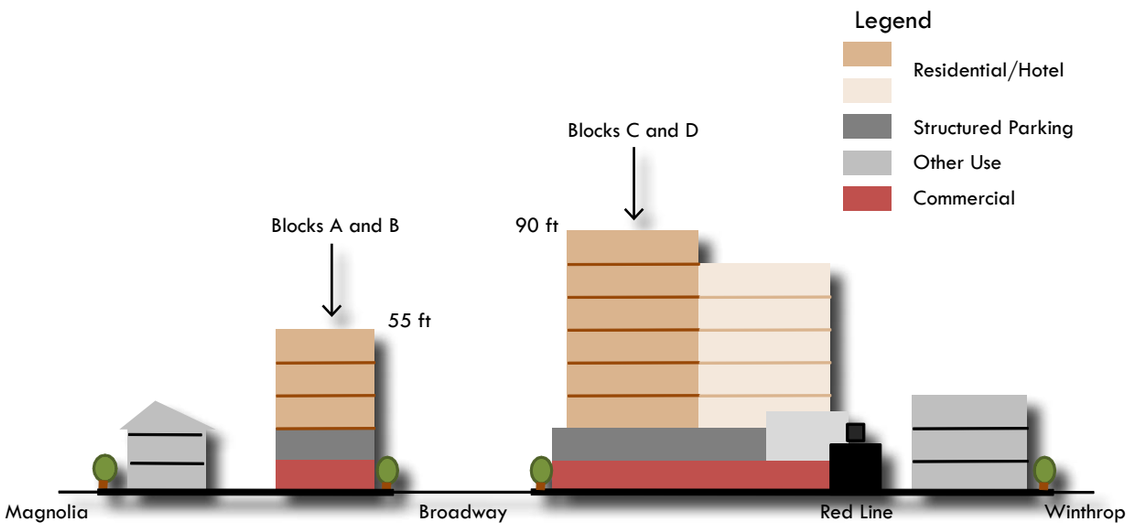


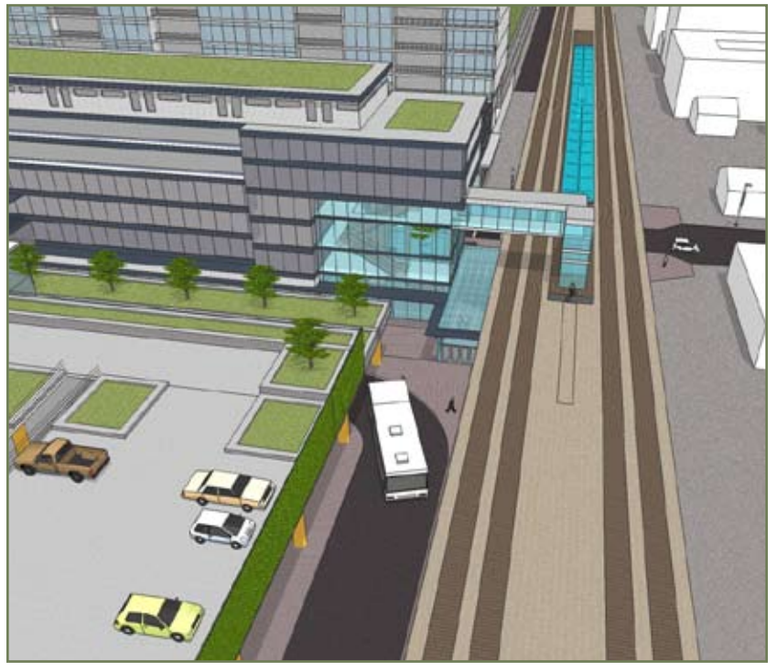
Figure 2.10: Conceptual Cross Section of Future Building Heights along Berwyn Avenue

Illustrative of the four study blocks. Looking south on Broadway at master plan proposed densities.

Mass and Scale Illustrations

Looking southeast toward the Broadway/Berwyn Avenue intersection

Looking east along Berwyn Avenue toward the Berwyn Red Line Station



Looking north at the Berwyn Red Line Station and conceptual connector bridge between the station and development

Looking east along Berwyn Avenue toward the Berwyn Red Line station

Looking north at the potential new north side of Berwyn Avenue entrance to the Berwyn Red Line Station

Streets, Public Space, and Public Facilities

The concept plan (Figure 2.11) shows streetscape enhancements along the faces of redeveloped blocks, a plaza adjacent to the Berwyn Red Line station, and a multimodal transit center in the interior of Block D.

Streets and Streetscapes

The following are recommended with regard to streets and streetscapes:

- *Streetscape enhancements in accordance with the city's streetscape guidelines*
- *Curb extensions (bulb-outs) at Broadway and at the Red Line station entrance on Berwyn Avenue*
- *On-street parking on both sides of Berwyn Avenue*
- *Mid-block pedestrian crossing adjacent to the Red Line station*
- *Possible traffic signals at two locations along Broadway*

Looking south at the Berwyn Red Line station entrance at the proposed mid-block pedestrian crosswalk

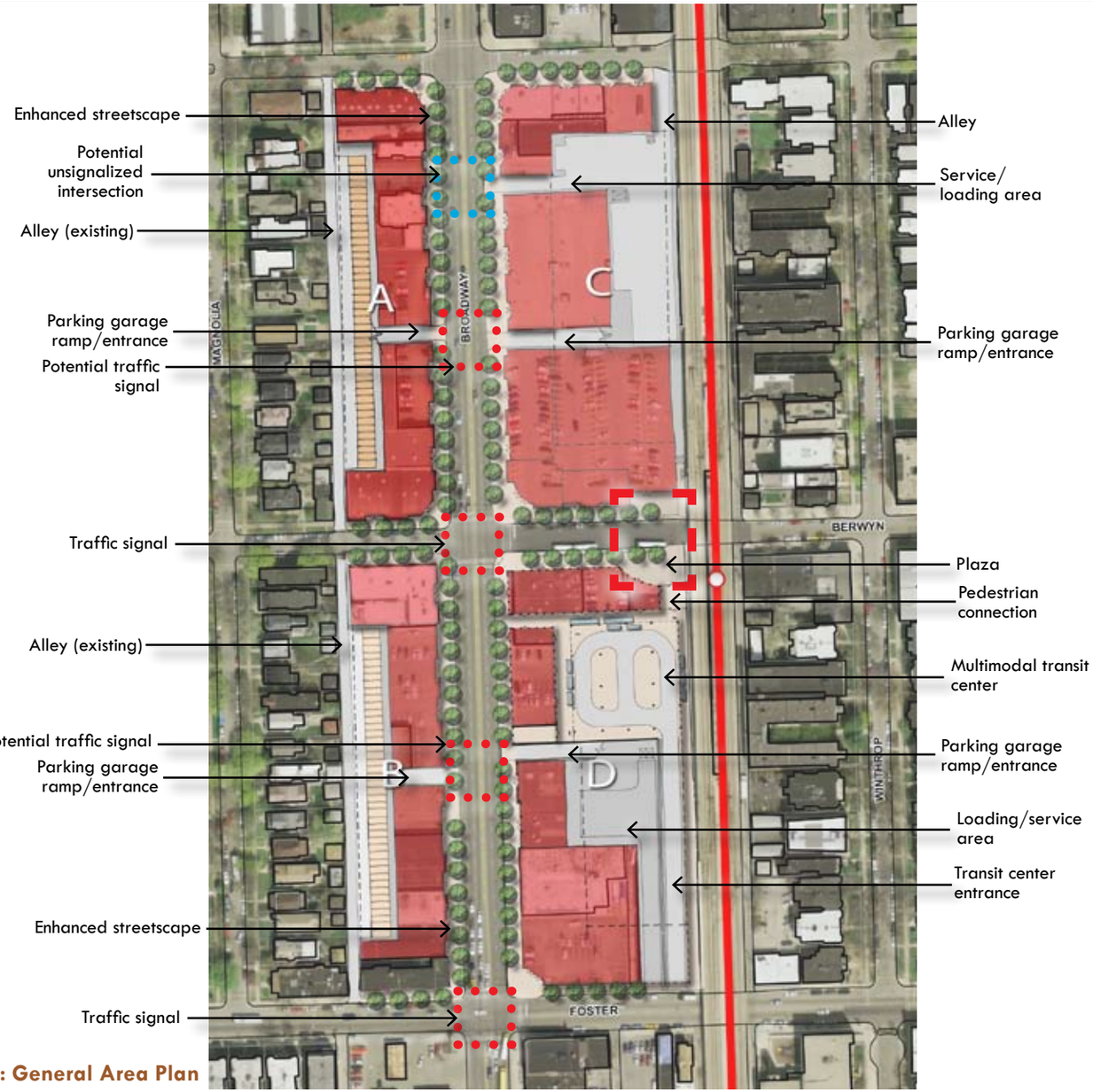


Figure 2.11: General Area Plan

Public Space

With the desire to create and support pedestrian and bicycle activity in the vicinity of the Berwyn Red Line station, enhanced streetscapes and a plaza are planned as shown in Figure 2.12. Physical elements within the streetscapes and plaza should include:

- *Bike racks and lockers*
- *Landscaping/hardscaping*
- *Street furniture (seating, tables and chairs, etc.)*
- *Real-time transit information*
- *Public art*
- *Station marker/monument*
- *Lighting*

Public Facilities

The plan includes a conceptual multimodal transit center located in the core of the block to the south of Berwyn Avenue (Block D) and enhancements to the existing Red Line station. Potential modifications to the existing Berwyn Red Line station are shown in Figure 2.12 and include:

- *Integration of the station into the plaza on the south side of Berwyn Avenue*
- *Construction of a remote (rotogate) station entrance on the north side of Berwyn Avenue*

Advancement of the proposed station enhancements and/or the multimodal transit center is subject to the recommendations of the CTA's *North Red and Purple Line Vision Study*, expected to conclude in early 2010. Key elements to include in the conceptual multimodal transit center include:

- *Atrium to connect to the Red Line station*
- *Real-time transit route/service information*
- *Fare-card vending and other concessions*
- *Public art, seating, landscaping/hardscaping, and lighting*
- *Pedestrian connections to adjacent streets and between development and the station*

Potential construction cost (2010 dollars) for a new or replacement Rapid Transit station ranges from $50 to $200 million.

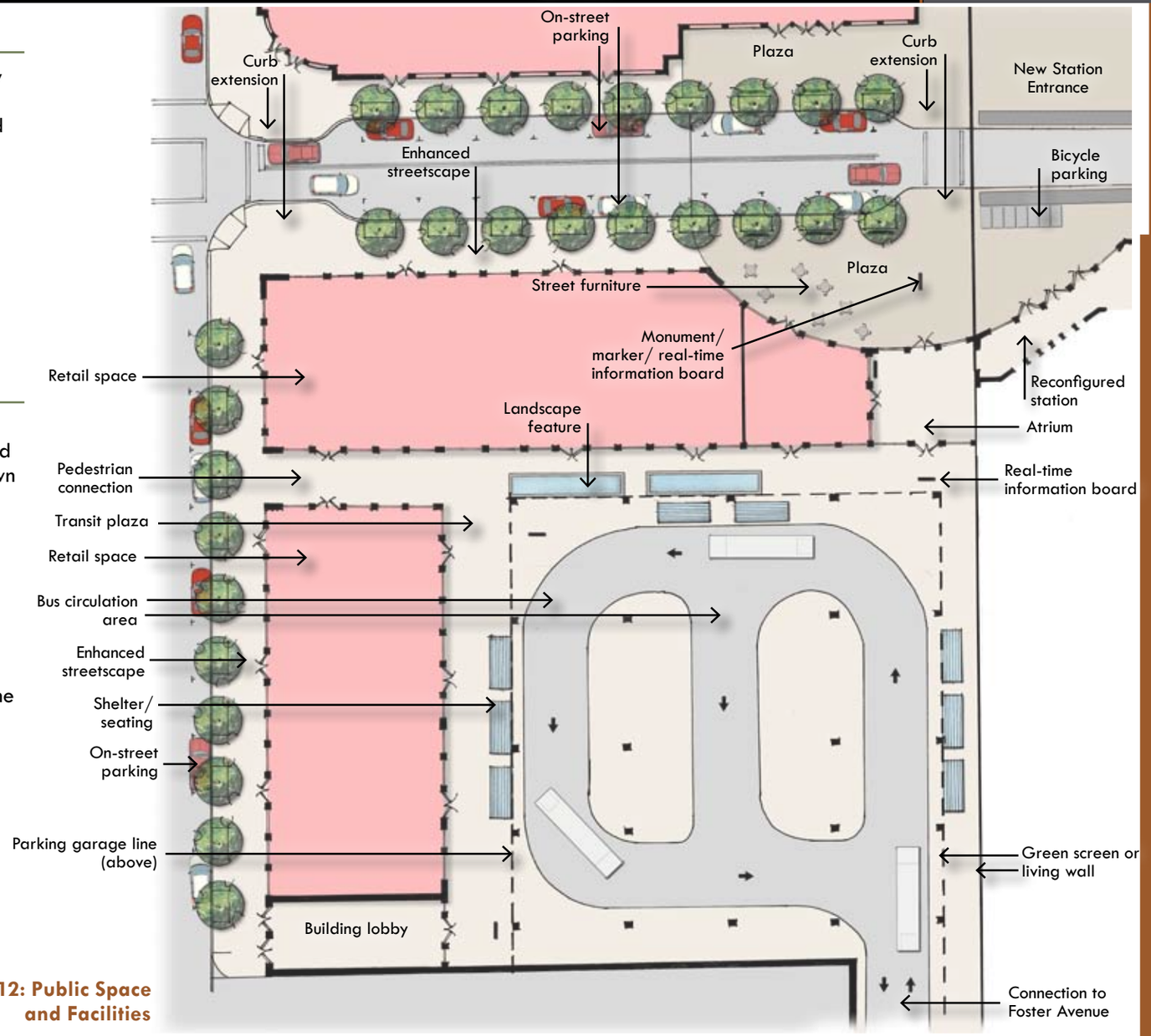


Figure 2.12: Public Space and Facilities

Transit and Open Space Illustrations

Looking north from Foster Avenue into the multimodal center

Looking east toward Broadway from the multimodal center

Looking north over Berwyn Avenue at the connector bridge and pedestrian plaza

Example of a living wall treatment

Inside the multimodal center

Example of a real-time transit information system

Introduction

The *Station Area Typology* developed by the Chicago Transit Authority in cooperation with the City of Chicago would classify the 18th Street station area as a Dense Urban Neighborhood. A stable and growing residential base combined with redeveloping commercial properties contribute to the widely varying urban form in the 18th area. At the study area's northern boundary, several residential towers rise more than 20 stories. In the core of the study area, building height varies from block to block. The Green and Orange lines cross at 18th Street and neither offers station access. The nearest L stations to the study area are to the southwest in Chinatown (Red Line) and to the north at Roosevelt Road (Green, Orange, and Red Lines).

The sections that follow briefly describe existing land use, zoning, built form, and transportation facilities and future recommendations with regard to the area's urban form.

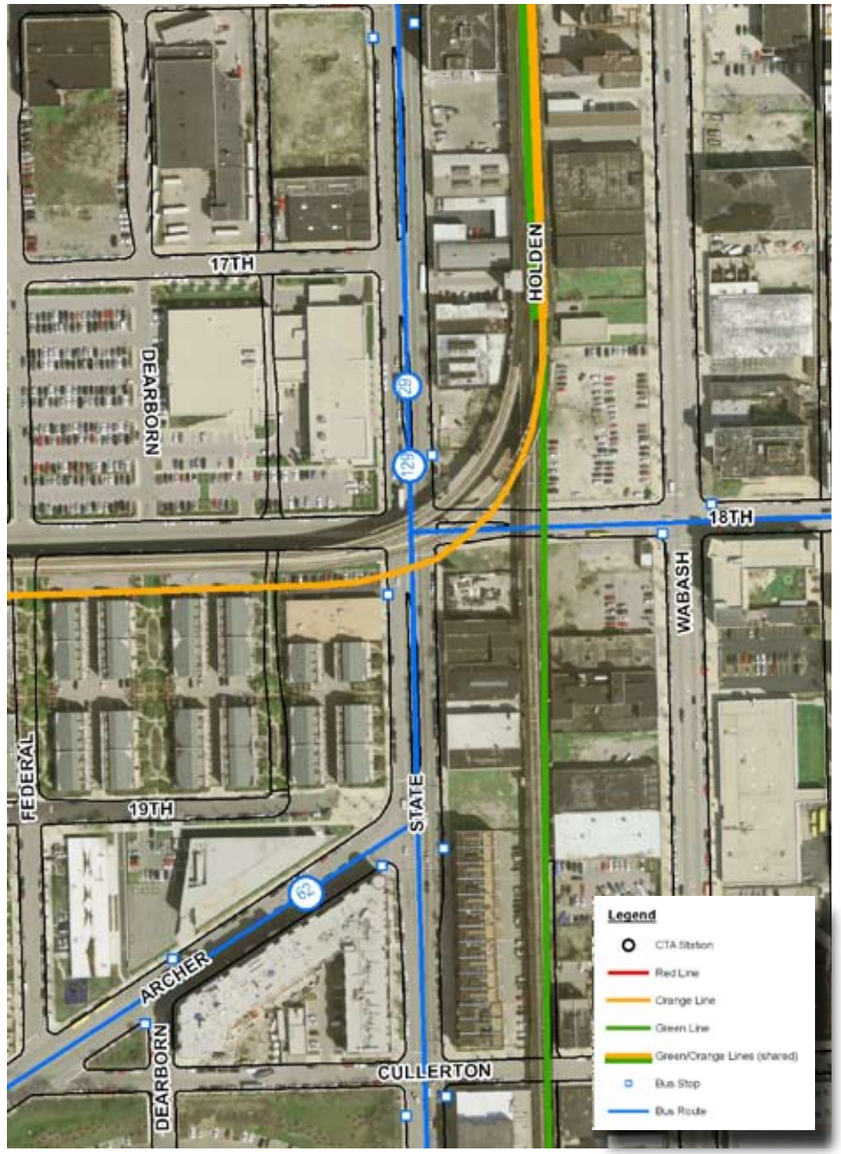


Figure 3.1: Study Context and Transit Access

Transit Access

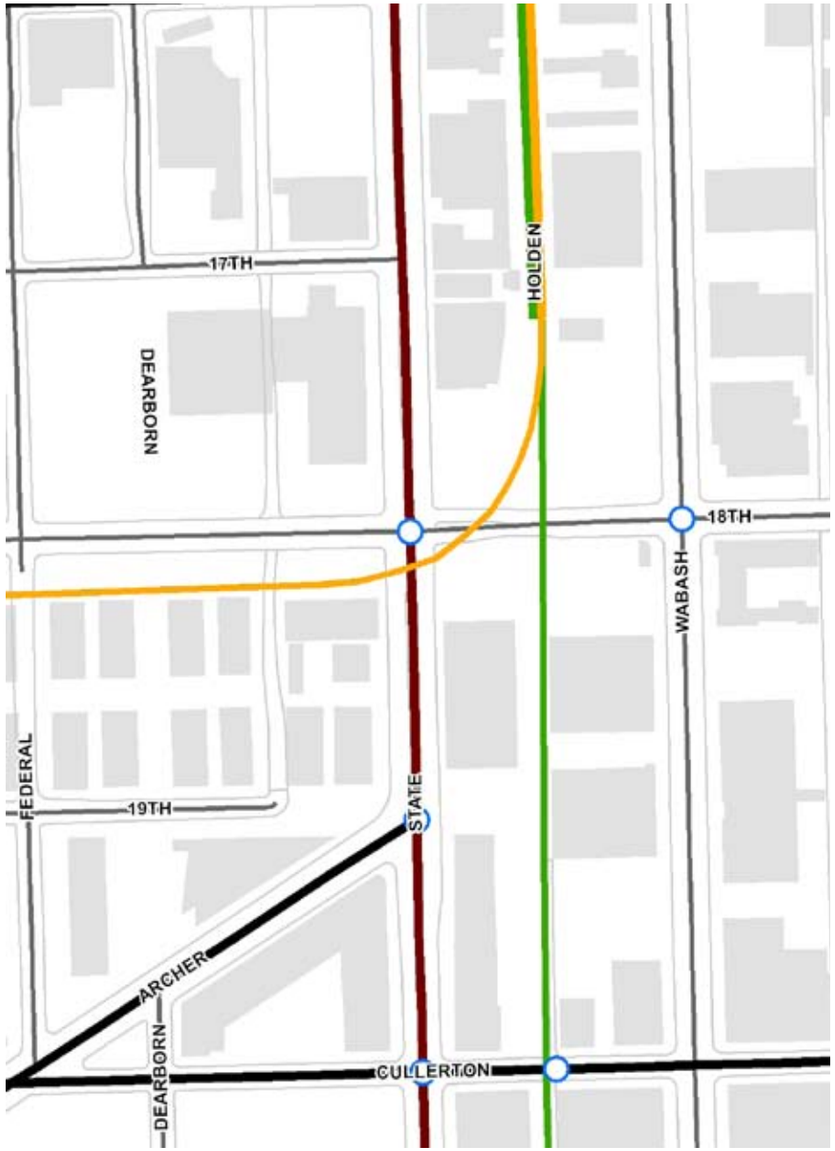
Figure 3.1 shows bus and rail transit services and facilities in the study area. The area is bisected by the Green and Orange Lines; however, neither has a station stop within the study area. The nearest L stations serving the study area are located at Roosevelt Road (Orange, Green, and Red Lines) and Chinatown (Red Line). Average April 2009 weekday ridership is summarized in the following for CTA bus routes that run in the study area:

CTA Bus Lines

- *Route 1: Indiana/Hyde Park - 3,099 boardings*
- *Route 3: King Drive - 20,838 boardings*
- *Route X3: King Drive Express - 2,373 boardings*
- *Route 4: Cottage Grove - 22,236 boardings*
- *Route X4: Cottage Grove Express - 2,688 boardings*
- *Route 24: Wentworth - 3,445 boardings*
- *Route 29: State - 14,589 boardings*
- *Route 62: Archer - 13,528 boardings*

Data from April 2009 from CTA indicates that the Chinatown (Cermak Road) station averaged 3,353 boardings on weekdays. The existing station is configured in a center platform arrangement. On the Green/Orange Lines, the Roosevelt Road station is nearest to the study area. CTA data from April 2009 indicated that there were 6,608 weekday boardings at the station on the Orange and Green Lines.

Streets
Figure 3.2



STREETS

Streets

Figure 3.2 shows the area's street pattern. State Street, Wabash Avenue, and Michigan Avenue are primary north/south routes in the area. Each carry a considerable volume of traffic, have multiple travel lanes, and have parking on both sides in most locations. Figures 3.3 through 3.5 illustrate the cross section for each major street in the study area.

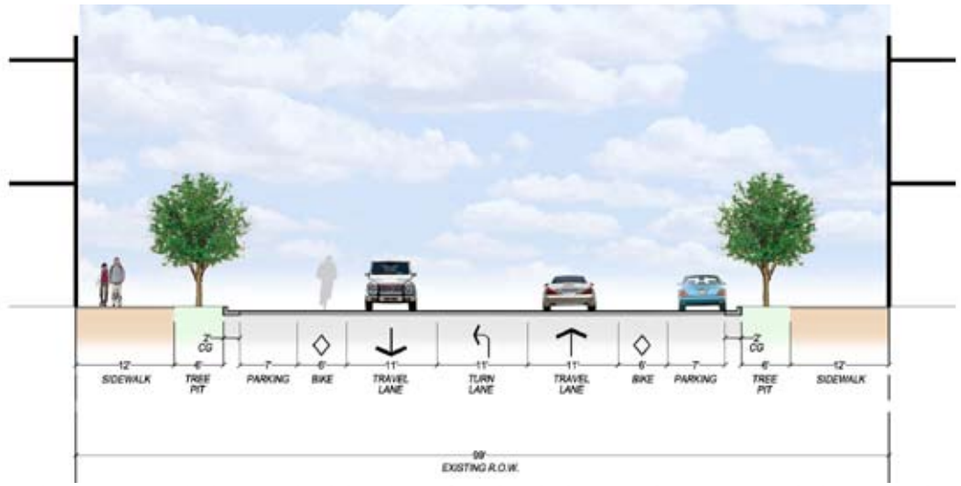


Figure 3.3: Existing Typical Section of Wabash Avenue between 18th Street and Cermak Road

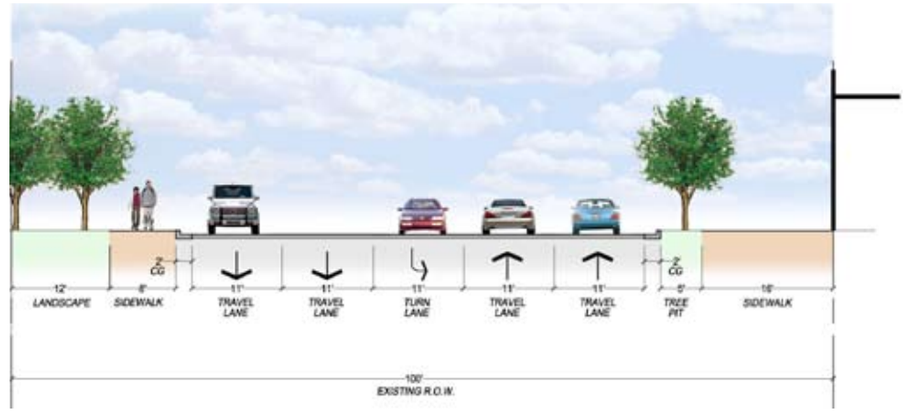


Figure 3.4: Existing Typical Section of State Street between 18th Street and Cermak Road

Area Character

Commercial

The character of commercial development in the area ranges from vertical mixed use to moderate sized industrial and office uses. Retail uses are spread throughout the area, but not concentrated in any area in particular.

Residential

Residential development takes many forms in the area. Buildings range from three and four-story flats and townhouses to mid- and high-rise residential towers. Newer residential flats are along portions of State Street, Wabash Avenue, and Michigan Avenue. Meanwhile, residential developments such as Hilliard Homes are fixtures along State Street.

Master Plan

The master plan for the 18th Street area assumes that considerable development occurs adjacent to the Green Line at 18th Street between State Street and Wabash Avenue. Key elements of the plan include:

- *Highest density adjacent to transit*
- *Transit-friendly urban form*
- *Direct connectivity between transit and development*
- *Green Line station at 18th Street*
- *Ground-floor uses appropriate to the area*
- *Upper floor residential uses*
- *Appropriate transitions to the existing neighborhood*
- *Pedestrian-friendly streetscapes along major corridors*

The following sections provide recommendations for the 18th Street area:

- *Block Layout*
- *Mass, Scale, and Density*
- *Streets, Public Space, and Facilities*

An illustration looking south along the Green Line of master plan envisioned building massing for the blocks adjacent to 18th Street and Cermak Road.

Block Layout (Ground Floor)

Figure 3.3 shows the ground floor plan for the blocks adjacent to the future 18th Street Green Line station. Key elements of the ground floor plan include:

- *Vehicle access to new buildings from Wabash Avenue and State Street*
- *Bus stops along 18th Street*
- *L Staton access on the north and south side of 18th Street*
- *On-street parking and short-term loading along 18th Street*
- *Ground-level retail and neighborhood-scale uses*
- *Pedestrian-scale building facades with appropriate transparency*
- *Enhanced streetscapes along development frontage*
- *Pedestrian plaza adjacent to the station*
- *Alley access along the Green Line*

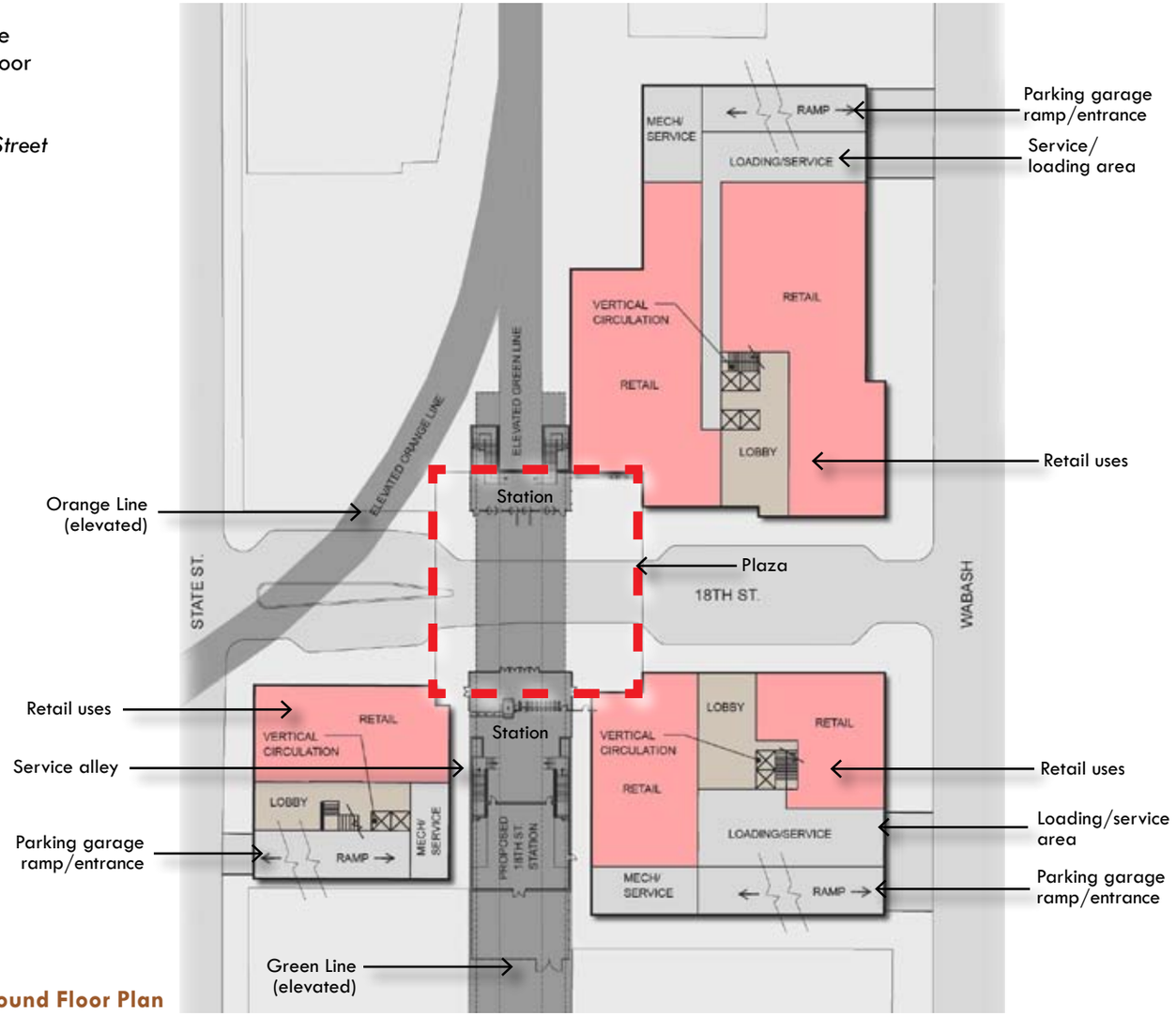


Figure 3.3: Ground Floor Plan

Block Layout (Upper Floors)

Figure 3.4 shows the upper floor plan for the blocks adjacent to the future Green Line station. Key elements of the upper floor plan include:

- *Structured parking (multiple levels, depending on development intensity)*
- *Residential units above the ground floor*
- *Amenity deck/space on top of the parking garage*
- *Green roof system*
- *Suitably articulated building facades (and setback) to manage the building's character, mass, and height along public street frontages and related to adjacent buildings*

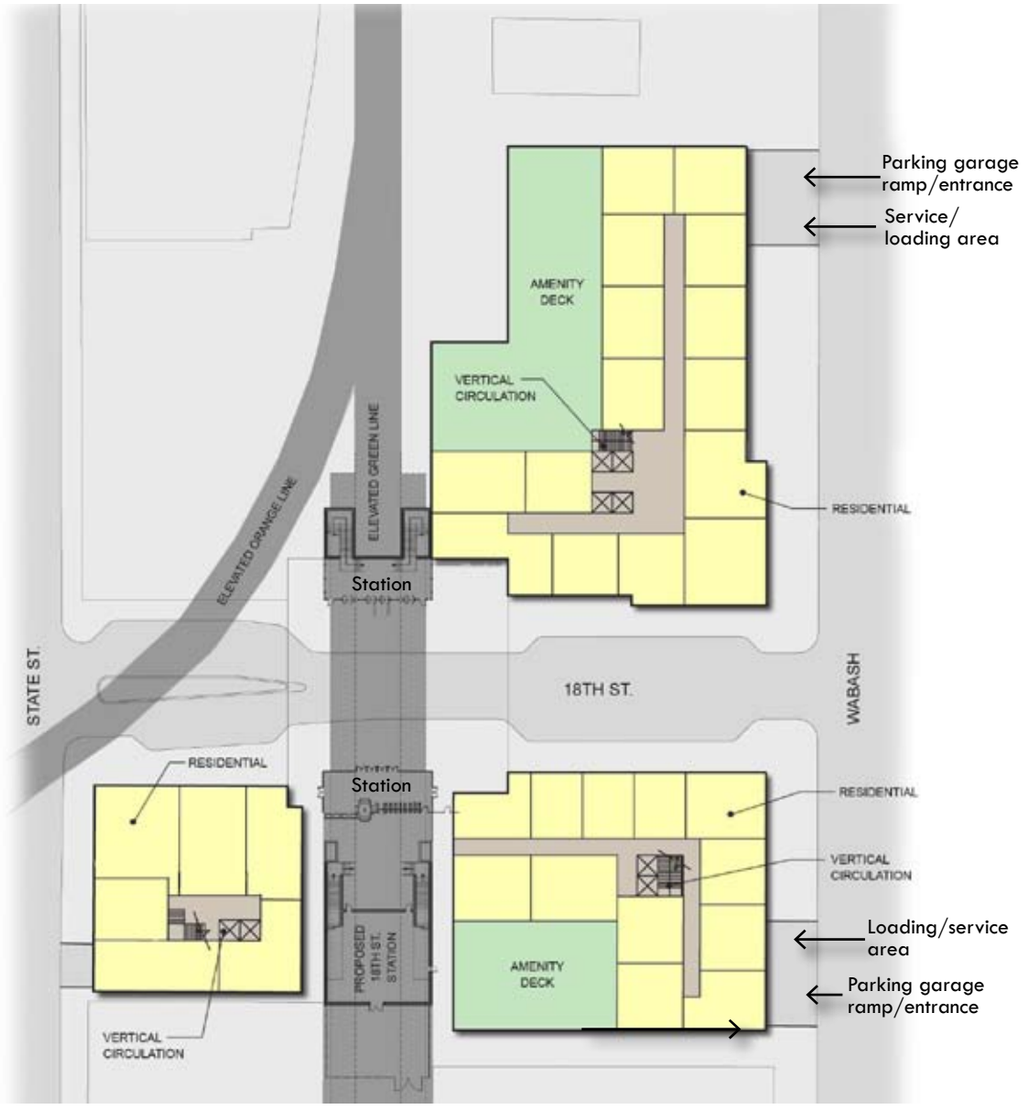


Figure 3.4: Upper Floor Plan

Zoning, Mass, and Scale

Zoning

Figure 3.5 shows the general pattern of development and zoning within the study area. Becoming an extension of the recent development and intensification in the South Loop, the study area is a mixture of zoning types that allow high density mixed use development. Zoning is not recommended to be changed as a part of the area plan.

Mass and Scale

The recommended plan (Figure 3.6) for the 18th Street area proposes an increase in density in the blocks adjacent to the future Green Line station and then an abrupt tapering of density as distance from transit increases. Figures 3.7 through 3.8 illustrate existing and future building heights along 18th Street and other study area streets.

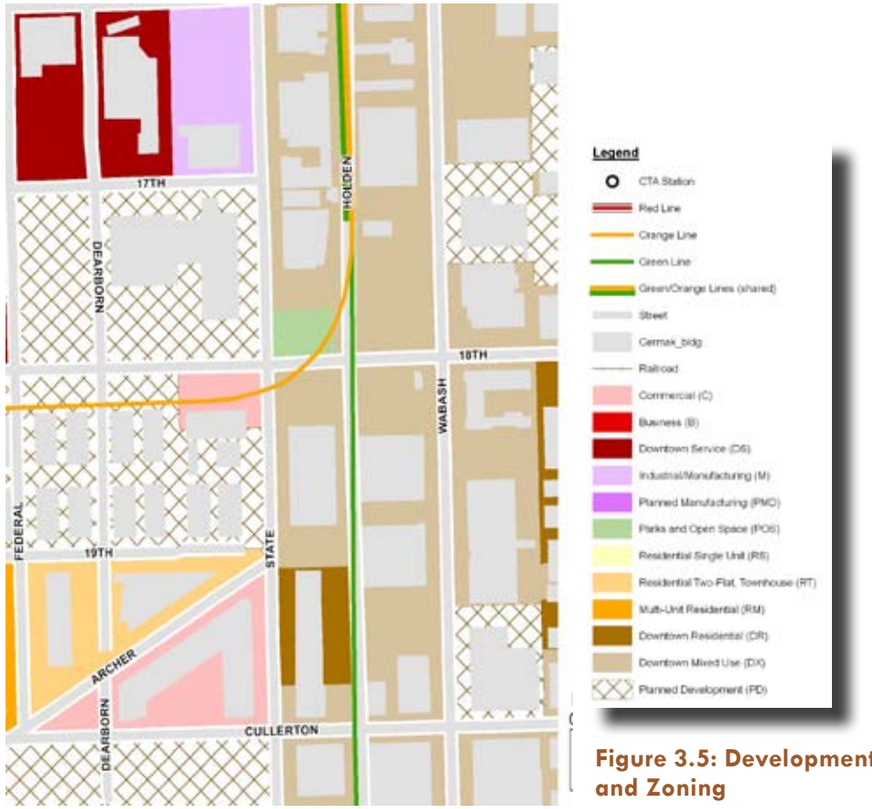


Figure 3.5: Development and Zoning

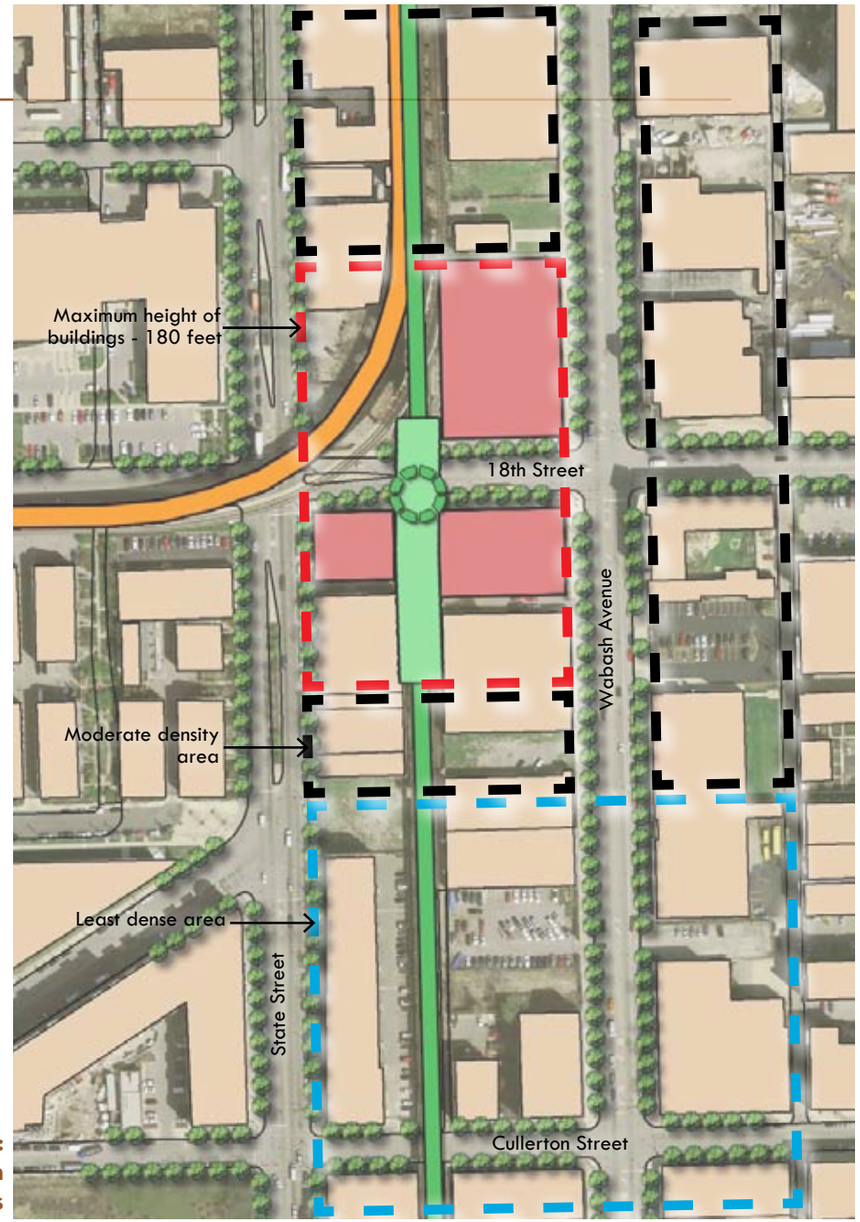


Figure 3.6: Recommended Maximum Building Heights

Looking west along the Orange Line in the 18th Street area

Looking north toward the Loop along the Green Line in the 18th Street area

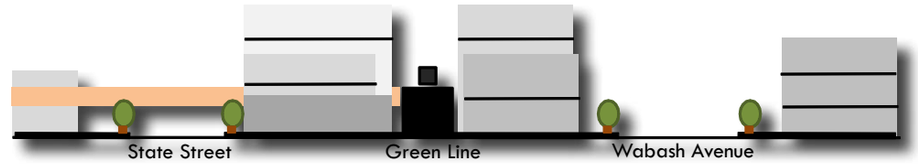


Figure 3.7: Conceptual Cross Section of Existing Building Heights along 18th Street

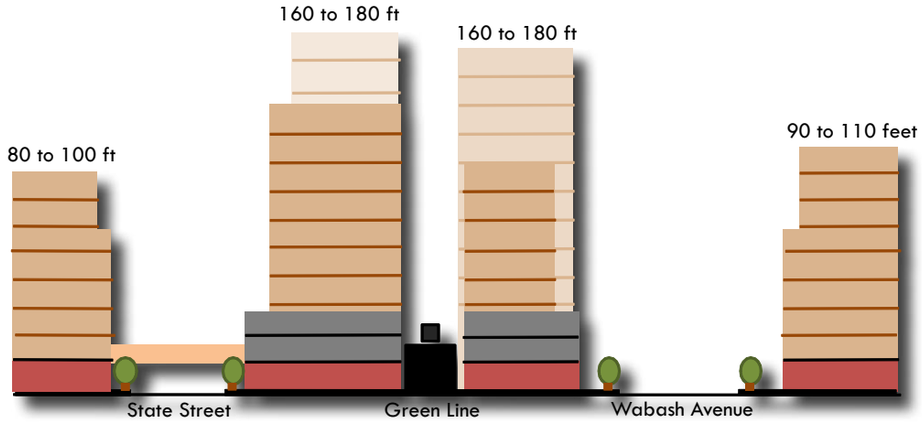
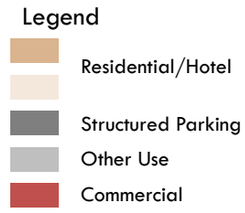


Figure 3.8: Conceptual Cross Section of Future Building Heights along 18th Street



Streets, Public Space, and Public Facilities

Streetscape enhancements are recommended along the faces of redeveloped blocks and at the conceptual L station. The following describes specific recommendations for public space and facilities.

Public Space

The following streetscape and public space enhancements are recommended and also shown in Figure 3.9:

- *Streetscape enhancements in accordance with the city's streetscape guidelines*
- *Curb extensions (bulb-outs) at State Street and Wabash Avenue*
- *On-street parking on both sides of 18th Street*
- *Bike lanes in both directions of 18th Street*
- *Mid-block pedestrian crossing adjacent to the Green Line station*
- *Public art*
- *Station marker/monument*
- *Street furniture (seating, bike racks, trash cans, etc.)*
- *Public space in the northeast corner of the 18th Street/State Street intersection*
- *Plaza area adjacent to the station entrance*

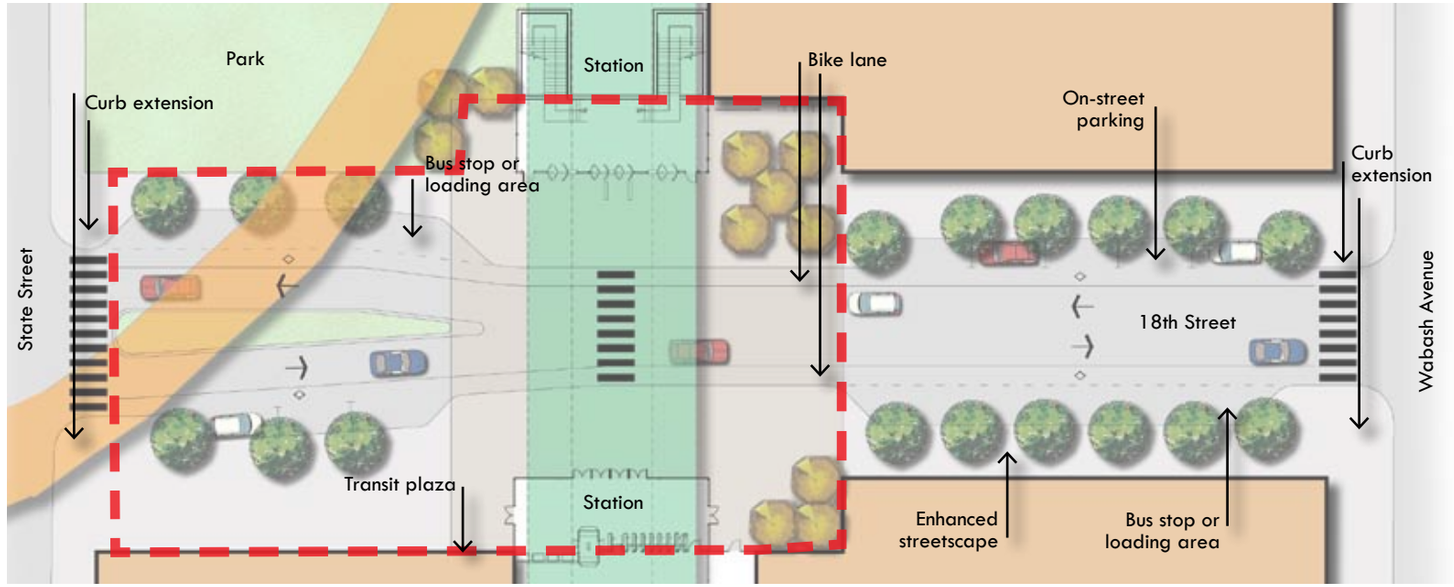


Figure 3.9: Station Area Open Space Plan

Public Facilities

The plan shows a concept for a new station along the Green Line at 18th Street as shown in Figure 3.10. The station has the potential to be configured in a side or center platform arrangement with the platform extending north or south. Figures 3.11 and 3.12 show general side and center platform dimensional requirements. The concept in Figure 3.10 shows a primary station entrance south of 18th Street and a secondary (unattended) entrance north of 18th Street. Advancement of the conceptual station is subject to further study by the city and CTA. Potential construction cost (2010 dollars) for a new or replacement Rapid Transit station ranges from $50 to $200 million.

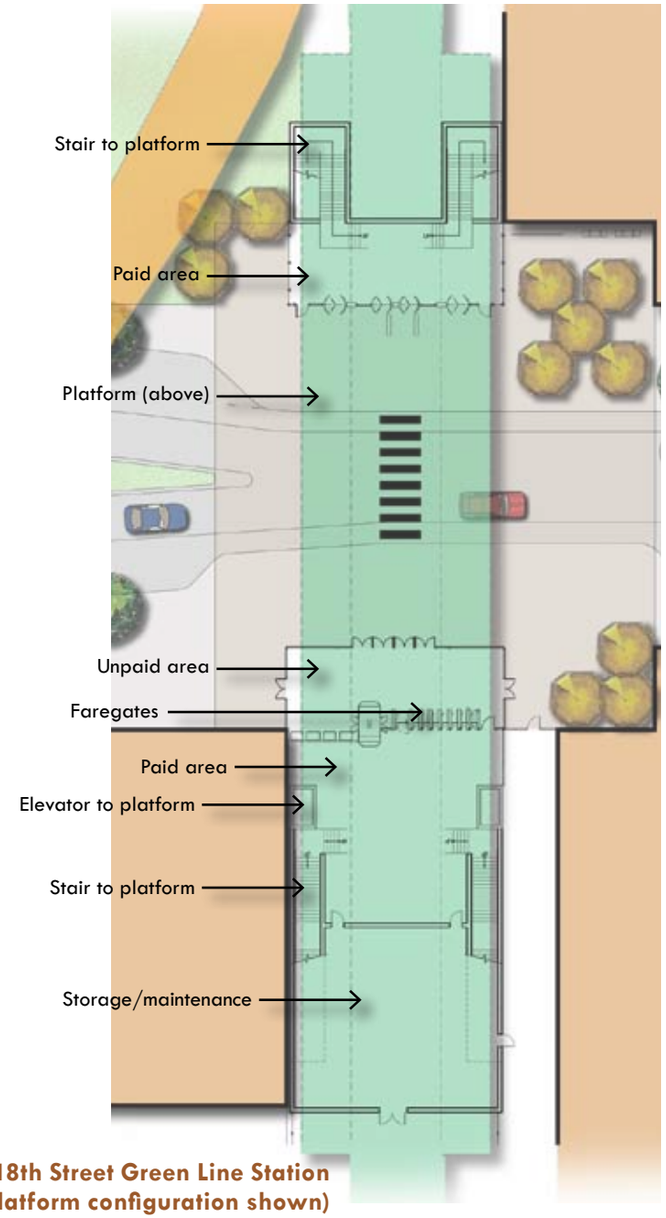


Figure 3.10: 18th Street Green Line Station (side platform configuration shown)

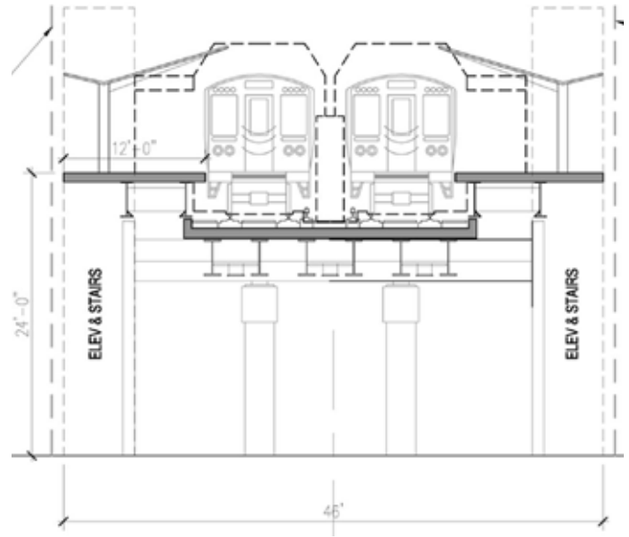


Figure 3.11: Side Platform Configuration

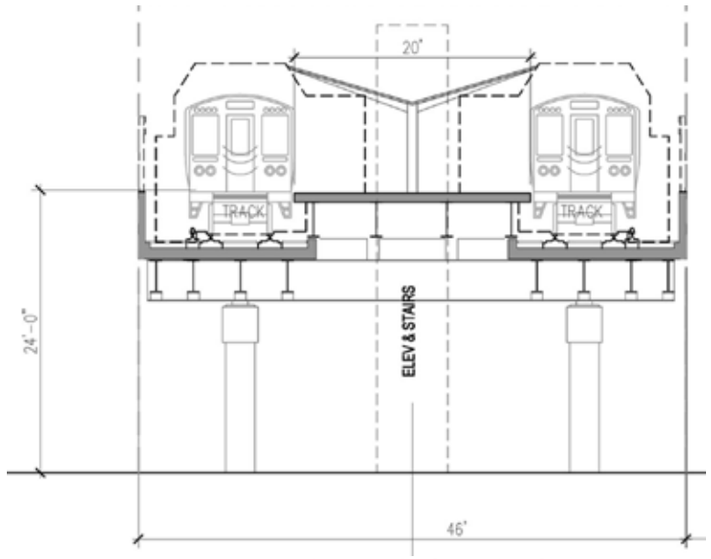


Figure 3.12: Center Platform Configuration

Introduction

The *Station Area Typology* developed by the Chicago Transit Authority in cooperation with the City of Chicago would classify the Cermak station area as a Major Activity Center. McCormick Place on the eastern edge of the area, Motor Row, Chinatown on the west, and redeveloping commercial and residential properties contribute to the widely varying urban form in the Cermak area. In the core of the study area are a mixture of old a new buildings, some desirable, some not. The Green, Red, and Orange lines cross at the northern edge of the study area, but only the Red Line has a station proximate to the study area, at Chinatown.

The sections that follow briefly describe existing land use, zoning, built form, and transportation facilities and future recommendations with regard to the area's urban form.

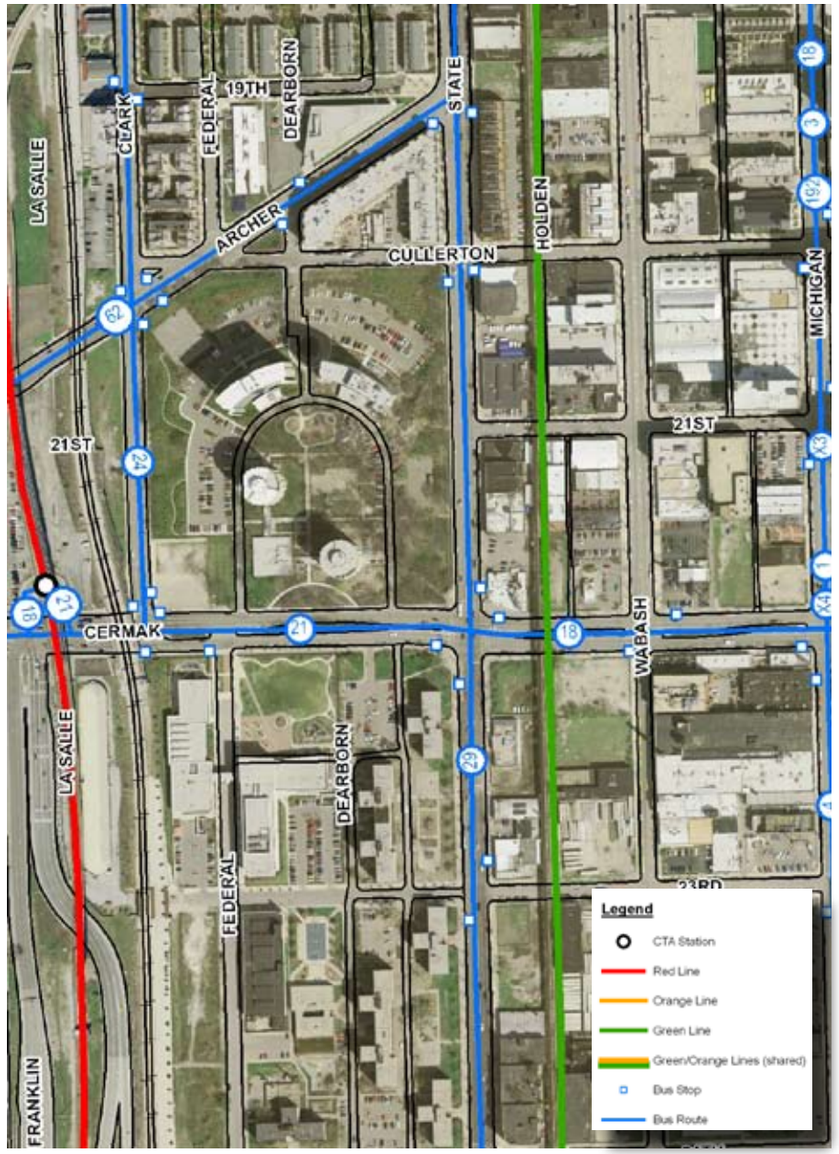


Figure 4.1: Study Context and Transit Access

Transit Access

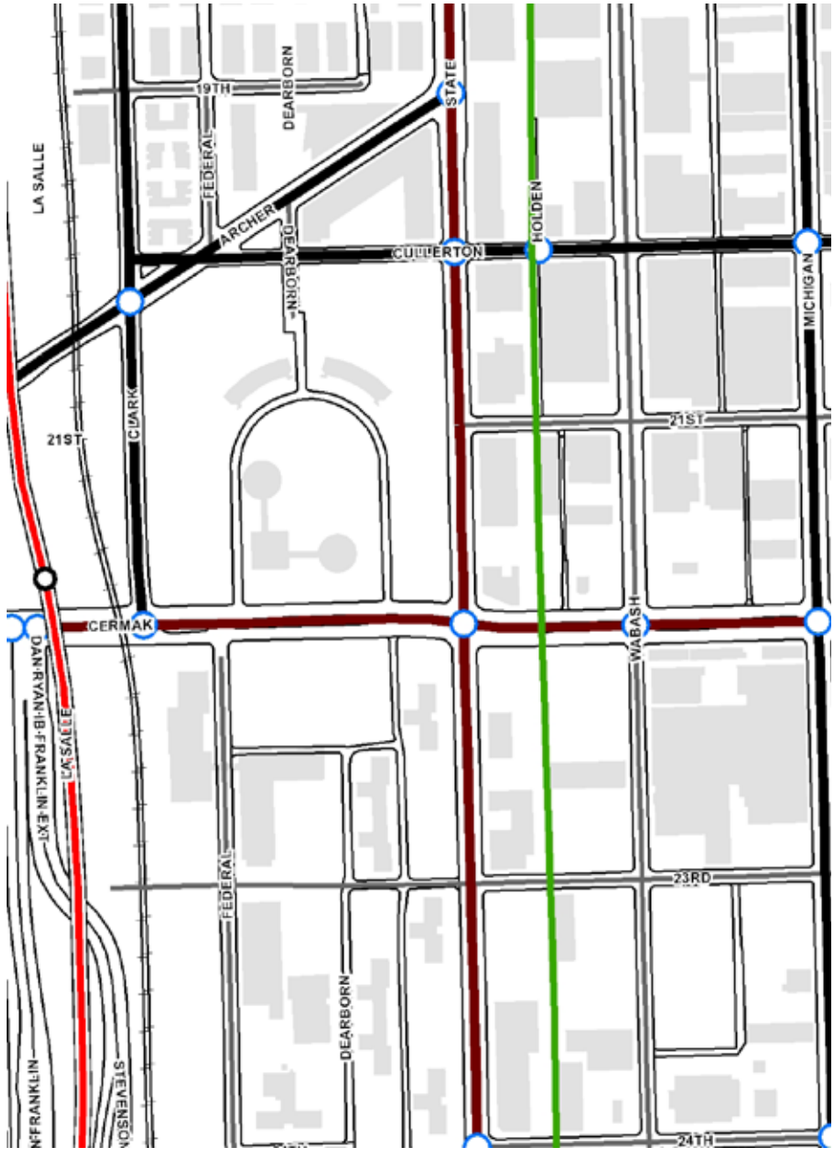
Figure 4.1 shows bus and rail transit services and facilities in the study area. The area is served by a Red Line station at Chinatown (Cermak Road) and several CTA bus lines. The Green Line runs through the study area; however, there is not a station within the study area. The nearest stop on the combined Orange/Green Line is located at Roosevelt Road. Average April 2009 weekday ridership is summarized in the following for CTA bus routes that run in the study area:

CTA Bus Lines

- *Route 1: Indiana/Hyde Park - 3,099 boardings*
- *Route 3: King Drive - 20,838 boardings*
- *Route X3: King Drive Express - 2,373 boardings*
- *Route 4: Cottage Grove - 22,236 boardings*
- *Route X4: Cottage Grove Express - 2,688 boardings*
- *Route 21: Cermak - 9,126 boardings*
- *Route 24: Wentworth - 3,445 boardings*
- *Route 29: State - 14,589 boardings*
- *Route 62: Archer - 13,528 boardings*

Data from April 2009 from CTA indicates that the Chinatown (Cermak Road) station averaged 3,353 boardings on weekdays. The existing station is configured in a center platform arrangement.

C E R M A K



STREETS

Streets
Figure 4.2

Streets

Figure 4.2 shows the area's street pattern. State Street, Wabash Avenue, and Michigan Avenue are primary north/south routes in the area. Each carry a considerable volume of traffic, have multiple travel lanes, and have parking on both sides in most locations. Figures 4.3 through 4.5 illustrate the cross section for each major street in the study area.

Cermak Road, State Street, and Wabash Avenue (Typical Sections)

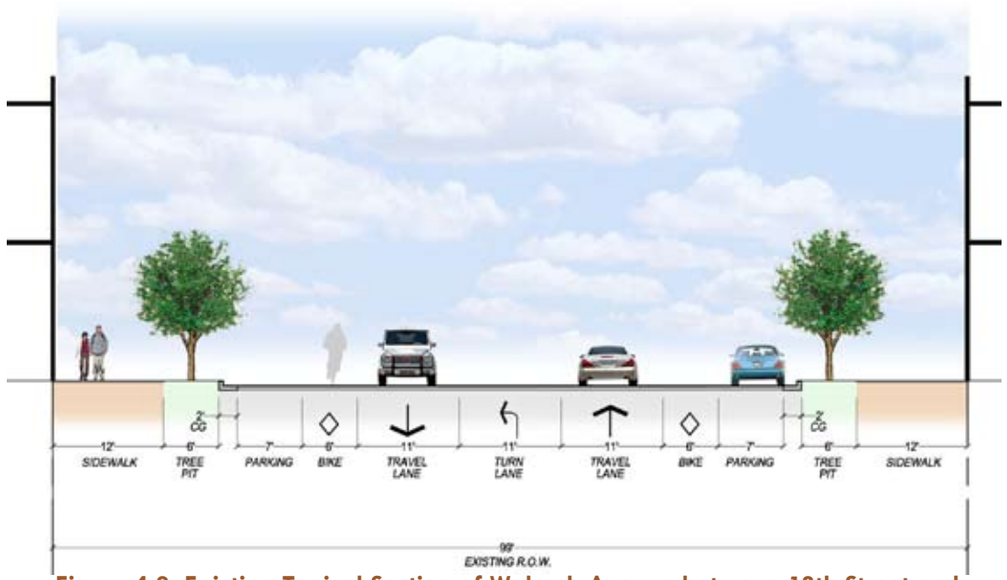


Figure 4.3: Existing Typical Section of Wabash Avenue between 18th Street and Cermak Road

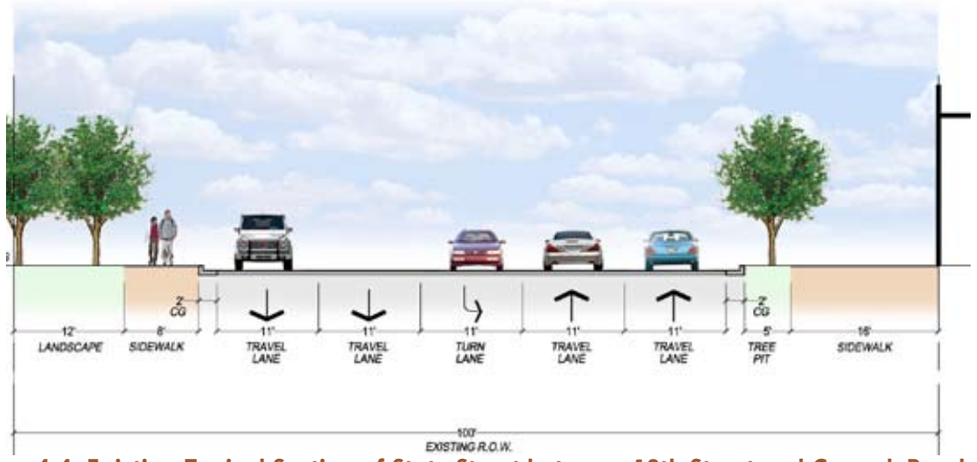


Figure 4.4: Existing Typical Section of State Street between 18th Street and Cermak Road

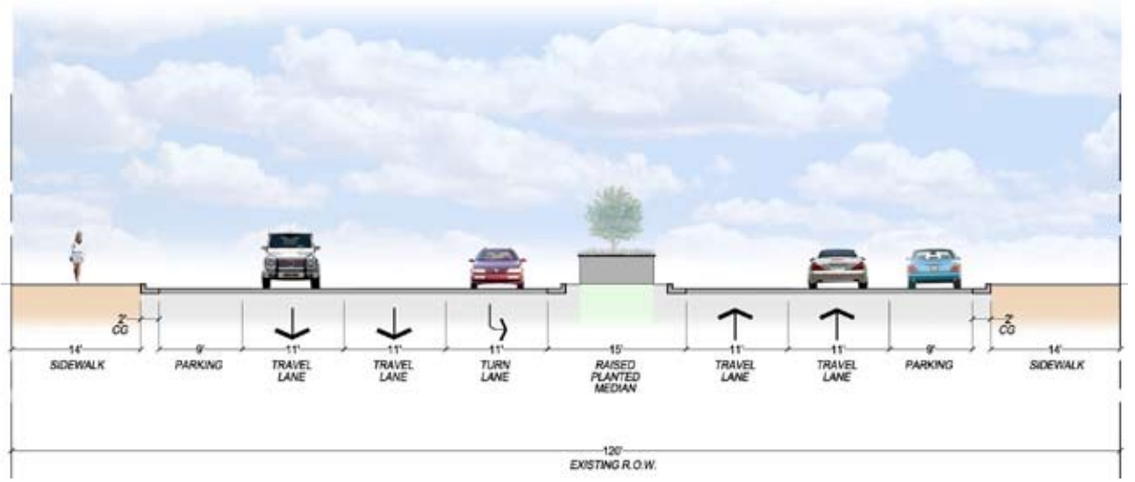


Figure 4.5: Existing Typical Section of Cermak Road between Clark Street and Wabash Avenue

Area Character

Commercial

The character of commercial development in the area ranges from single-story retail uses and suburban-style commercial, to moderate sized former industrial buildings housing other uses. Retail uses are spread throughout the area, but not concentrated in any area in particular. Along Cermak Road, several suburban-format retailers and restaurants remain in operation.

Residential

Residential development takes many forms in the area. Buildings range from three and four-story flats and townhouses to mid- and high-rise residential towers. Newer residential flats are along portions of State Street, Wabash Avenue, and Michigan Avenue. Meanwhile, residential developments such as the Ickes Homes and Hilliard Homes are fixtures along Cermak Road and State Street to the south of Cermak Road.

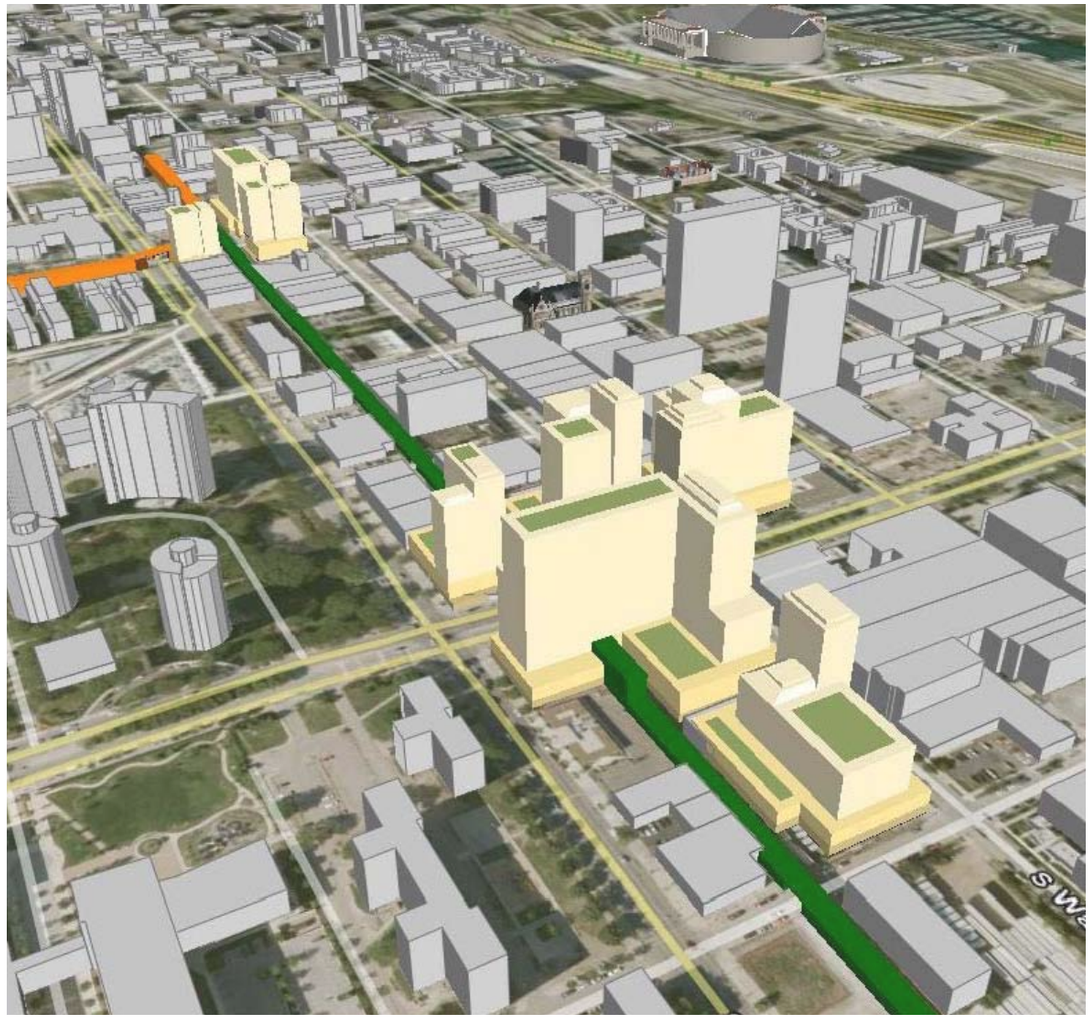
Master Plan

The master plan for the area assumes that considerable development occurs adjacent to the Green Line at Cermak Road between State Street and Wabash Avenue. Key elements of the plan include:

- *Highest density adjacent to transit*
- *Transit-friendly urban form*
- *Direct connectivity between transit and development*
- *Green Line station at Cermak Road*
- *Ground-floor uses appropriate to the area*
- *Upper floor uses that include residential and hotel*
- *Appropriate transitions to the existing neighborhoods*
- *Pedestrian-friendly streetscapes along major corridors*

The following sections provide recommendations for the Cermak area:

- *Block Layout*
- *Mass, Scale, and Density*
- *Streets, Public Space, and Facilities*



An illustration looking north along the Green Line of master plan envisioned building massing for the blocks adjacent to Cermak Road.

Block Layout (Ground Floor)

Figure 4.6 shows the ground floor plan for the blocks adjacent to the future Green Line station. Key elements of the ground floor plan include:

- *Vehicle access to new buildings from Wabash Avenue and State Street*
- *Bus stops along Cermak Road*
- *Integration of the Green Line station and the building to the south of Cermak Road*
- *On-street parking and short-term loading along Cermak Road*
- *Ground-level retail, entertainment, and service uses*
- *Pedestrian-scale building facades with appropriate transparency*
- *Enhanced streetscapes along development frontage*
- *Pedestrian plaza adjacent to the station*
- *Alley access along the Green Line*

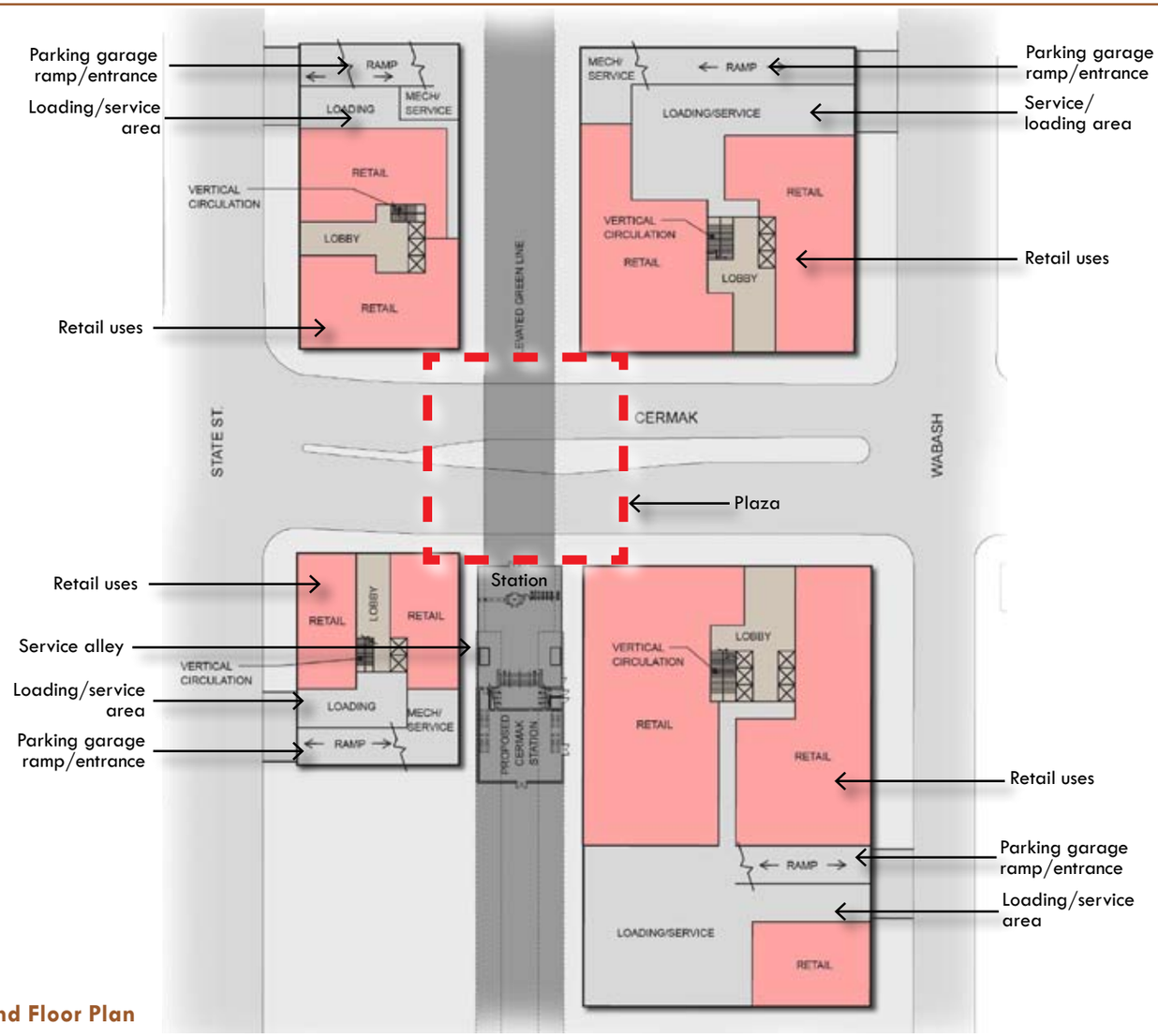


Figure 4.6: Ground Floor Plan

Block Layout (Upper Floors)

Figure 4.7 shows the upper floor plan for the blocks adjacent to the future Green Line station. Key elements of the upper floor plan includes:

- *Structured parking (multiple levels, depending on development intensity)*
- *Residential units and hotel rooms above the ground floor*
- *Direct connection between the Green Line station and development*
- *Amenity deck/space on top of exposed parking structures*
- *Green roof system*
- *Suitably articulated building facades (and setback) to manage the building's character, mass, and height along public street frontages and related to adjacent buildings*

Figure 4.7: Upper Floor Plan

Zoning, Mass, and Scale

Zoning

Figure 4.8 shows the general pattern of development and zoning within the study area. Becoming an extension of the recent development and intensification in the South Loop, the study area is a mixture of zoning types that allow high density mixed use development. Zoning is not recommended to be changed as a part of the area plan.

Zoning
Figure 4.8

Mass and Scale

The recommended plan (Figure 4.9) for the Cermak area proposes an increase in density in the blocks adjacent to the future Green Line station and then an abrupt tapering of density as distance from transit increases. Figures 4.10 through 4.11 illustrate existing and future building heights along Cermak Road.

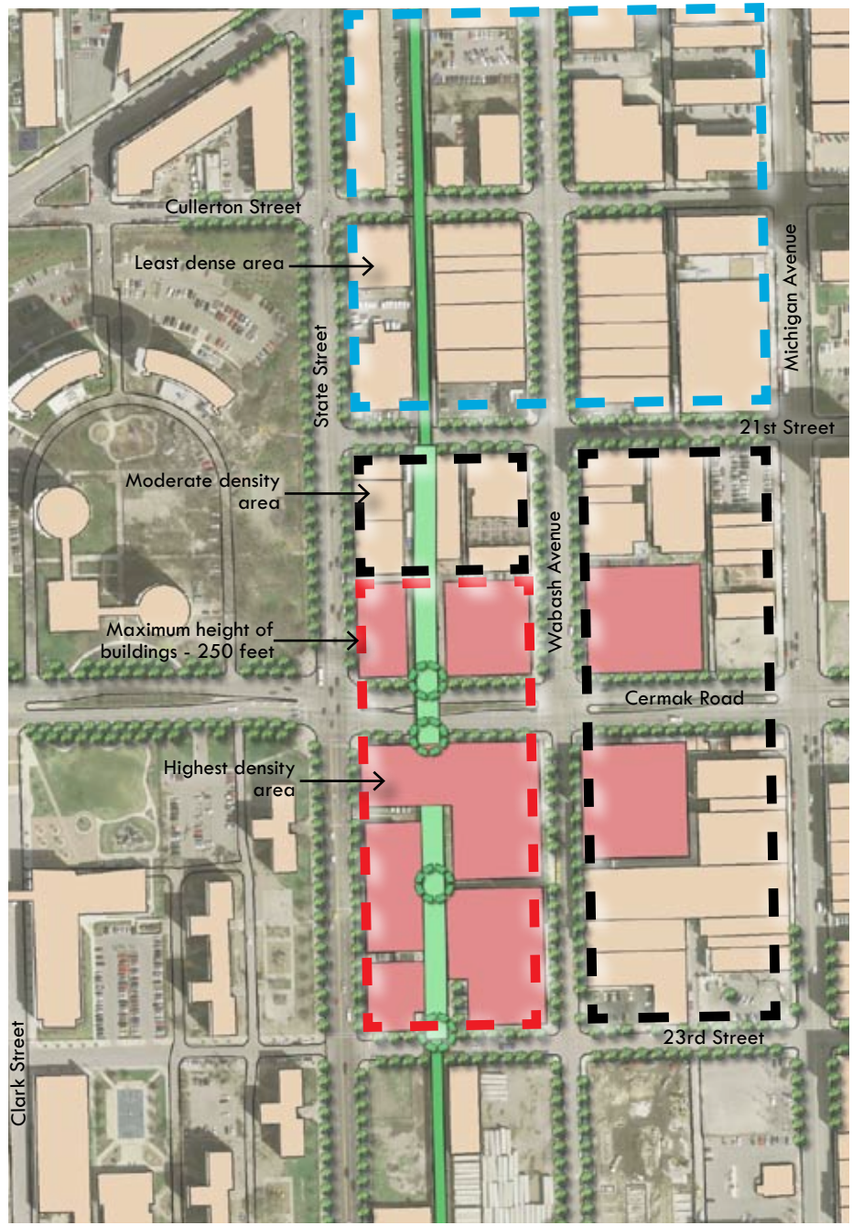


Figure 4.9: Recommended Maximum Building Heights

Looking east along Cermak Road toward McCormick Place

Looking north along the Green Line at the station area

Looking west along Cermak Road at the future Green Line station area

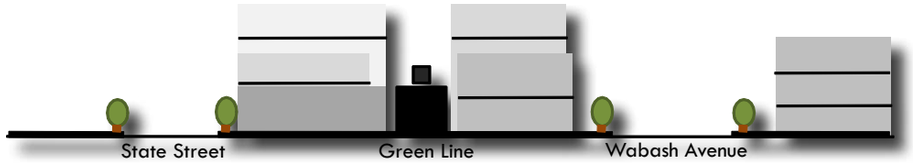


Figure 4.10: Conceptual Cross Section of Existing Building Heights along Cermak Road

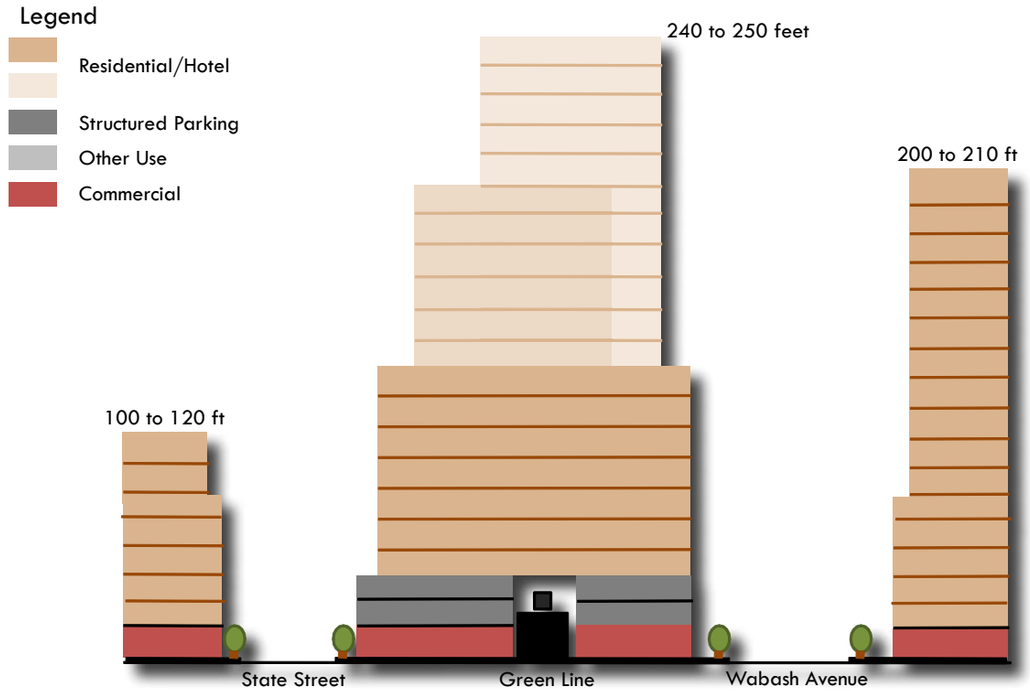


Figure 4.11: Conceptual Cross Section of Future Building Heights along Cermak Road

Streets, Public Space, and Public Facilities

Streetscape enhancements are recommended along the faces of redeveloped blocks and at the conceptual L station. The following describes specific recommendations for individual corridors and station areas.

General Streetscape Plan

Modifications to benefit transit and non-vehicular users are shown for Cermak Road in the concept plan (Figure 4.12) and briefly summarized as follows:

- *Areawide streetscape enhancements consistent with the city's streetscape guidelines*
- *Creation of a parkway landscape on Cermak Road between Clark Street and State Street to take advantage of existing open space along Cermak Road*
- *Development of a shared-use (bicycle and pedestrian) trail between the Red Line and Metra line (heading north from Cermak Road)*
- *Aesthetic enhancements to the Metra bridge structure and enhancements to pedestrian lighting*

Figure 4.12: Cermak Road General Plan

Public Space

The following streetscape and public space enhancements are recommended and also shown in Figure 4.13:

- *Streetscape enhancements in accordance with the city's streetscape guidelines*
- *Curb extensions (bulb-outs) at State Street and Wabash Avenue*
- *On-street parking on both sides of Cermak Road*
- *Public art*
- *Station marker/monument*
- *Street furniture (seating, bike racks, trash cans, etc.)*
- *Public space in the northeast corner of the 18th Street/State Street intersection*
- *Plaza area adjacent to the station entrances*

Public Facilities

The conceptual station to serve the Cermak area has flexibility in its configuration and location. The station has the potential to be configured in a side or center platform arrangement with the platform extending north or south. Figures 4.14 and 4.15 show general side and center platform dimensional requirements.

Station entrances could be located at Cermak Road, mid-block between Cermak Road and 23rd Street, and at 23rd Street. Figure 4.16 shows general platform extents and possible station entrance/exit locations for the Cermak Green Line station.

Directly connecting the station with development could be possible through an air rights development. Provided that development and transit are able to connect directly, a side platform arrangement may be less complicated to implement. Figures 4.17, 4.18, and 4.19 show several different platform configurations and station location concepts for the conceptual Cermak Road Green Line station. Advancement of the conceptual station is subject to further study by the city and CTA. Potential construction cost (2010 dollars) for a new or replacement Rapid Transit station ranges from $50 to $200 million.

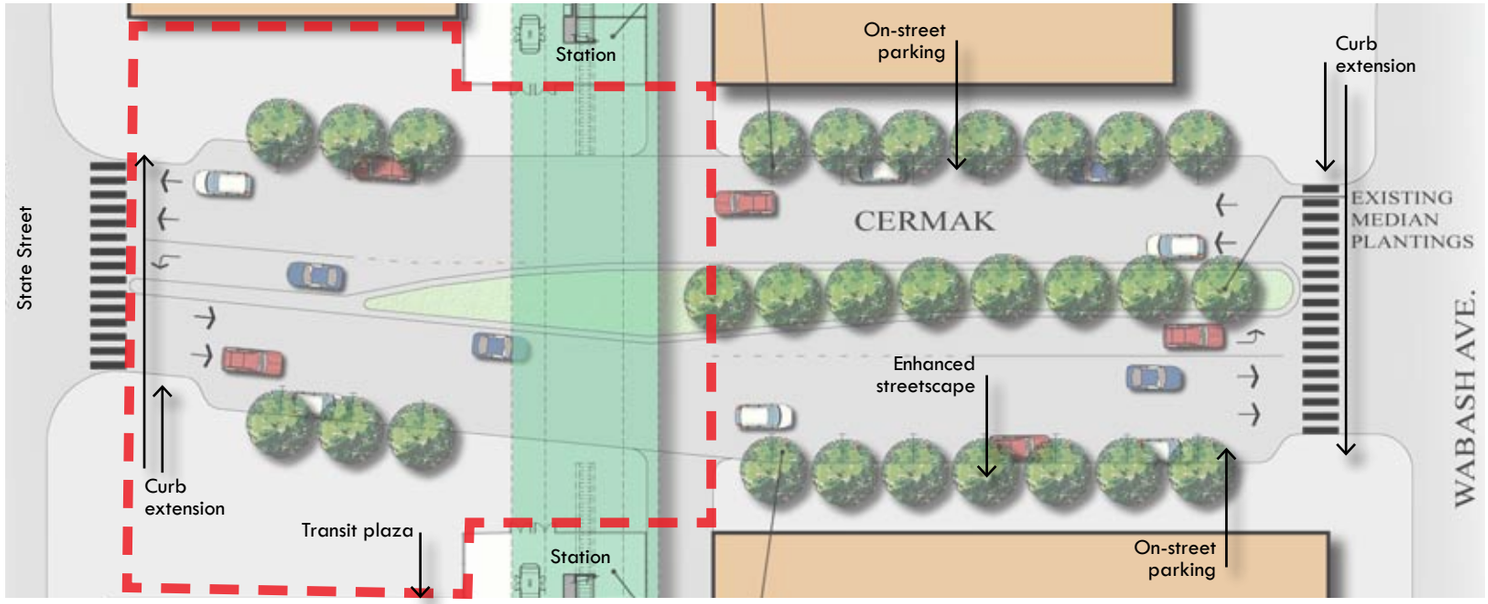


Figure 4.13: Cermak Road Station Area Open Space Plan

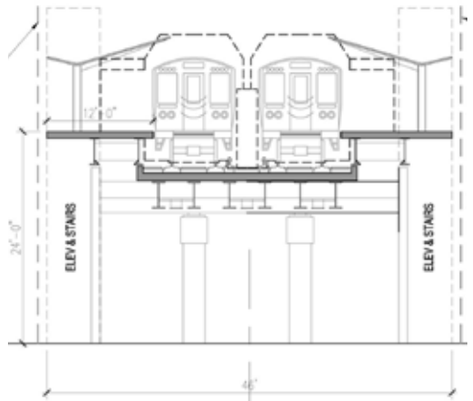


Figure 4.14: Side Platform Configuration

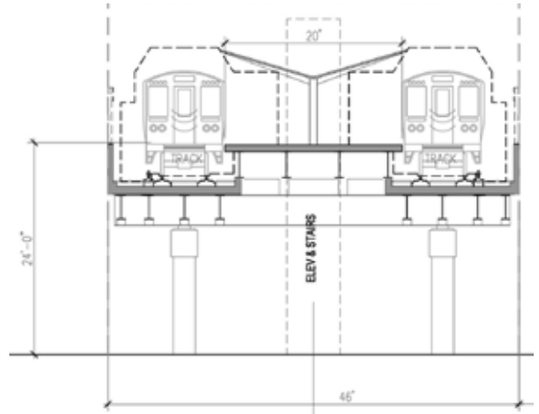


Figure 4.15: Center Platform Configuration

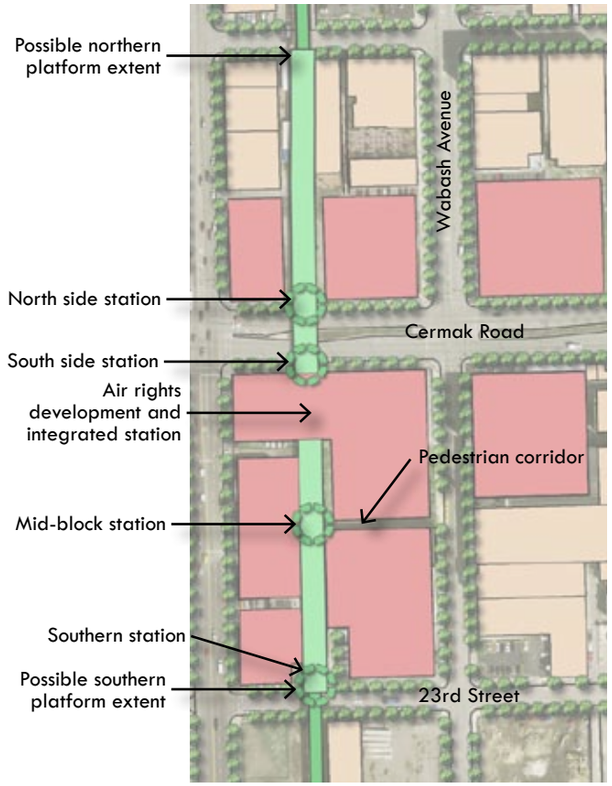


Figure 4.16: Cermak Road Conceptual Station Locations and Platform Extents

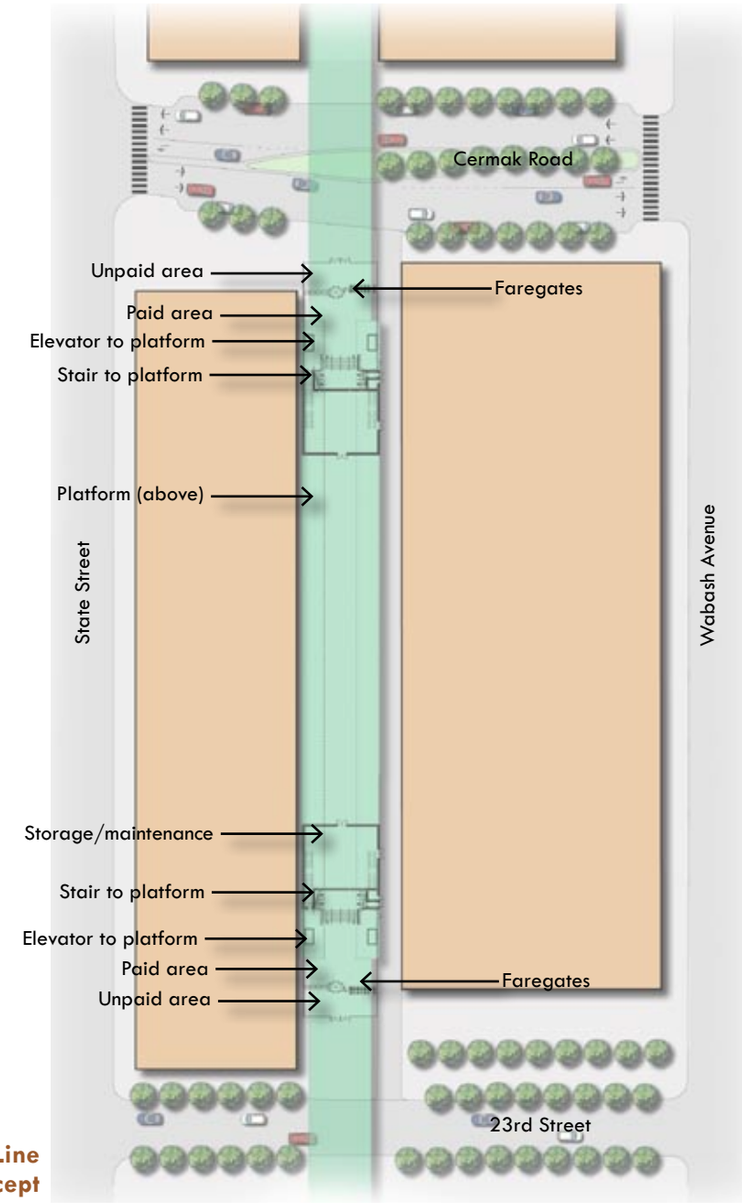


Figure 4.17: Cermak Road Green Line Station Cermak to 23rd Platform Concept

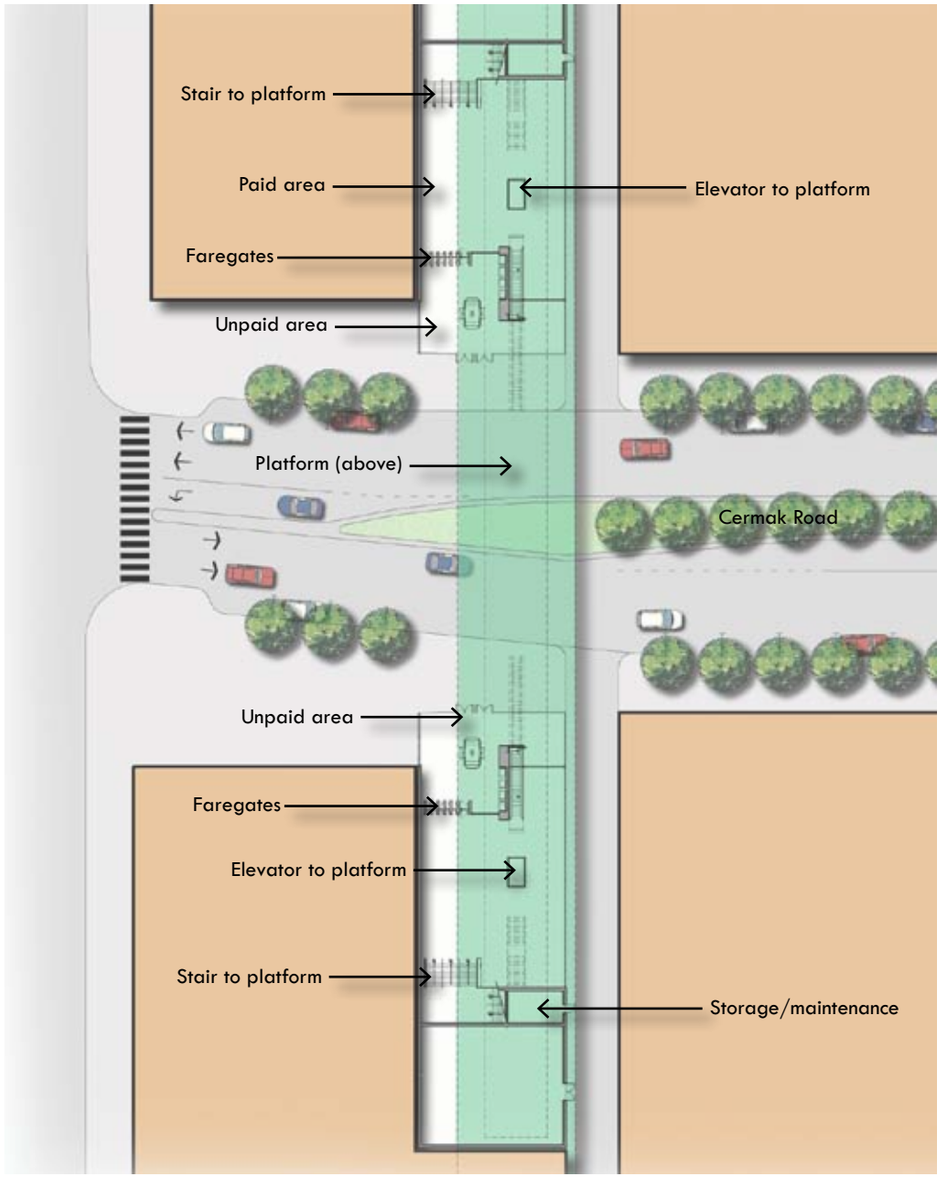


Figure 4.18: Cermak Road Green Line Station Center Platform Concept

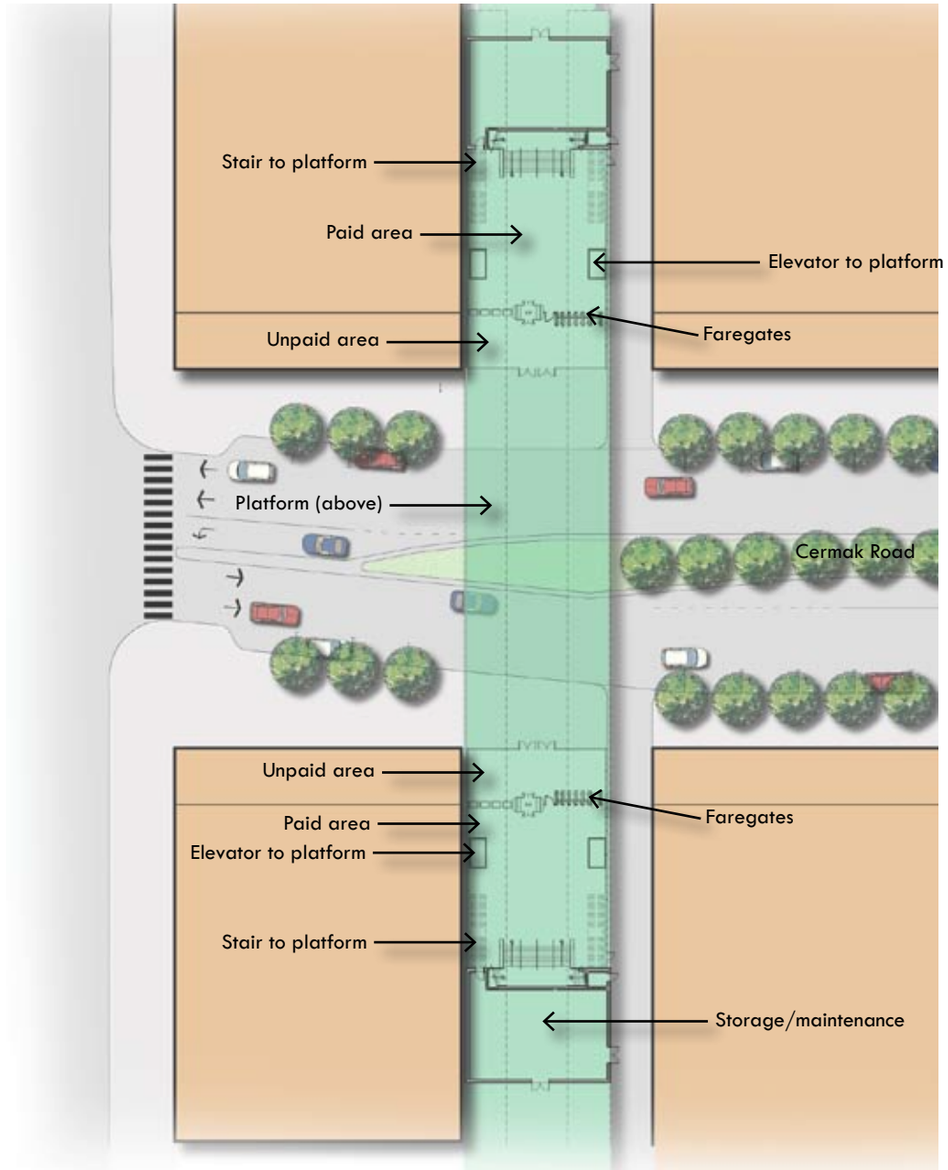


Figure 4.19: Cermak Road Green Line Station Side Platform Concept

Introduction

The *Station Area Typology* developed by the Chicago Transit Authority in cooperation with the City of Chicago classifies the 43rd Street station area as an Urban Neighborhood. Although there are a few commercial businesses along 43rd Street, the majority of development in the area is residential flats and townhomes. The Green Line bisects the area and has a station at 43rd Street. As shown in Figure 5.1, there is considerable vacant land in the area, much of which is owned by the city.

The study of the 43rd Street study area was centered on 43rd Street between Prairie Avenue and Calumet Avenue. The sections that follow briefly describe existing land use, zoning, built form, and transportation facilities and future recommendations with regard to the area's urban form.

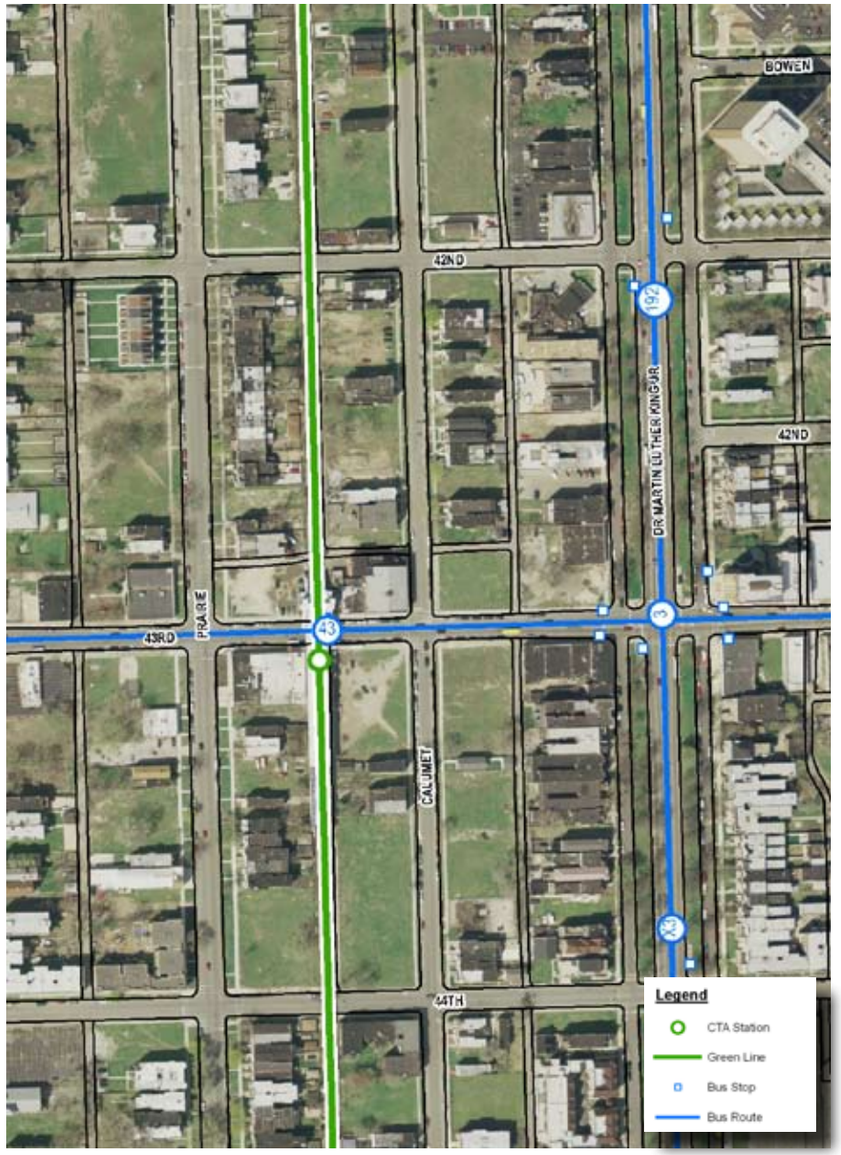


Figure 5.1: Study Context and Transit Access

43RD STREET

Transit Access

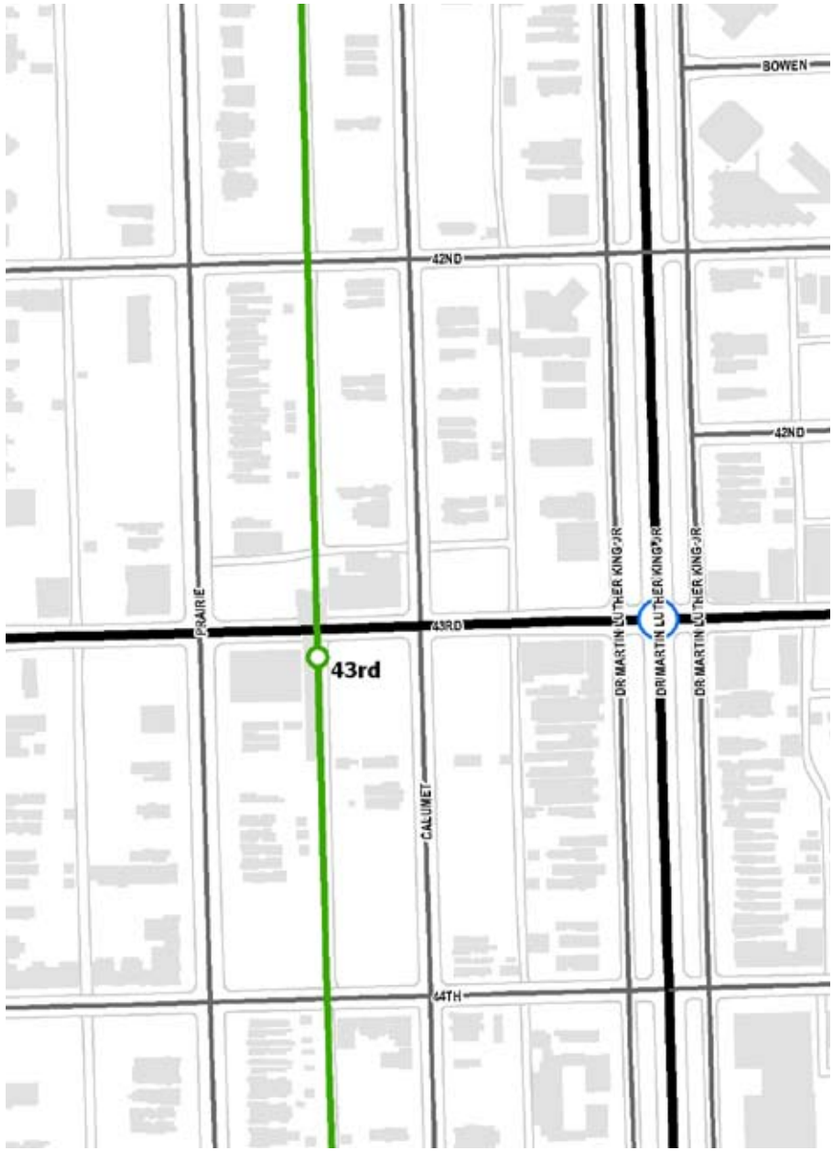
Figure 5.1 shows bus and rail transit services and facilities in the study area. The area is served by a Green Line station on 43rd Street and several CTA bus lines. Weekday April 2009 ridership is provided for each of the CTA and Pace bus routes that run in the study area and is summarized below.

CTA Bus Lines

- *Route 3: King Drive – 20,838 boardings*
- *Route X3: King Drive Express - 2,373 boardings*
- *Route 43: 43rd Street - 1,721 boardings*
- *Route 192: University of Chicago Hospital Express - 663 boardings*

Data from April 2009 from CTA indicates that the 43rd Street station averaged 919 boardings on weekdays. The existing station is configured in a side platform arrangement with a platform crossover elevator and stairway. The station house is on the north side of 43rd Street under the Green Line structure.

Additional nearby Green Line stations are located at 47th Street (south of 43rd Street) and Indiana Avenue (north of 43rd Street). CTA data from April 2009 indicated that there were 1,283 weekday boardings at 47th Street and 839 weekday boardings at Indiana Avenue.



STREETS

Streets
Figure 5.2

Streets

Figure 5.2 shows the area's street pattern. 43rd Street is the area's primary commercial street. East of the study area, Martin Luther King, Jr. Boulevard is one of the city's noteworthy multiway boulevards. Cross sections are shown in Figures 5.3 through 5.5 for 43rd Street, Prairie Avenue, and Calumet Avenue.

Typical Cross Sections

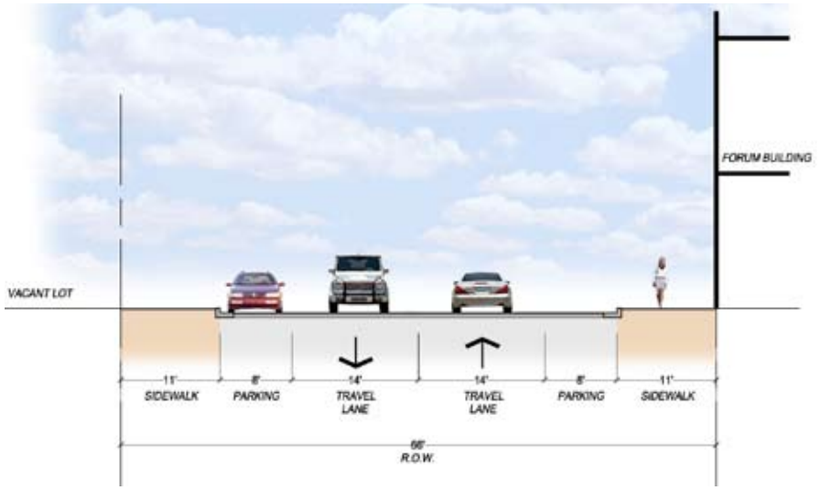


Figure 5.3: Existing Typical Section of 43rd Street between Prairie Avenue and Calumet Avenue

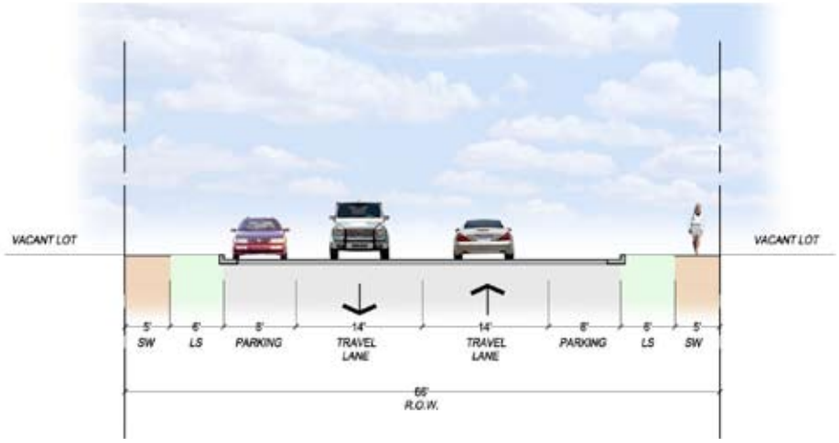


Figure 5.4: Existing Typical Section of Calumet Avenue between 42nd Street and 44th Street

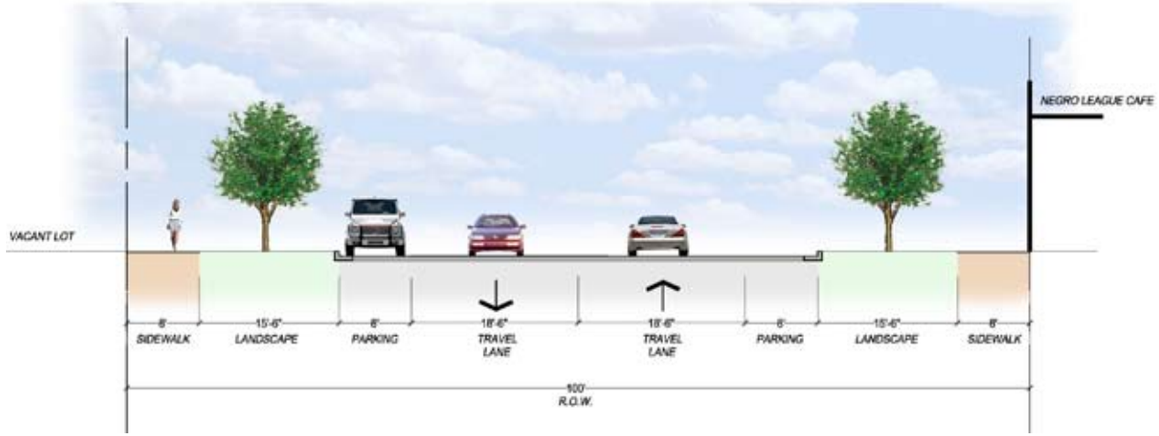


Figure 5.5: Existing Typical Section of Prairie Avenue between 42nd Street and 44th Street

Area Character

Commercial

Few commercial businesses remain along 43rd Street in the study area. The majority of these are adjacent to the 43rd Street station, primarily on the west side of the Green Line. Businesses consist of a food and beverage store and a restaurant. There is additional commercial space in the area; however, it was unoccupied at the time of the study.

Residential

Residential portions of the study area are anchored along Prairie Avenue and Calumet Avenue. Along these streets are single family homes, residential flats, and residential townhomes. Generally, buildings are 2 to 4 stories in height and represent a variety of architectural styles and periods of construction. Among the many new, rehabilitated, and improved buildings are a number of buildings in-need of repair and renovation.

Master Plan

The master plan for the 43rd Street area focuses on land immediately surrounding the 43rd Street Green Line station. This includes the city-owned (RFP) property identified in Figure 5.6. The identified property is planned to have a development request for proposal (RFP) issued in the near future. It is the city's intention to have development occur on this site and catalyze additional redevelopment along 43rd Street. This being the case, the RFP site is the first priority for development in the area. Along 43rd Street, the plan shows multi-story buildings with ground-level retail, off-street parking, and residential uses on upper floors. Key elements of the plan include:

- *Mixed use adjacent to transit*
- *Consistent, transit-friendly urban form*
- *Pedestrian-friendly streetscapes*
- *Neighborhood-oriented ground floor uses*
- *Upper floor residential uses*
- *Potential public space along Calumet Avenue in The Forum building*

The following sections provide additional detail on the recommended plan for the 43rd Street area:

- *Block Layout*
- *Mass, Scale, and Density*
- *Streets, Public Space, and Public Facilities*

Master Plan
Figure 5.6

Block Layout (Ground Floor)

Figure 5.7 shows the ground floor plan for development along 43rd Street. Key elements of the plan include:

- *Ground-level retail and neighborhood-scale uses (full-service and quick-service restaurants, coffee shops, neighborhood grocery stores, and a potential community meeting space)*
- *Pedestrian-scale building facades with appropriate transparency*
- *Vehicular access from Calumet Avenue and Prairie Avenue*
- *Enhanced streetscapes along development frontages*
- *Consistent street wall along 43rd Street*

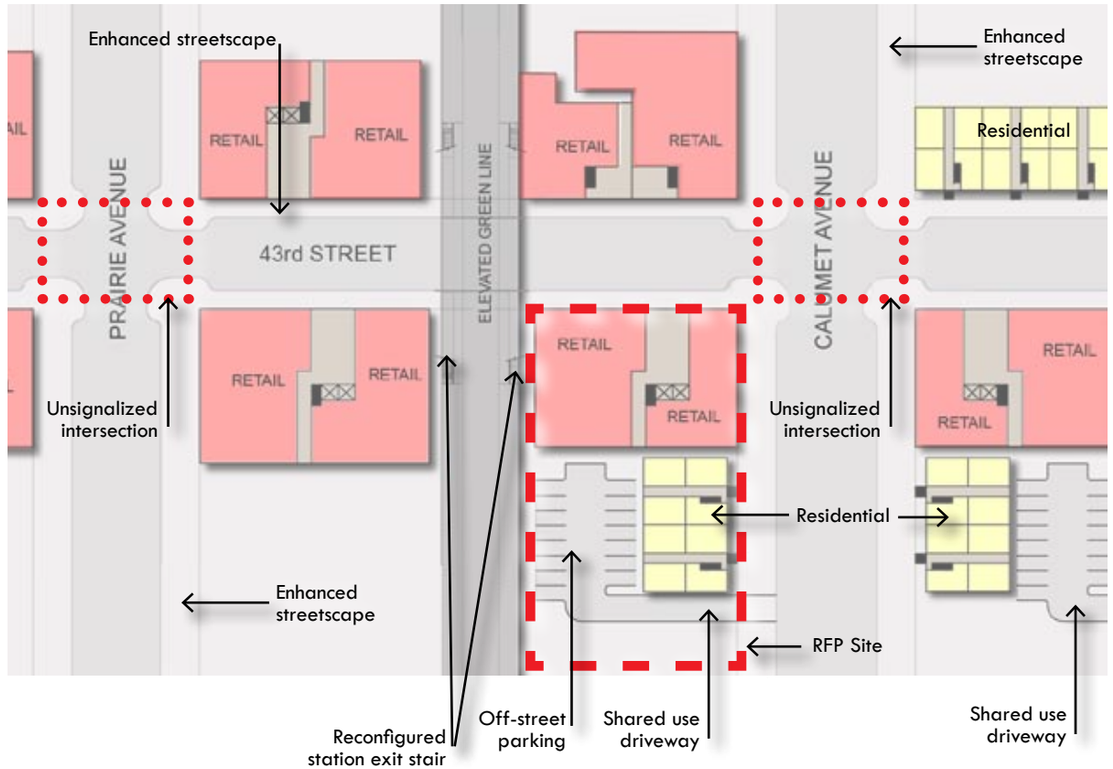


Figure 5.7: Ground Floor Plan for 43rd Street Corridor

Block Layout (Upper Floors)

Figure 5.8 shows the upper floors plan for development along 43rd Street. Key elements of the plan include:

- *Off-street parking (surface lots behind buildings)*
- *Second floor and above residential uses (with a nominal amount of commercial space)*
- *Potential community space (if feasible) in The Forum building*
- *Green roof system*
- *Suitably articulated building facades to provide visual interest and an attractive character for the area*
- *New platform stair connection along the south side of 43rd Street*

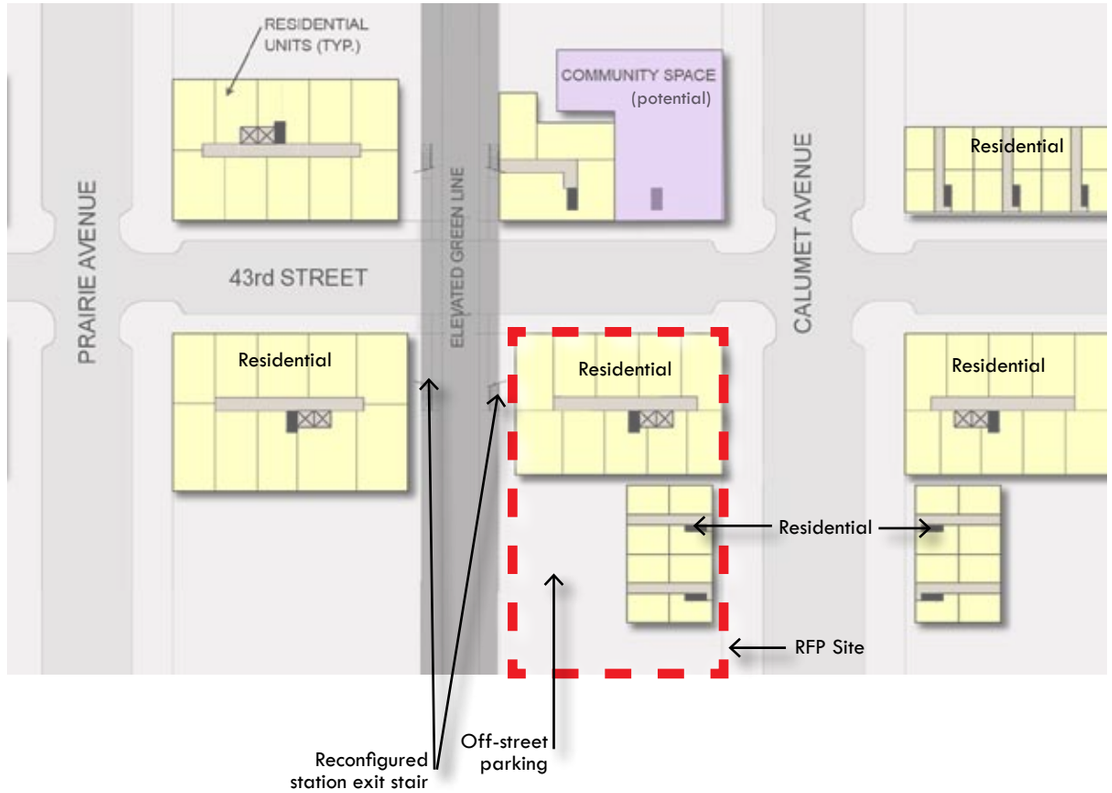
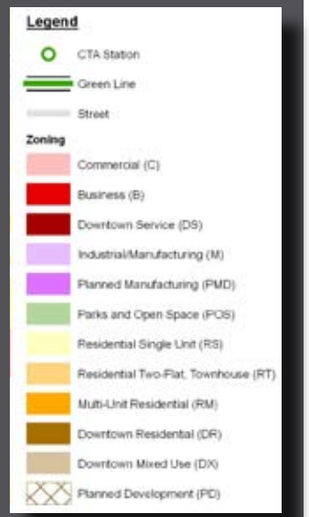


Figure 5.8: Upper Floor Plan for 43rd Street Corridor

Zoning
Figure 5.9



ZONING

Zoning, Mass, and Scale

Zoning

Figure 5.9 shows the general pattern of development and zoning within the study area. The existing network of streets, parks, the alignment of the Green Line, and approximated building footprints are shown. The 43rd Street corridor is largely zoned for commercial uses, whereas the remainder of the area is zoned for residential uses. Zoning is not recommended to be changed as a part of the plan.

Mass and Scale

The recommended plan for the 43rd Street area shows consistent density throughout the area. General building height recommendations are summarized in Figure 5.10. Figure 5.11 shows a conceptual cross section of building heights along 43rd Street and Figure 5.12 shows future building heights along 43rd Street.

Figure 5.10: Recommended Maximum Building Heights

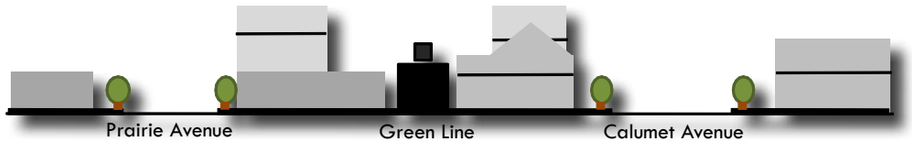


Figure 5.11: Conceptual Cross Section of Existing Building Heights along 43rd Street

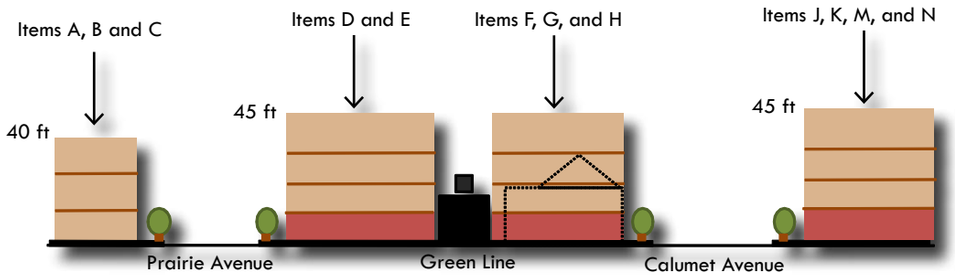


Figure 5.12: Conceptual Cross Section of Future Building Heights along 43rd Street

Illustration of Future Density along 43rd Street

Streets, Public Space, and Public Facilities

The concept plan (Figure 5.13) proposes streetscape enhancements along the faces of redeveloped blocks and a new public space on Calumet Avenue (Figure 5.14).

Streets and Streetscapes

The following are recommended with regard to streets and streetscapes:

- *Streetscape enhancements in accordance with the city's streetscape guidelines*
- *Curb extensions (bulb-outs) at Prairie Avenue and Calumet Avenue*
- *Curb extensions bulb-outs) at the Green Line station entrance*
- *On-street parking on both sides of 43rd Street*
- *Mid-block pedestrian crossing adjacent to the Green Line station*
- *Shared use driveways from Calumet Avenue and Prairie Avenue*

Public Facilities

Bus shelters should remain at key stops and new shelters and benches should be provided as needed. To improve connectivity between the L platform and street and to minimize obstacles in the sidewalk, a conceptual reconfiguration of the south side (of 43rd Street) exit stairs is shown in the plan (Figure 5.13). Advancement of conceptual station modifications is subject to further study by the city and CTA.

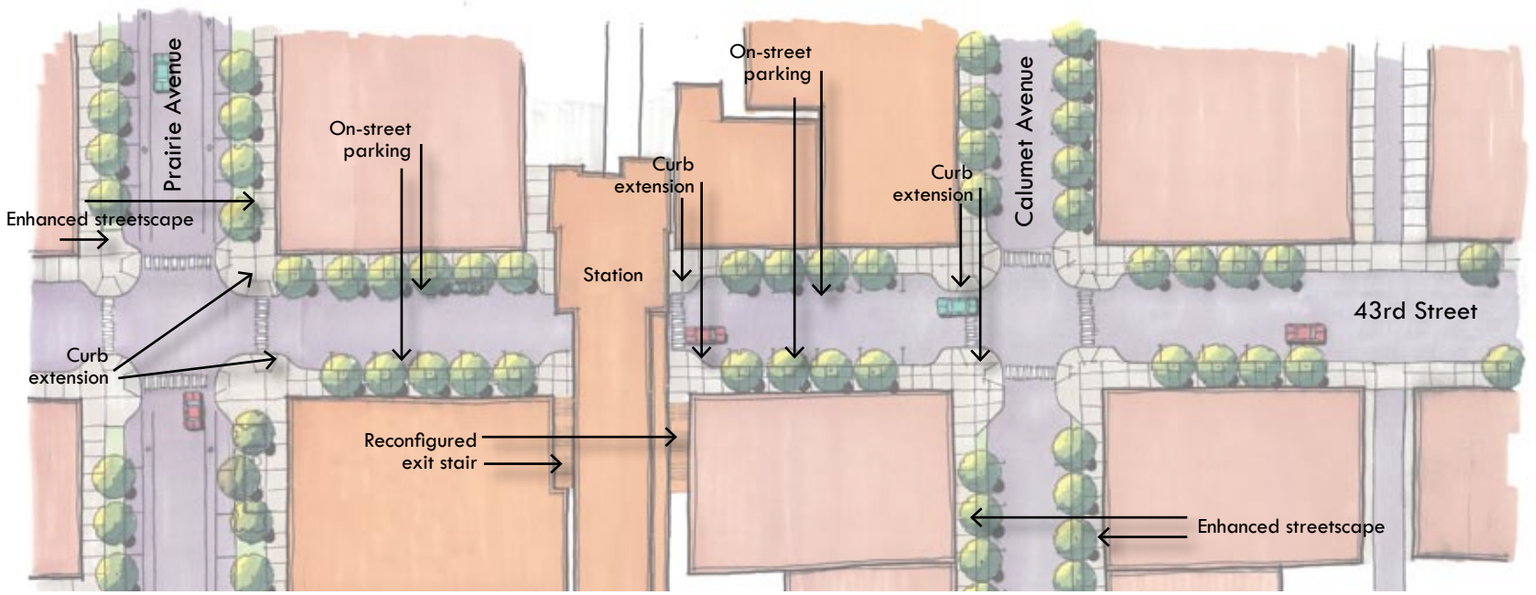


Figure 5.13: 43rd Street Corridor Plan

Public Space

Improvements to public space are recommended throughout the study area. Physical elements in public spaces should include:

- *Bike racks*
- *Landscaping/hardscaping*
- *Street furniture (seating, trash cans, etc.)*
- *Public art*
- *Station marker/monument*
- *Lighting*

Consistent with future city plans, a park is shown along Calumet Avenue, south of 43rd Street. The park along Calumet Avenue would be a larger-scale neighborhood open space and capable of accommodating many uses. Currently, the city owns the land for the future park. One option for the general location and layout of the park space is shown in Figure 5.14. The layout shown uses a portion of the city-owned land, reserving other portions of city-owned land for future development.

City-owned land related to the Calumet Avenue park

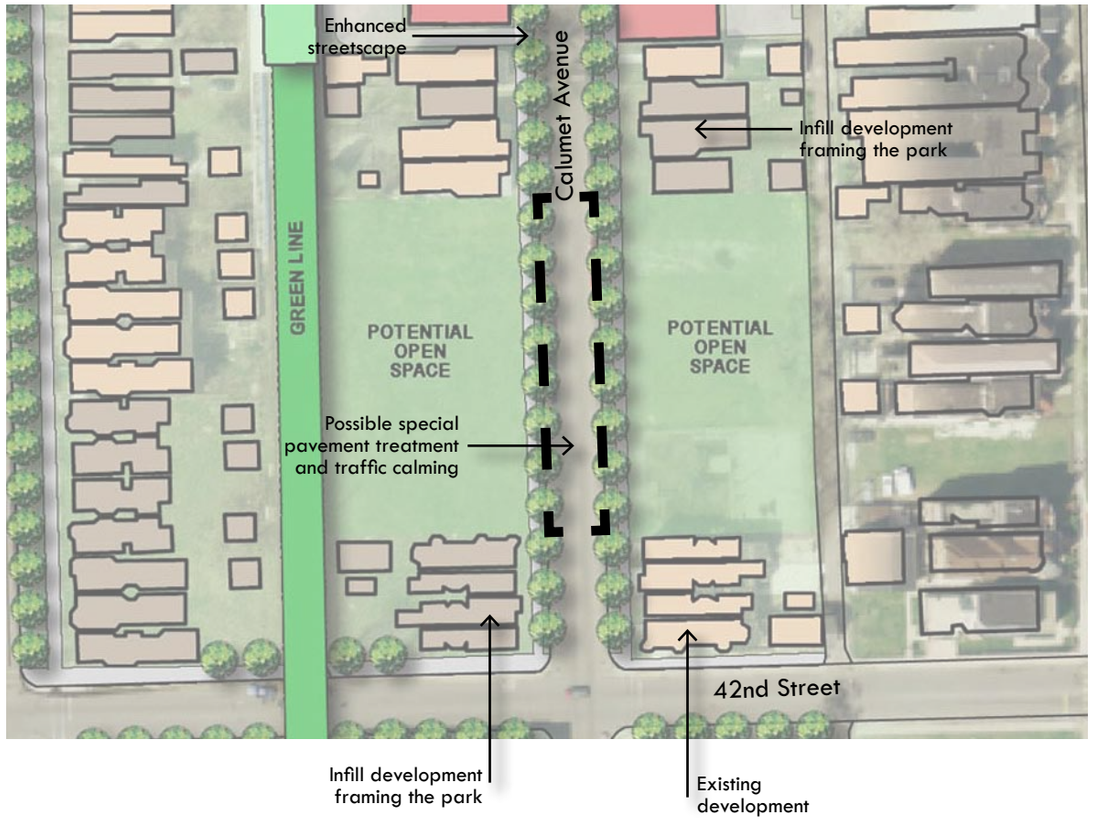


Figure 5.14: Area Open Space Plan