

Appendix

Harvey Station Area Plan



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November 2005

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A. TRANSIT ORIENTED DEVELOPMENT PLANNING PRINCIPLES AND PRECEDENTS

It is worthwhile to provide a brief discussion of the key principles of Transit Oriented Development (TOD) as a framework for planning. These principles provide the overall focus and direction for planning recommendations and implementation strategies in the Plan that are specific to the existing conditions and unique opportunities in Downtown Harvey. Several visual images of representative TOD environments are also included, for general reference.

TOD PRINCIPLES

The general principles of TOD can be described succinctly within three broad categories, or the “Three D’s,” of Transit Oriented Development: Design, Diversity and Density. TOD areas are generally considered to be within a ten-minute walk or one-half (1/2) mile of a public transit facility, with the most dense uses concentrated within a five-minute walk or one-quarter (1/4) mile. One-half mile is considered an acceptable walking distance for most people, and therefore encompasses the area in which the physical planning advantages of TOD can be best utilized.

Design

- Inter-modal connections and amenities should be considered and accommodated, to facilitate the use of all modes of transportation, and transfers from one mode to another. Visibility of, and ease of access to, public transit are important.
- Preference for pedestrians and bicyclists should be considered in the design of roadways, sidewalks and other pathways throughout a TOD area. While automobile and bus access is important, the comfort and safety of pedestrians is paramount.
- Shared commuter parking facilities (utilized by other users during off-peak hours) and reduced off-street parking for shoppers and residents should be incorporated. Local residents will often not require as many vehicles per household because of the availability of public transit, and commuters provide additional support for retailers.

Diversity

- Mixed uses and varied housing types are important aspects of a TOD area. Integrating retail, commercial, office and residential uses in close proximity to transit and one another provides a synergy between uses, reduces vehicle trips generated within the area, and allows for compact development. Mixed uses can occur within individual buildings and/or within the area overall.
- Public facilities and spaces should be integrated into the TOD area, so that it is truly a community-wide activity center, expanding beyond retail and commercial service functions.
- Development in the TOD area must be market-driven, serving more than just commuters. Local resident needs are also important. Commuters alone will not sustain the desired retail and commercial services in the area.

Density

- Higher density uses are appropriate closest to transit facilities, where their impact on single family residential neighborhoods can be minimized and their reduced off-street parking needs can be effectively incorporated into site design. Higher density uses could include some or all of the following: mixed use buildings containing residential or office uses above ground floor commercial; office buildings; or multi-family residential structures, such as condominiums or townhomes. Building heights for these uses in a Downtown setting will

typically vary from two to five stories, with additional height possible based upon market conditions and the scale of the Downtown area overall.

- Balance higher density structures with open spaces and/or plazas within the TOD area, to provide areas of respite and visual variety, and offer open space amenities to residents of higher density residential areas.
- Residents within the TOD area provide valuable support to local businesses, but cannot alone sustain retail and commercial service uses desired by the community at large.

TOD PRECEDENTS

The images below represent typical features of transit oriented development in Downtown settings.

Below: Examples of traditional commercial (single story) and mixed use (multi-story) buildings.



Below: Examples of a pedestrian friendly streetscape treatment and a Downtown bicycle parking area.



Below: Examples of an open space integrated into a Downtown area and a parking lot screened from view with landscaping and fencing.



B. PRINCIPLES AND STRATEGIES FOR THE 147TH STREET METRA STATION AREA

The 147th Street Metra Station on the Metra Electric District Line is located approximately one mile north-northeast of the Harvey Metra Station. It is accessed from the north side of the 147th Street / Sibley Boulevard viaduct under the Metra Electric Line and CN/IC Railroad embankment. 147th Street / Sibley Boulevard provides direct access to an interchange with I-57 approximately two miles to the west. Halsted Street intersects with 147th Street approximately one-quarter mile to the west.

147th Street / Sibley Boulevard is a state highway, designated as Illinois Route 83. Average daily traffic (ADT) counts from IDOT in 2004 for 147th Street east of Halsted Street indicate a traffic volume of 33,400 vehicles per day passing the 147th Street Metra Station, and 2,000 trucks per day on the same stretch of roadway. By comparison, 159th Street (east of Halsted Street) experiences fewer vehicles per day (24,200) but more truck traffic (3,000).

West of the railroad embankment, existing land uses along 147th Street consist primarily of small auto-oriented commercial uses on shallow lots (approximately 125 feet in depth). Intersections with local north-south streets are off-set, and are not signalized. To the east, there are only two intersections between the embankment and the Little Calumet River one-half mile to the east. These north-south streets extend south from 147th Street. Deep parcels that extend back to the Little Calumet River lie on the north side of 147th Street; a Metra commuter parking lot is located immediately adjacent to the embankment. The south side of the street is dominated by the vacant 27-acre ARCO industrial facility, extending from the embankment east to Wallace Street.

Weekday ridership counts conducted by Metra in the Fall of 2002 indicated 1,349 weekday boardings at the 147th Street Station. By comparison, there were 1,125 weekday boardings at the Harvey Metra Station. There are a total of 1,301 commuter parking spaces available at the 147th Street Station, including 1,180 regular and 24 handicapped accessible spaces in the large lot accessed from 147th Street east of the embankment, and 97 regular spaces in a smaller lot located at the southwest corner of 146th Street and Clinton Street, one block west of the embankment. Overall, the spaces were found to be 72% utilized during a parking count conducted on March 23, 2005. According to Metra's Fall 2002 Origin-Destination Survey, 75% of commuters at the 147th Street Metra Station drive alone, 3% walk to the station, 4% take a Pace bus, 4% carpool and 14% are dropped off.

Pace Suburban Bus operates Route 350-Sibley along 147th Street. The route originates further east at the Hammond Transportation Center in Hammond, Indiana, travels west past the 147th Street Metra Station, and then runs south along Halsted Street to reach the Harvey Transportation Center via Morgan Avenue.

Due to its location adjacent to a major arterial that receives significant regional through traffic on a daily basis, the nature of future development and public improvements in the 147th Street Metra Station area will need to effectively integrate pedestrian and automobile operations. Much of the support for business enterprises in the area will result from visibility and access for passing motorists, while the convenience needs of Metra commuters and nearby residents should also be accommodated. Urban design improvements should be well coordinated to have a visual impact for pedestrians and motorists alike.

Similar to the Downtown Harvey Metra Station area, several key Planning Principles have been developed for the 147th Street Metra Station area. They will provide a needed focus for the City's efforts to monitor and guide redevelopment in the area. Each Planning Principle is further amplified with a series of related Planning Strategies.

These Planning Principles and related Strategies should be adopted and enforced by the City as criteria for the review and approval of proposed redevelopment projects that will be located on parcels adjacent to and/or with access from 147th Street / Sibley Boulevard between Halsted Street on the west (approximately one-quarter mile) and the Little Calumet River on the east (approximately one-half mile).

LAND USE PRINCIPLE 1:

Foster a vibrant mix of commercial uses along 147th Street near the Metra Station that cater to the daily shopping needs of local residents, Metra commuters and regional passersby.

1. Capitalize on this high visibility regional corridor to provide new and varied business types, to include convenience retail and services, such as a full-service grocery, a full-service pharmacy, restaurants, a coffee shop, a dry cleaner, day care, and medical and small professional offices.
2. Utilize available infill parcels for redevelopment where opportunities exist. On larger and deeper parcels, accommodate mixed uses that incorporate multi-family housing.
3. Focus on coordinated and contiguous, rather than piecemeal, redevelopment efforts.
4. In areas where development parcels are shallow, consider expanding onto contiguous lots behind the 147th Street frontage to create deeper and more flexible development parcels. Adequate screening and buffering from adjacent residential areas will be required if this strategy is pursued.
5. Establish a maximum setback of 70 feet from the front property line, to accommodate a double loaded aisle of parking at commercial uses, a generous landscape buffer at the public sidewalk, and a generous walkway adjacent to the storefront. Encourage development with a smaller setback in locations nearest to the 147th Street Metra Station. Any additional parking should be accommodated beside or behind buildings.
6. Consider the creation of an overlay district in the vicinity of the 147th Street Metra Station to provide the City a greater level of control over land uses and development quality.
7. Pursue opportunities to incorporate recreational and family-oriented uses into the area, such as a public park space adjacent to the Little Calumet River.
8. Maintain, enhance and improve existing areas of multi-family and single family residential adjacent to the 147th Street commercial corridor.

LAND USE PRINCIPLE 2:

Support efforts to redevelop the former ARCO property as a master-planned, mixed use neighborhood with a strong relationship to the 147th Street Metra Station.

1. Partner with property owners and developers to facilitate a high quality redevelopment of the ARCO property in a manner that positively impacts its surroundings and enhances the image of the City.
2. Provide for a mix of uses on the ARCO property, including commercial uses that are easily accessible from 147th Street, varied residential uses that are accessed from Wallace Street and well buffered from 147th Street.
3. Accommodate significant recreational amenities on the ARCO property to serve new residents and surrounding neighborhoods.

4. Ensure that sidewalks and defined pedestrian pathways are incorporated into the master plan for the ARCO property, to facilitate use of transit facilities and nearby commercial businesses by residents.
5. Integrate plazas and seating areas of varying scales at the ARCO property to provide relaxation opportunities for shoppers, residents and visitors. These public areas should be strategically positioned, highly visible and of a high quality design that is coordinated with 147th Street streetscape improvements.

ACCESS AND CIRCULATION PRINCIPLE 1:

Balance the needs of vehicles and pedestrians to ensure both safe local access and convenient regional access to the 147th Street Metra Station area.

1. Maintain the traditional street grid that allows easy access to 147th Street for local residents. Consider limited street closures at side streets where traffic safety can be improved without impeding pedestrian access.
2. As street upgrades are undertaken, coordinate intersection spacing and signalization to facilitate both pedestrian crossing and effective vehicle movement. In all improvement areas, ensure adequate clearance for Pace buses and emergency vehicles.
3. Consolidate and minimize curb cuts along 147th Street, to reduce vehicle-pedestrian conflicts, improve traffic flow and reduce visual disruption of the streetscape. Access to most parking lots should be provided from side streets.
4. Service, loading and trash collection areas should be accessed from alleys, and screened from view from the street.
5. Sidewalks should be buffered from the 147th Street with a grassy parkway where space permits, or bollards at the curb where a parkway is not feasible.
6. Improve connections between adjacent neighborhoods, the 147th Street Corridor and nearby destinations for pedestrians and bicycles, by providing a complete system of sidewalks and defined public pathways connecting to side streets.
7. Clearly defined pedestrian pathways linking storefronts to the public sidewalk should be provided through off-street parking areas.
8. Off-street parking should be consolidated and shared within blocks, with cross-easements to improve mobility.
9. Large off-street parking lots should be located behind or beside buildings, rather than in front. Only small areas of teaser parking should be allowed in front of buildings.

ACCESS AND CIRCULATION PRINCIPLE 2:

Strengthen the connection between Metra and Pace facilities and their surroundings.

1. Pedestrian crossing should be accommodated at signalized intersections and in a location near the 147th Street Metra Station with defined crosswalk markings and pedestrian-activated signals.
2. Work with Pace to optimize and enhance bus stop locations as street improvements in the area are undertaken, in particular at the 147th Street Metra Station.
3. Cooperate with Pace to implement traffic signal priority (TSP) for Pace buses and emergency vehicles.

URBAN DESIGN PRINCIPLE 1:

Establish and enforce appropriate design guidelines for redevelopment in the 147th Street Metra Station area, to ensure a consistent and high quality image overall.

1. Facilitate high quality new construction on infill sites, and encourage appropriate facade improvements at existing buildings to remain. The following guidelines should be enforced:
 - The mass and bulk of buildings should be broken down with vertical divisions and/or changes in exterior materials.
 - Parapet wall construction is most appropriate for commercial structures (walls extending upward to conceal a flat roof), to reflect traditional commercial buildings.
 - Access points to buildings should be easily identifiable and visible from the street.
 - Protected entrances are desirable at street level doorways, for weather protection.
 - Masonry, stone, painted metal and other traditional exterior materials are preferred materials within the 147th Street Metra Station area for all development types.
 - Avoid concrete block, precast concrete, glass curtain walls, plastic and other non-traditional materials that could compromise the high quality environment desired by the City.
 - Applied elements, lighting and signage can provide visual interest, and should coordinate with and complement the overall architectural style and color scheme of the building.
 - Mechanical equipment and utility meters, etc. should be screened from view, and located either at the rear of building or unobtrusively on the roof.
2. Undertake appropriate site improvements at all private properties, including parking lot, landscaping and site signage upgrades. The following guidelines should be enforced:
 - At off-street parking lots, provide and maintain a curbed perimeter planting buffer at least four feet in width when adjacent to public rights-of-way or residential properties, landscaped with low shrubs and groundcover.
 - Provide curbed planting islands within larger parking areas, landscaped with shade trees and low groundcover.
 - Low landscaping in planting beds at building foundations should be provided to soften their appearance.
 - At restaurants, defined areas for outdoor dining should be provided.
 - Low monument signage that is integrated with the building design should be provided, located within a landscaped planting bed. To the extent feasible, multiple businesses should use one sign to minimize visual clutter.
 - Pole-mounted signage is not desirable anywhere in the 147th Street Metra Station area. Commercial businesses should rely upon building-mounted signage to identify storefronts in multi-tenant buildings.

URBAN DESIGN PRINCIPLE 2:

Encourage high quality redevelopment by installing and maintaining attractive public right-of-way improvements along 147th Street.

1. Establish consistent and attractive streetscape treatments and gateways, including significant landscaping. Streetscape elements should be of a substantial scale to provide visual impact for drivers, and should be coordinated with necessary infrastructure upgrades.
 - Provide continuous sidewalks with consistent decorative paving accents at street corners and other key areas.

- Attractive landscaping, including low shrubs and colorful perennial plantings should be installed at key intersections and near the 147th Street Metra Station, pending discussions with Metra.
 - Provide coordinated pedestrian amenities, including benches and waste receptacles, near intersections and at bus stops.
 - Provide secure bike parking facilities near the 147th Street Metra Station, pending discussions with Metra.
2. Street lights along 147th Street should combine both a full height fixture and a lower level pedestrian-height fixture.
 3. Street trees should be aligned with the street and spaced one every 30 to 40 feet. Trees should be protected within a wrought iron tree grate, or a planted parkway where space permits.
 4. Provide weather shelters at Pace bus stop locations along 147th Street near the Metra Station, coordinated with other streetscape amenities.
 5. At the railroad viaduct, maintain sufficient lighting for security and also provide new paint finishes and decorative lighting to visually connect the viaduct to the 147th Street streetscape, pending discussions with Metra and CN.
 6. If space permits, install a low fence between the sidewalk and vehicle lanes within the railroad viaduct to improve the perception of safety for commuters and other pedestrians, pending discussions with Metra and CN.
 7. Coordinate with the Canadian National Railroad to control weeds, periodically replace gravel as needed, and encourage the maintenance of existing embankments and railroad infrastructure.

C. COMMUNITY INPUT

Early in the planning process, several venues were provided to collect input from community representatives regarding issues, concerns and preferences for Downtown revitalization. They included the following:

- Key Person Interviews, conducted by HNTB and Valerie Kretchmer Associates on February 14 and 16, 2005.
- An Image Preference Survey conducted by Farr Associates at a community workshop on February 23, 2005.
- A SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis conducted by Farr Associates at a community workshop on February 23, 2005.
- Guiding Principles from small group table discussions at a community charrette conducted by Farr Associates on March 23, 2005.

Complete results from these four opportunities for community input into the Station Area Plan are provided below.

KEY PERSON INTERVIEWS SUMMARY

Below is a list of persons interviewed by HNTB Corporation and Valerie S. Kretchmer Associates during the Key Person Interviews, followed by a compiled summary of comments received.

1. Gwendolyn Davis, City Clerk/Township Clerk/School Board SD 152
2. Steve Duggan, Duggan-Montana Construction & Development, Inc.
3. Charles Givenes, Citizens Committee for a Better Harvey
4. Rhonda Hardemon, City Staff
5. Herman Head, Resident
6. Ann Hernandez, Center for Community Action (CEDA) *via mail*
7. Jay Kalman, Harvey Public Library Director
8. Donald Nesbit, Alderman
9. John Perkins, South Suburban YMCA Director
10. LaTonya Rufus, City Staff
11. Mitchell Simborg, Simborg Development Inc.
12. Rev. James Sims, Outreach Developers
13. Jesse Williams, Developer / Property Owner

Memories from the Past

- Downtown was a vibrant area; crowded on the weekends
- Full service retail area from Park west to Ashland
- 30 years ago residents could do all of their shopping in Harvey
- Businesses fed off of Metra commuters
- Used to have more retail activity
- Previous businesses: two theatres (one at Center/154th), two bakeries (one remains), clothing, hardware, jewelry, Woolworth's, dime store, Greek restaurant (where Pace facility is now), Kroger's on Wood, A&P at Turlington/153rd, Kresge's, JCPenney
- Beautiful, tree-lined streets

- Lovely old homes
- Area around 150th and Paulina was beautiful
- Illinois Bell's main office was here
- Major employers: steel mills (Bliss and others), foundry, Maremont Corp (400+ employees), auto components, Whiting Corp (railroad equipment), bed company
- Plenty of employment opportunities that were easy to access
- More Metra and bus activity, large office building on east end of 154th (moved to Homewood)
- Liquor store; "It was a blessing when it burned down"
- No one was hanging out on the streets making people feel uncomfortable
- Psychological impact of businesses and jobs leaving; some left and did well, but many others did not successfully transition

Three Wishes for the Future

- Quality retail shops and restaurants near the Metra Station
- A true business area that accommodates resident needs
- No vacant storefronts
- A major grocery store
- Upgrade existing facades
- Relocate some businesses to other areas (not bringing in a variety of people)
- A larger station facility
- Townhouses
- Housing that is affordable for working families
- Infrastructure improvements (repaving makes a good impression)
- Attract hardworking families that will spend their money
- Move out the drug dealers, loiterers, criminal elements
- Keep the area clean and well maintained
- Beautify the area
- Get businesses involved in beautification efforts
- Plantings on vacant lots
- Restore pride in the community, with citizens who care and will get involved
- Bring back industry, or build up the commuting
- Bring State of Illinois offices into the station area
- Create activity areas for youth (basketball courts?); Park District facilities are not near the Downtown
- After school programs (to supplement Community Center programs)

Assets and Advantages

- Good public transportation options
- Public facilities in good condition: Metra station, Pace facility, City Hall, YMCA
- Older, solid, potentially attractive building stock
- Large, well built homes
- Frank Lloyd Wright homes
- Older buildings have endured, were built to last (not like newer commercial areas)
- Good schools
- Ingalls Hospital
- YMCA (will be expanding youth services and activities)

- Active senior population at the YMCA; many drive but there is also a van service, can walk to Public Library
- Beautification efforts along 154th Street (100 Women, Phyllis Smallwood)
- Concerned City administration
- Gloria's is a good place for carry-out food

Weaknesses and Challenges

- Dixie Square Mall drew businesses out of the downtown
- Area needs to be better maintained (Homewood is a good model)
- Downtown looks run-down, old, dirty
- A lot of nice buildings have been lost
- Too many storefront churches
- A lot of properties still to be cleaned up yet; potential buyers will look across the street
- The overall context is key; what is next door?
- Roadway layout is a dead end at the railroad viaduct
- Riff raff hanging around are a de-stabilizing influence
- Visible drug and prostitution activity
- Not a lot of pride in homes and neighborhoods
- Irresponsible and absentee landlords
- Some Section 8 rental tenants cause problems
- High tax rates are the biggest issue; taxes double in Harvey vs. Chicago
- Difficult for local residents / business owners to get financing for improvements (50% loan-to-value ratio)
- Real estate is a long-term investment in Harvey; not much value appreciation over time
- Need to get a large tract under control to start out with redevelopment; lower risk from the lender's perspective
- Poor school test scores

Land Use / Facilities

- Commercial uses desired: full service grocery store, clothing, toys, family essentials, specialty stores (similar to Hyde Park), a coffee shop, more places to eat, a gas station near the hospital, medical offices, financial services
- YMCA will be starting up a coffee/juice cart to serve their visitors
- Not enough restaurants
- Develop a deli/restaurant on the triangle east of the Pace Transportation Center
- Too many hair salons, beauty supply and liquor stores
- Too much focus on hip-hop clothing
- Security will be an issue for businesses (need good lighting, secure parking, security presence)
- Where residents shop for groceries now: Aldi (Wood/159th), SuperK and Jewel in South Holland, meat market in Dixmoor (Dixie and 147th), Fair Play in Dolton, Canterbury in Dixmoor. Have to drive several miles.
- Where residents do major shopping: River Oaks Mall, Lincoln Mall, Orland, Evergreen Plaza
- Build townhouses in the Downtown; increased population needed to entice businesses, need to bring in outsiders, good to have varied housing types
- Density of townhouses might be an issue
- Provide upscale housing

- Create an employer assisted housing program (City and major employers)
- Provide housing for first-time buyers; some being built along Park between 153rd and 155th
- Provide housing for families: yard space, large rooms, brick construction
- There is a lot of rehab potential with the existing housing stock; the really substandard housing is mostly gone now
- Vacant lots create uncertainty for lenders; City should be land banking and selling properties off in groups
- Affordable rental properties that are well maintained are needed
- There are too many rental properties now; many are not well maintained
- Existing housing is older and diverse; City demolishing unstable structures; permits for improvements increasing; being aggressive with landlords (new ordinance)
- King's Gate subdivision- accessible to highways, good price, gated area seems secure, hoping for revitalization of Dixie Square Mall property
- Dearborn Park a possible model (gated community that brought the South Loop up)
- Township Aid office (Page/154th) turns off potential investors
- Public Library would like to expand; serves several hundred patrons per day
- Thornton Township Museum will be in the old City Hall building (154th and Center)- could be a regional draw, will have a meeting room on the 2nd floor
- Public / recreational facilities desired: outdoor event venue, sitting areas (near museum), park with pool, community center improvements, movies, bowling, skating rink
- Need an adult day care facility, state and/or federal office facility in the area
- Develop a convention/expo center to serve the southern suburbs

Access / Circulation

- Capture traffic passing through by providing a reason to stop
- Drivers avoid Harvey because of the bottleneck at the 159th Street viaduct
- Truck traffic on 147th and 159th Streets
- At-grade rail crossings near the high school
- There is not through traffic, the station area is a destination
- 159th/Center is a very difficult area for pedestrians to navigate
- Security cameras are needed at Pace Transportation Center and Metra parking areas
- Walking is perceived as dangerous in some areas
- Parking is not a problem now but have to keep it in mind during redevelopment
- Parking is adequate and safe
- There is not much available on-street parking; people park on side streets
- Businesses should provide convenient parking
- City parking lot exists at 155th/Park, near post office
- Bump-outs on 154th (from Center to Myrtle) took up on-street parking spaces
- Pursue Greyhound bus service to/from the Pace Transportation Center
- Create a remote parking facility at the Dixie Square Mall property
- Create a pickup / dropoff area at the Metra station
- Could Park Avenue be narrowed so it is easier to cross and more attractive
- Some clients of the CEDA facility utilize Pace bus service and are satisfied with it
- Public Library also serves Phoenix and Dixmoor; many patrons use Pace bus service
- Some YMCA users and employees use Metra; mostly in early AM and late PM (typical rush periods)

Other Comments

- Don't just build up the Downtown; also build up 159th between Markham and South Holland
- City should work with local businesses and non-profits to improve resident employment
- Message from City is to have pride in the City and your home
- Crime has decreased, security and homeowner insurance rates have improved
- Need training for residents, expanded from POET program (for skilled trades, journeymen, etc.)
- Drastic change in the last 18 months- snowball effect of aggressive code enforcement, accountability
- 1st Ward is stable and owner occupied; 5th Ward has a high rate of rental units
- There is an active block club on Broadway between 151st and 152nd Streets
- 4th of July parade is a major event, ends at Gloria Taylor Park
- Take it step by step; in many communities the retail comes before the area is seen as a desirable location for residential development
- Some housing counseling is available through CEDA; expand their efforts to work with tenants, landlords and homeowners
- Use Harvey vendors whenever possible to support local businesses
- Establish partnerships to link seniors and youth

IMAGE PREFERENCE SURVEY FINDINGS

The following reflect general characteristics considered desirable or undesirable by the community, based upon the Image Preference Survey findings compiled by Farr Associates. The desirable characteristics described here were incorporated into the Design Guidelines in the Station Area Plan.

First Impressions

Positive:

- Pace Transportation Center
- Metra Station
- Mixed use buildings (two to three stories) with traditional masonry construction and corner features (turrets, towers)
- Landscaping in the public right-of-way
- Significant gateway signage (masonry construction) with landscaping
- Public art (of high quality, must be maintained)

Negative:

- Railroad embankment with exposed overhead utility lines
- Railroad viaducts
- Modest gateway signage without landscaping
- Barren width of Park and Broadway Avenues

Building Facade

Positive:

- Colorful, coordinated awnings
- Plaque and shingle signage above first floor windows
- Varied rooflines
- Varied window types: bay windows, arched windows
- Traditional open storefronts (glass doors and large windows) and upper story windows
- Tidy, well maintained buildings (bright awnings, flower pots, weed control)

Negative:

- Cluttered signage (too much, different types on one building)
- Lack of signage (difficulty identifying the business)
- Bricked in window openings, or no windows at all
- Solid wood and metal entry doors
- Modern architectural styles, if not respectful of traditional neighboring buildings
- Inadequate building maintenance (faded signs and awnings, weeds, lack of landscaping)

Commercial Building Type

Positive:

- Three or four stories
- Traditional materials: brick with stone detailing
- Retail storefronts built up to the sidewalk
- Mass of building minimized with varied rooflines and setbacks at upper stories
- Coordinated awnings and signage for multiple businesses
- Concealed parking lots, but providing convenient short term parking

Negative:

- Low profile buildings (long, single story)
- Large buildings not visually minimized (large flat expanses of wall, few windows)
- Unattractive parking areas in front of buildings
- Lack of identifying signage
- Traditional buildings with inappropriate renovations (attached false roofs, altered window patterns)

Residential Building Type

Positive:

- Multi-family housing: condominium/apartment buildings, townhouses
- Two to three stories, possibly four
- High quality, traditional materials: brick or stucco, stone detailing
- Varied building mass: interesting rooflines, gables, balconies, chimneys
- Protected building entrances (porches, porticoes)
- Attractive landscaping at base of buildings
- Attached garages

Negative:

- Single family detached housing in the Downtown area
- Single story homes
- Plain, boxy buildings (lack of architectural detail, all the same color and material)
- Lack of construction quality (brick only on the front, vinyl siding)
- Lack of landscaping

Streetscape

Positive:

- Defined street edges (curb and gutter) and sidewalks
- Pedestrian scaled lighting
- Colorful banners and building awnings/signage
- Street trees
- Benches
- Well maintained areas (manicured landscaping, weed control, newer sidewalks)

Negative:

- Large, barren expanses of pavement and retaining wall
- Prominent utility wires and traffic signals
- Lack of landscaping
- Lack of maintenance (weeds, standing water, faded parking space striping)

SWOT ANALYSIS SUMMARY

Listed below are the strengths, weaknesses, opportunities and threats that were identified during the community meeting held on February 23, 2005. The numbers listed after each comment indicate the number of times that each comment was ranked as most important (of the comments on the list) at the second community meeting, held on March 23, 2005. Both meetings were facilitated by Farr Associates.

Strengths

- Good location with access to transportation (highways, Metra, Pace). (15)
- Small business owners are working hard to run their business in Harvey. (7)
- Residents are long-term and are dedicated to the town. (5)
- Harvey offers senior housing, which provides a greater range of housing options to its residents. (3)
- Harvey is an old town with a rich history that can still be seen in its buildings. (2)
- Many civic institutions are located in Harvey, and they are concerned with the people of Harvey (churches, YMCA, etc). (1)

Weaknesses

- Absentee property owners often neglect their property, which affects the overall character of the neighborhood and is a disincentive for others to maintain their properties. (10)
- Currently, there are not enough local employment opportunities or facilities that offer technical and skills training for the people of Harvey. (6)
- There is no powerful attractor or strong destination in downtown Harvey to draw people in. (4)

- People need to become more active in local government to fight apathy. (4)
- Infrastructure and buildings need to be maintained to keep up a positive image of Harvey. (3)
- Not enough signs/wayfinding for stores and other destinations so that people know what can be found in downtown Harvey and where. (2)
- Major roads bypass downtown Harvey, giving little reason to drive through the downtown area to see what is there. (1)

Opportunities

- Harvey has a lot of vacant land that is available for future development. There is a lot of room to grow. (11)
- Old City Hall could house local memorabilia and become a destination to attract visitors. (4)
- There are 10+ professional athletes that are from Harvey originally, and there is an opportunity to open a local Hall of Fame as an attraction in Harvey. (1)
- Land available near businesses/industrial could be donated for social service needs, such as shelters or job training. (1)
- Politicians in the South Suburban region are already working together, and have good resources available to them. (0)
- People have a desire to be involved in community activities, or in their ward. (0)

Threats

- Funding (state and federal) was cut for schools, which can snowball into larger problems, such as drop-outs, drugs, etc. (5)
- Too many boarded up buildings leave poor first impression on people considering moving to or back to Harvey. (5)
- A state of depression and lost hope is a threat to the future of Harvey. (3)
- Education system is good right now, but it is in transition and at risk. (2)
- Lack of opportunities (jobs for teens and adults, training) can lead to gangs, violence, drugs. (2)

COMMUNITY WORKSHOP GUIDING PRINCIPLES

A visioning session was held during the community workshop held on March 23, 2005. Farr Associates facilitated the meeting. This is a summary of general principles that were reflected in the preliminary vision plans prepared by small groups at the workshop.

- New development should be concentrated near the Metra station, and should be mixed-use. Efforts should be concentrated on 154th Street.
- 154th Street and Park Avenue need streetscape improvements. Ideas include benches, medians, lighting, bus shelters, and other landscaping. In general, the entire City could benefit from greening.
- The viaducts that connect the east and west sides of the Metra Electric Line would benefit from improvements as well, including lighting and murals.
- Downtown Harvey needs more destinations, or a single anchor/focus to attract people. Ideas included a high rise building, local sports hall of fame, or museum.
- Gateway features should be added downtown, especially near the Harvey Metra Station.
- The area east of the Metra Electric Line should remain primarily industrial.

D. EXISTING PLANNING CONTEXT

Summaries of existing land uses, existing zoning and development regulations, economic development tools, transit facilities and services, and traffic conditions are presented below.

EXISTING LAND USES

An inventory of existing land uses within the study area was completed in March 2005. The land use types documented in *Figure 2: Existing Land Use* in the Station Area Plan are described briefly below.

- Residential - SFD (single-family detached): This category includes detached single-family homes, which are the predominant use west of the Downtown. Most homes are in fair to good condition.
- Residential - MF (multi-family): This category includes apartment buildings and single-family homes converted into multiple dwelling units. Multi-family uses include both rental-occupied or owner-occupied units. There are no large concentrations of multi-family residential use within the study area, and most properties are in fair condition.
- Commercial - Retail: This category includes businesses selling consumer goods. Although the Downtown was once a vibrant commercial retail center, there are only a few retail businesses currently operating along 154th Street. There are several vacant lots or buildings within the Downtown area that were formerly occupied by commercial uses.
- Commercial - Restaurant/Food: There are a few fast food style restaurants within the study area.
- Commercial - Service/Office: Non-retail commercial uses that include personal, financial, and auto services are included within this category. There are several such businesses within the Downtown area, such as Fifth Third Bank, Citizen's Financial Services, and Don's Auto Body. Occupied commercial structures (of all types) in the Downtown vary from fair to good condition; in many cases building facades and signage are worn and somewhat deteriorated.
- Mixed-Commercial/Office: This category includes mixed-use buildings with ground-floor commercial uses and upper-story office uses. There are a few mixed-use commercial buildings within the Downtown area along 154th Street.
- Mixed-Commercial/Residential: This category includes mixed-use buildings with ground-floor commercial uses and upper-story residential units. There are a few examples of this land use type within the Downtown area along 154th Street. As with commercial structures, both types of mixed use buildings tend to vary from fair to good condition; in many cases building facades and signage are worn and somewhat deteriorated.
- Industrial-Heavy: This land use category includes heavy manufacturing and production, which are the dominant uses east of the Metra Electric Line. Some of the industries include L.B. Steel, Kraft Paper, and Pearl Paints. Although most of the properties are in fair to good condition, three sites are particularly problematic, in part because they are highly visible to the general public entering Downtown from the east or when viewing the area from the Metra Electric Line. One site is located on 155th Street directly north of the Metra parking lot and contains under-utilized and apparently vacant buildings that are part of the L.B. Steel complex. A second site is surrounded by Halsted, Commercial, and 152nd

Streets and contains large volumes of debris. A third site, south of the Metra commuter parking lot between 156th and 157th Streets adjacent to the railroad embankment, is vacant land covered with concrete rubble that has been used as a concrete crushing and recycling facility.

- Industrial-Light: This land use category includes light manufacturing and distribution, and automotive parts businesses. There is a large light industrial area east of the Metra Electric Line, bordered by Halsted, Commercial, 152nd, and the CN/IC Railroad. Some of the properties include 7-Up/Dr. Pepper distribution, Marmon Trucks, and L & L Auto Parts, which are in fair to good condition. There are some light industrial properties west of the Metra Electric Line and south of 147th Street, such as those along Park Avenue across from the Metra Station, that are in poor to fair condition.
- Municipal: This category includes municipal buildings and services, such as City Hall and the Park District – both of which are located on Broadway north of 154th Street.
- Public: This land use category includes public buildings and services that may serve a regional population, such as the U.S. Post Office and the Harvey Public Library – both of which are located on 155th Street within two blocks of the Harvey Metra Station. Another major public use is Thornton Township High School at 150th and Broadway.
- Quasi-Public: This land use category includes uses that are private or non-profit facilities that serve the general public, such as the Harvey YMCA and Ingalls Memorial Hospital. This category also includes the numerous churches located west of the Downtown.
- Open Space: This category includes passive open spaces that are not designed to facilitate sports activities. There is one open space site adjacent to City Hall to the north, and a couple of sites adjacent to Thornton Township High School.
- Parks/Recreation: This category includes active parks and recreational facilities. There are ball fields at Lexington Park at 151st and Lexington Streets, and ball fields adjacent to Thornton Township High School.
- Transit Facilities: Land uses include the Harvey Metra Station, the Pace Transportation Center and off-street commuter parking lots.
- Utility: Land uses in this category include a ComEd facility at 158th and West Streets and an SBC facility at 153rd and Main Streets.
- Vacant Building: This category includes all vacant buildings within the study area, regardless of their former use. There is one large vacant industrial building at 155th and Commercial Streets east of the Metra Electric Line, as well as numerous smaller vacant buildings scattered throughout the study area. Vacant buildings include both commercial and residential structures.
- Vacant Lot: This category includes all vacant lots within the study area. Although there are more vacant lots concentrated near the Downtown, there are only a few vacant lots or dilapidated buildings scattered elsewhere throughout the study area. There are two significant vacant industrial lots east of the Metra Electric Line within the industrial area, and many small vacant lots scattered throughout the Downtown and along 154th Street, in particular.
- Railroad: This category includes the Metra Electric Line, which runs diagonally from northeast to southwest through the study area. The west portion of the right-of-way (two tracks) is owned by Metra, whereas the eastern portion (five tracks) is owned by the Canadian National/Illinois Central (CN/IC) (to Chicago) Railroad. This category also includes the CN (to Elsdon) and CSX Railroads which serve the industrial properties east of the Metra Electric Line.

DEVELOPMENT CONTROLS OVERVIEW

The 1/2 mile study area incorporates nine zoning districts – including residential, commercial, industrial, and institutional – as summarized below. These districts are depicted in *Figure A-1: Existing Zoning* on the following page.

R-1 Single Dwelling Unit Residential District

- Primary intent is for low density, detached single-family homes
- Minimum lot size is 6,250 square feet, and minimum lot width is 50 feet
- Maximum lot coverage is 35%
- Maximum height is 35 feet or 2.5 stories
- Special uses may include churches, government facilities, planned unit developments, and shelter care homes (different site requirements)

R-2 Two Dwelling Units Residential District

- Primary intent is for two-unit dwellings, such as duplexes and townhouses, in single dwelling unit neighborhoods; detached single-family homes permitted
- Minimum lot size is 4,200 square feet, and minimum lot width is 35 feet
- Maximum lot coverage is 35%
- Maximum height is 35 feet or 2.5 stories
- Special uses may include churches, government facilities, planned unit developments, hospices, and shelter care homes (different site requirements)

RM Multi-Dwelling Unit Residential District

- Primary intent is for high density multi-family dwelling units near downtown activity centers and transportation routes; R-1 and R-2 units permitted
- Minimum lot size for multi-dwelling unit is 9,400 square feet, and minimum lot width is 80 feet
- Maximum lot coverage is 40%
- Maximum height is 35 feet or 2.5 stories
- Special uses may include churches, government facilities, planned unit developments, hospices, and shelter care homes (different site requirements).

NC Neighborhood Commercial District

- Primary intent is for commercial uses that compliment or maintain the quality and integrity of an adjacent residential district; most restrictive commercial district
- Permitted uses include barber shops, book stores, convenience stores, delis, drug stores, dry cleaning, florist, gift shops, hardware, laundromats, and restaurants
- Minimum lot size is 5,000 square feet
- Maximum lot coverage is 50%
- Maximum height is 25 feet or 2 stories
- Special uses may include churches, government facilities, and planned unit developments

LEGEND

- Single Dwelling Unit (R-1)
- Single Dwelling Unit (R-1D)
- Two Dwelling Unit (R-2)
- Multi- Dwelling Unit (RM)
- Neighborhood Commercial (NC)
- Downtown Business (DB)
- Highway Commercial (HC)
- Light Manufacturing (LM)
- Heavy Manufacturing (HM)
- Medical Institutional (MI)
- Railroad
- Study Area Boundary

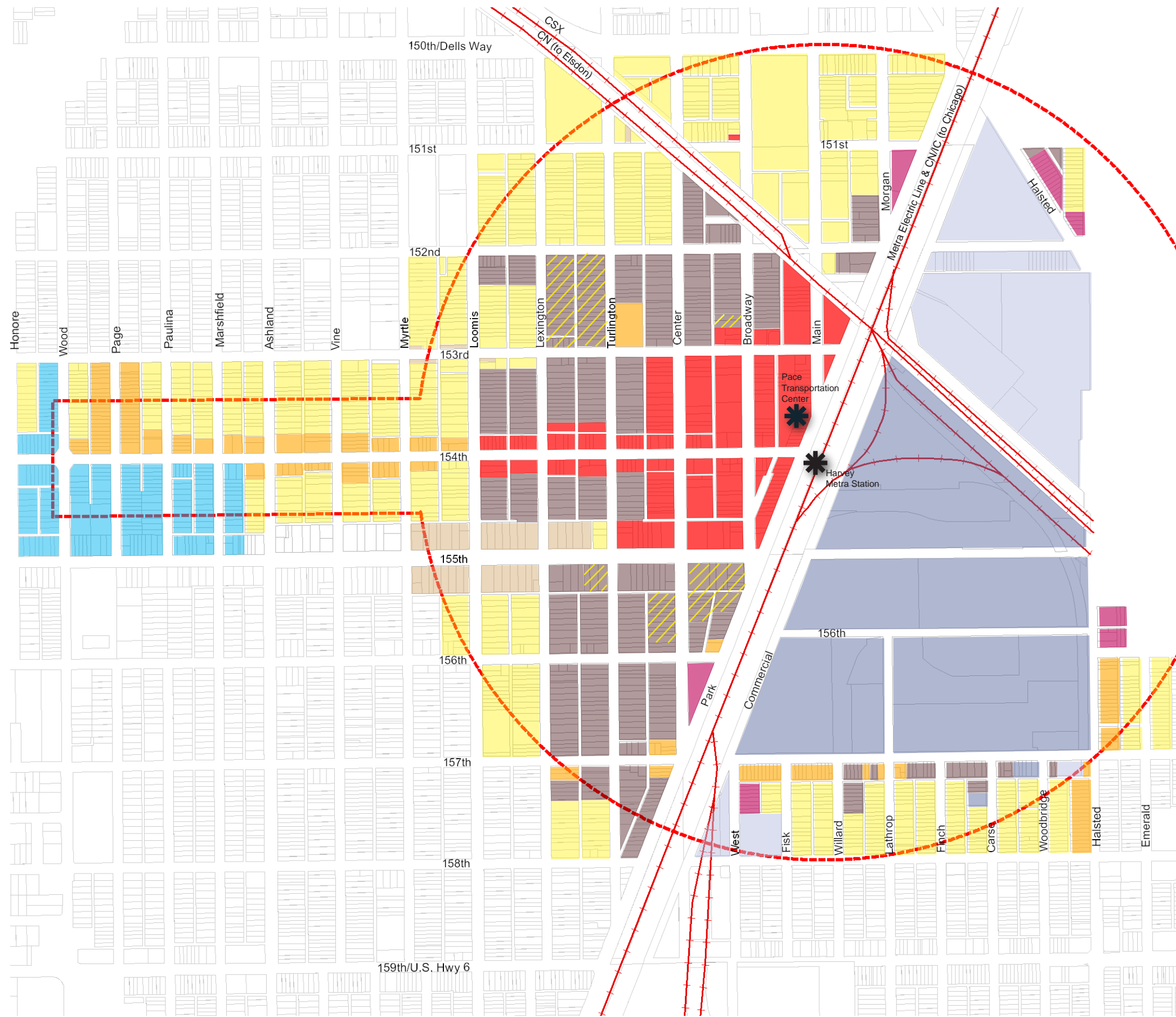


FIGURE A-1

EXISTING ZONING

Harvey Station Area Plan

City of Harvey, Illinois
Regional Transportation
Authority

November 2005



DB Downtown Business District

- District functions as the urban center for retail, financial, professional, governmental and cultural activities
- Primary intent is for businesses that promote public convenience, increase pedestrian access, and alleviate traffic congestion
- Permitted uses include many retail, financial, and professional uses, as well as those uses in the NC District
- Minimum lot size is 2,200 square feet
- Maximum lot coverage is 90%
- No height restrictions
- Special uses may include auto service stations, churches, government facilities, liquor stores and taverns, planned unit developments, and pool halls

HC Highway Commercial District

- Primary intent is for businesses that cater to motor vehicle trade
- Permitted uses include auto parts, auto repair, car washes, motor vehicle sales, and drive-in restaurants, as well as many uses in the DB District
- Minimum lot size is 5,000 square feet
- Maximum lot coverage is 50%
- Maximum height is 45 feet or 3 stories
- Special uses may include auto service stations, churches, government facilities, liquor stores and taverns, planned unit developments, and pool halls

LM Light Manufacturing District

- Primary intent is for light manufacturing, assembling, finishing, wholesaling, warehousing, and storage; serves as a transition to heavy manufacturing district
- Permitted uses are numerous light manufacturing uses
- Minimum lot size is 7,500 square feet
- Maximum lot coverage is 50%
- No height restrictions
- Special uses may include adult businesses, auto service stations, government facilities, animal kennels, and planned unit developments

HM Heavy Manufacturing District

- Primary intent is for manufacturing, assembling, fabricating, and warehousing; industries have to meet standards for noise, odor, smoke, and other hazards
- Permitted uses are numerous heavy manufacturing uses
- Minimum lot size is 10,000 square feet
- Maximum lot coverage is 75%
- Maximum height is 60 feet
- Special uses may include government facilities, hazardous substance industries, junk yards, and planned unit developments

MI Medical Institutional District

- Primary intent is for medical institutions, such as Ingalls Memorial Hospital or similar extended health care facilities
- Permitted uses include clinics, doctor and dentist offices, extended care facilities, hospitals, florist and gift shops, and single detached dwelling units
- Minimum lot size is 5,000 square feet
- Maximum lot coverage is 65%
- Maximum height is 80 feet or 7 stories
- Special uses may include churches, day care centers, drug stores, government facilities, mortuaries, planned unit developments, and parking garages

Planned Unit Development Overlay District

- Primary purpose is to encourage land development flexibility and to improve the design, character, and quality of new development through public negotiations
- PUD must comply with underlying zoning requirements
- Minimum lot size is 60,000 square feet, except in the Downtown Business District
- PUD requires preliminary plan review, application, public hearing, and approval

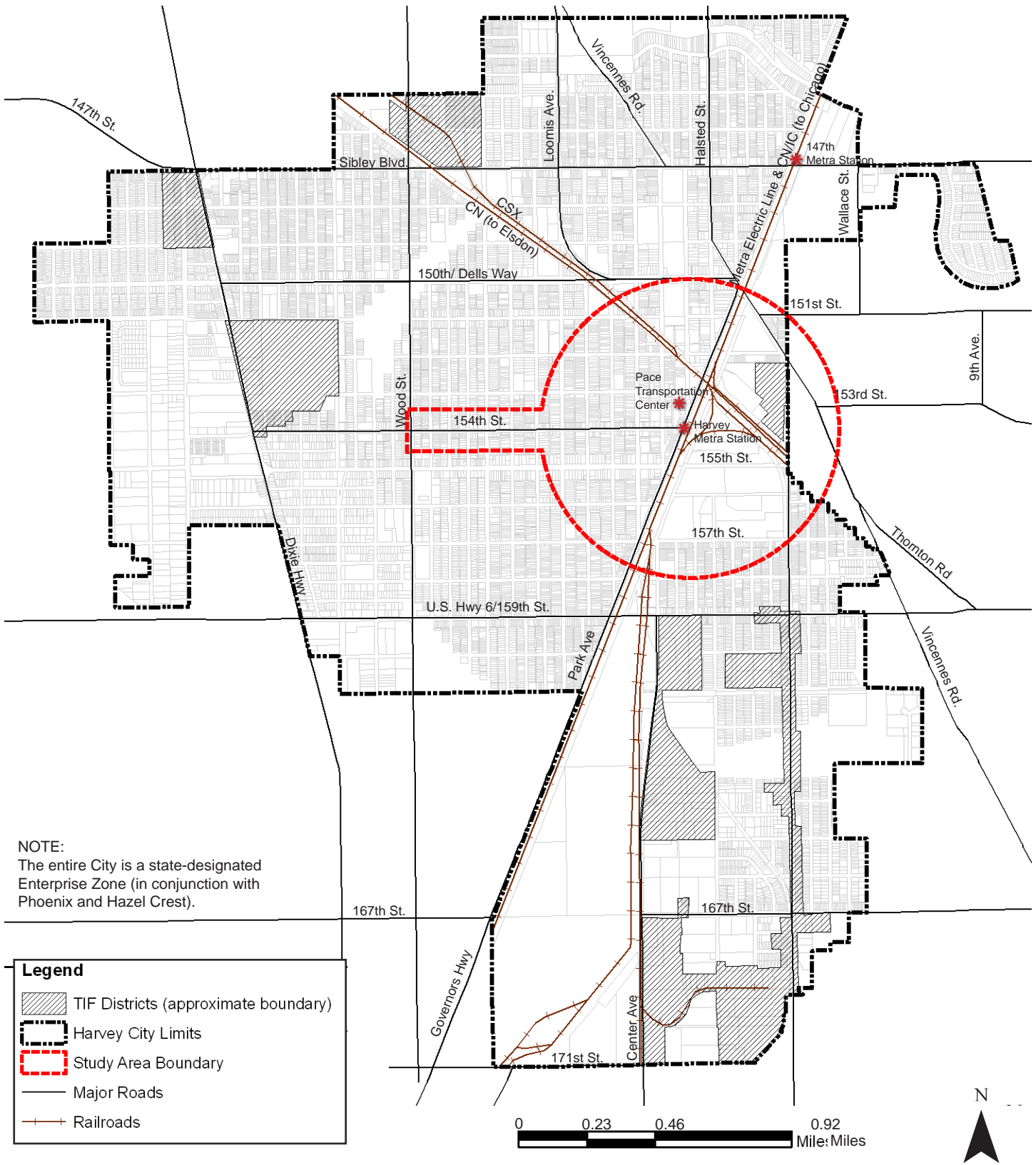
Off-Street Parking and Loading

- Primary purpose is to alleviate or prevent traffic congestion on public streets
- All structures must provide off-street parking and loading facilities
- Two or more uses may collectively provide off-street parking, but they must provide the total required spaces for each use
- Downtown businesses may be eligible for a 30% parking deduction if they benefit the district's overall development
- Bonus incentive system for urban design amenities reduces parking requirements
- Parking requirements vary depending on use; primary land uses need to provide the following spaces:
 - Residential districts must provide two parking spaces per unit
 - Commercial uses have different requirements depending on use
 - Manufacturing uses must provide one parking space per three employees
 - Medical institutional uses must provide one space per two beds for hospitals
- Adequate screening and landscaping is required for more than four parking spaces
- All parking must be set back from public right-of-way lines according to the setback requirements of the district
- Off-street loading is required for all uses

ECONOMIC DEVELOPMENT TOOLS

Currently, several TIF Districts exist in the City of Harvey. However, no TIF Districts encompass any part of the Downtown area. *Figure A-2: Existing TIF Districts* on the next page depicts the approximate boundaries of existing TIF Districts in the City.

The entire community is currently designated by the State of Illinois as an Enterprise Zone (in conjunction with Phoenix and Hazel Crest), offering various tax incentives, tax credits and tax exemptions for businesses. While benefits would accrue most significantly to larger, employee-intensive businesses, the designation may still provide an attraction for smaller businesses.



**FIGURE A-2
EXISTING TIF DISTRICTS**

Harvey Station Area Plan
City of Harvey, Illinois / Regional Transportation Authority
November 2005

PUBLIC TRANSIT FACILITIES AND SERVICES

Downtown Harvey is served by the Metra Electric District Line, via the Harvey Metra Station located just east of Park Avenue between 154th and 155th Streets, and by eight Pace bus routes, via the Harvey Transportation Center located just west of Park Avenue between 153rd and 154th Streets. Pace's Harvey Transportation Center provides a key transfer point for all eight Pace bus routes, which serve a large portion of the south suburban region. Thornton Township also provides a dial-a-ride on-demand shuttle service. A second Metra station is located north of the Downtown at 147th Street, and is served by one Pace bus route.

Metra Electric District Line Commuter Rail Service

- Metra's Electric District Line terminates in downtown Chicago at the Randolph / South Water Street Station. The Main Line travels south to the University Park Metra Station, with branches at Stony Island and State Street that terminate at the 93rd Street Metra Station in South Chicago and the Blue Island Metra Station, respectively.
- The Harvey Metra Station is approximately 20 miles from the Chicago terminus. Travel time from Harvey to downtown Chicago averages 37 minutes. During certain times of the day, the train may have flag stops at stations other than the Harvey and 147th Street Stations to discharge or pick up passengers. Travel time for trains that make all stops on the main line between Randolph / South Water Street Station and Harvey Station can exceed 50 minutes.
- The main entrance to the Harvey Metra Station is located at 154th Street and Park Avenue, through a recently constructed station structure containing ticket vending machines and a vendor lease space (leased by a taxi-cab service). A secondary entrance is located under the viaduct at 155th Street. Access from these two entrances is provided to a center boarding platform on the raised railroad embankment. Concrete sidewalks adjacent to the embankment retaining wall, and new embankment wall finishes, have also recently been completed.
- Metra has funding for improvements to the low embankment wall between 154th and 155th, to accommodate a kiss-n-ride area. Design is expected to occur in 2005, with these improvements to be constructed in 2006.
- The Harvey Station is one of the busiest along the Metra Electric District Line. An analysis of the weekday ridership counts at Harvey indicates that the vast majority of passengers use Metra for travel to and from Chicago during the morning and evening peak periods. The AM Peak is measured between 4:43 a.m. and 9:15 a.m., while the PM Peak runs from 3:30 p.m. and 6:45 p.m. *Table A-1* summarizes the results of a ridership count conducted by Metra in fall 2002.

Table A-1:
Harvey Station Boardings / Alightings by the Time of Day and Direction (Fall 2002)

Time of Weekday	Inbound (to Chicago)		Outbound (from Chicago)	
	On	Off	On	Off
AM Peak	981	20	6	17
Midday	98	7	6	153
PM Peak	14	12	6	931
Evening	10	3	4	47
Total	1,103	42	22	1,148

(Source: Metra)

- By comparison, daily weekday boardings from the 147th Street (Sibley Blvd.) Station were 1,304 inbound and 45 outbound during the same count period.
- The number of boardings at the Harvey Station is considerably lower on weekends than on weekdays. Based on Metra's ridership count in Fall 1999, the Harvey Station had 153 boardings on Saturday and 52 boardings on Sunday, which is about 14% and 5%, respectively, of the average weekday boardings.
- Ridership at the Harvey Station has declined over the past 10 years, as it has along the Metra Electric Line; however, ridership at the Harvey Station has seen a sharper decline than for the Metra Electric Line overall. Ridership at the Harvey Station dropped by 23.5% between 1991 and 2002, while the Metra Electric Line's ridership dropped by 7.5%. This decrease in ridership, which occurred primarily in recent years and has been experienced systemwide, can likely be attributed to the general economic downturn rather than to any particular factor(s).
- As *Table A-2* indicates, a larger percentage of Metra commuters drive alone to the station than on the Metra Electric District line overall, and a smaller percentage walk to the station. The percentages of commuters accessing the Harvey Metra Station and 147th Street Metra Station by Pace bus are 5% and 4%, respectively, compared to 2% on the Metra Electric Line overall.

Table A-2:
Mode of Access (Fall 2002 Origin-Destination Survey)

Travel Mode	Harvey	147 th Street	Electric District
Walk	4%	3%	24%
Pace Bus	5%	4%	2%
Drive Alone	70%	75%	52%
Car Pool	5%	4%	4%
Dropped Off	16%	14%	14%
Other (Bike, Taxi...)	1%	0%	4%

(Source: Metra)

- According to Metra's Fall 2002 Origin-Destination Survey, a significant number of passengers using the Harvey Station arrive from Harvey (33%), followed by South Holland (18%), Lansing (7%), Markham (5%), Calumet City (4%), and Lynwood, Phoenix, Chicago Heights and Schererville (3% each).
- There are 905 commuter parking spaces at the Harvey Metra Station (including 34 handicap accessible spaces) and 1,301 commuter parking spaces at the 147th Street Metra Station (including 24 handicap accessible spaces). These spaces are 60% and 72% utilized, respectively (according to Metra's May 12, 2005 and March 23, 2005 counts, respectively). All spaces are available for a daily fee of \$1.00.
- Metra has estimated a need for an additional 100 commuter parking spaces at the Harvey Metra Station by the year 2030, with a preference for additional parking spaces to be located on the west side of the railroad viaduct. Sharing parking with other uses should be investigated where opportunities arise.
- Under current agreements, Metra owns and maintains the warming house, platforms, and west embankments at both Harvey Stations (147th Street and 154th Street). A new washroom was installed at the Harvey Station as part of the rehabilitation project. An agreement was formed between Metra and the taxi cab vendor at the station so that the taxi cab vendor will maintain the new washrooms inside the station. The east

embankment (east side of tracks) is owned and maintained by the Canadian National (CN) Railroad.

- The City of Harvey owns and maintains the 839-space parking lot on the east side of the railroad tracks between 155th and 156th Streets. Metra owns the 66 newer parking spaces along Park Avenue on the west side of the tracks, while the City of Harvey is responsible for maintenance.
- Throughout each step of the redevelopment process, the amount of Metra parking at both Harvey Metra Stations (147th and 154th Streets) must, at a minimum, remain at its current level, resulting in no net loss of commuter parking capacity during any time period.
- Most grant dollars, including Metra's, are not available for financing the replacement of commuter parking spaces that are displaced from designated and/or historic commuter parking facilities. Metra only participates in building new parking spaces where demands warrant and funding is available. The displaced commuter parking spaces that may result from future redevelopment cannot be replaced within other existing commuter parking lots.
- Consideration should be given to involving multiple partners (public and private) in order to share the spaces and the costs of proposed new parking improvements and related infrastructure. Commuter parking fees within both existing and new parking areas should remain comparable and competitive with commuter parking fees within the Metra system over time.
- Metra encourages the exploration of shared parking opportunities where the commuter parking spaces can be used by others in the evenings and on weekends.
- As a grantee of IDOT funding for past construction of existing commuter parking spaces, in particular those located east of the NC/IC Railroad embankment, various restrictions regarding alteration or reuse of some properties or rights-of-way may have been placed on the City of Harvey. While addressing this issue in detail is beyond the scope of the current planning process, the City will have to undertake the appropriate due diligence to investigate their standing with funding agencies before more detailed planning proposals are prepared or considered that would impact these areas.

Pace Suburban Bus

- With the large Pace Transportation Center across the street from the Harvey Metra Station, Downtown Harvey is already a significant transit hub, serving as the primary nexus for Pace service in the south suburban region. The Transportation Center is located just west of Park Avenue between 153rd and 154th Streets, and includes weather-protected loading bays and a small convenience goods vendor within an enclosed vestibule at the south end of the facility.
- Many of the primary Pace buses serving the south suburban region travel through Downtown Harvey, including:
 - Route 349, South Western
 - Route 350, Sibley (which also serves the 147th Street Metra Station)
 - Route 352, Halsted
 - Route 354, Harvey - Tinley Park
 - Route 364, 159th Street
 - Route 370, Harvey - Chicago Heights
 - Route 877, South Suburban Oakbrook Limited (rush hour express service only)
 - Route 890, South Suburbs UPS (express service only)

These eight bus routes make connections with most of the other routes serving the south and southwest districts, forming a network that serves the entire south suburban region.

- According to Metra’s Fall 2002 Origin-Destination Survey, 5% of surveyed Metra passengers indicated that they take a bus to reach the Harvey Metra Station. While this percentage exceeds the percentage at most Metra stations, there is currently very little pedestrian traffic between the two transit facilities.
- Pace has a 71-space parking lot located just west of the Pace Transportation center. Spaces in the lot are available for a daily fee of \$1.00, and are not heavily utilized.
- Data collected during June 2005 from Pace’s on-board data collection system was compiled to generate the typical boarding and alighting activity on a composite weekday for routes traveling through Downtown Harvey. *Table A-3* summarizes this ridership, and indicates that over 2,000 Pace bus passengers arrive at the Pace Transportation Center on a typical summer weekday (many of these in turn board other bus routes). In addition, several other bus stop locations throughout the Downtown generate measurable passenger activity.

Table A-3:
Composite Weekday Bus Passenger Activity in Downtown Harvey (June 2005)

Location	Boardings	Alightings	Total
Harvey Transportation Center	2,077	1,862	3,939
154 th / Broadway	18	23	41
154 th / Center	45	53	98
154 th / Turlington	2	10	12
154 th / Lexington to Page (8 stops)	50	48	98
154 th / Wood (Ingalls Hospital)	30	45	75
Park / 153 rd	45	30	75
Morgan / 159 th to 152 nd (3 stops)	45	48	93
155 th / Broadway and Center (2 stops)	11	21	32
Park / 156 th and 157 th (2 stops)	56	90	146

(Source: Pace)

- Pace, the RTA and the City of Harvey are implementing a traffic signal priority (TSP) demonstration project at the Harvey Transportation Center and along Halsted and 159th Streets, with completion expected in the Spring of 2007.

TRAFFIC CONDITIONS

Observations of existing traffic operations at selected intersections were conducted as part of background research prior to preparation of the Station Area Plan. General field observations of the existing street network, roadway conditions and traffic control systems were made within the Harvey Downtown area, and also along 159th Street (US Rte. 6) east to Halsted Street. Visual traffic counts were conducted on May 12th, May 17th and May 19th, 2005 during the AM and PM peak hour traffic periods at the intersections of 159th Street at Park Avenue and 159th Street at Halsted Street.

General observations and data collection for the traffic study included an area roughly bounded by 152nd Street to the north, 159th Street to the south, Halsted Street (IL Rte. 1) to the east and Turlington Avenue to the west. 159th Street is designated by IDOT as a Strategic Regional Arterial (SRA). Park Avenue and Halsted Street are classified by IDOT as minor

arterials. While IDOT has jurisdiction over Park Avenue, Cook County performs regular maintenance of the right-of-way.

Downtown (154th Street and Park Avenue)

Operational Issues

Traffic operations in the Downtown area near the Harvey Metra Station function adequately. No problems were observed in the area due to traffic volumes, roadway geometrics or traffic signal timing of signalized intersections. The skew of Park Avenue creates a large number of angled intersections, spaced closely together with only stop sign control (Turlington Avenue, Center Avenue, Broadway Avenue, Main Street) that may cause driver confusion when traveling throughout the Downtown area.

Emergency Vehicle Access

No adverse traffic conditions were observed that may affect emergency vehicle access in the Downtown area near the Harvey Metra Station. Existing at-grade railroad crossings located at Park Avenue, Broadway Avenue and Center Street may affect emergency vehicle access, however several different routes are available to enter and exit the study area.

Recommendations

Within the area surrounding the Harvey Station, possible street closures at the intersections of Park Avenue with Broadway Avenue and Main Street are recommended. Traffic patterns in the area will not be adversely impacted with these closures and unnecessary conflict points will be eliminated along Park Avenue. These potential closures will help to facilitate positive traffic flow in and out of the Harvey Station area along Park Avenue. Any potential street closures, street cross-section changes, new on-street parking or intersection configuration/signalization changes will need to be designed to allow unimpeded access and adequate turning radii for Pace buses traveling to and from the Pace Transportation Center and minimize potential driver confusion. Improvements within the Park Avenue right-of-way will be subject to review and approval by IDOT.

159th Street (US Rte. 6)

Operational Issues

Significant operational issues were observed along 159th Street, escalating both east and west of the Canadian National/Illinois Central Railroad (CN/IC) viaduct over 159th Street, namely at the intersections with Park Avenue (just west of the viaduct) and Center Street/West Avenue (just east of the viaduct). Excessive delays are experienced by drivers due to congestion, as 159th Street is operating with traffic volumes near or greater than the design capacity at the intersections.

The major disruption of traffic flow is caused by the reduction of lanes when traveling east or west under the CN/IC viaduct. The CN/IC Intermodal Facility, located primarily south of 159th Street and west of Park Avenue and Center Street/West Avenue, is a major destination point for semi-tractor trailer truck traffic traveling along the Tri-State Tollway. Southbound Tri-State truck traffic exits at 159th Street while northbound Tri-State truck traffic exits at Halsted, traveling north to 159th Street. The entrance for the Intermodal Facility is just north of 159th Street along West Avenue and the exit is just south of 159th Street along Center Street. Vehicular backups occur when trucks making the eastbound 159th Street to northbound West Avenue left-turn, as well as the northbound Center Street to westbound

159th Street left-turn, must wait for an adequate gap in traffic to safely accomplish the turning maneuver. The movements adversely impact all directions of traffic along 159th Street during the morning and evening peak hours.

Accident Analysis

Accident information along 159th Street was obtained from the Illinois Department of Transportation (IDOT) for the most recent available three year period of 2001 to 2003. Accidents were analyzed along 159th Street from Loomis Avenue to Halsted Street. A total of 275 accidents were reported with 83 rear-end accidents (30.2%), 33 sideswipes (12%), 68 turning (24.7%), 58 angle (21.1%) and 33 accidents classified as other (12%). Accidents classified as other include fixed objects, parked cars, pedestrians and bicyclists. The accidents for years 2001 to 2003 are summarized in *Table A-4*.

Table A-4

**Accident Data
159th Street (US Rte. 6), Loomis Avenue to Halsted Street
2001 - 2003**

Intersection of 159th Street and	No. of Occurrences	Rear End		Sideswipe		Turning		Angle		Others	
		#	%	#	%	#	%	#	%	#	%
Loomis Avenue	8	3	37.5%	2	25.0%	0	0.0%	1	12.5%	2	25.0%
	37	9	24.3%	10	27.0%	8	21.6%	10	27.0%	0	0.0%
Park Avenue	49	22	44.9%	4	8.2%	12	24.5%	8	16.3%	3	6.1%
	20	13	65.0%	3	15.0%	0	0.0%	0	0.0%	4	20.0%
Center St. / West Ave.	20	3	15.0%	1	5.0%	11	55.0%	2	10.0%	3	15.0%
	92	18	19.6%	12	13.0%	17	18.5%	28	30.4%	17	18.5%
Halsted Street	49	15	30.6%	1	2.0%	20	40.8%	9	18.4%	4	8.2%
Totals	275	83	30.2%	33	12.0%	68	24.7%	58	21.1%	33	12.0%

Source: IDOT

A significant number of accidents occurred at the intersection of 159th Street with Park Avenue in 2001, 2002 and 2003. Of the total number of accidents, 33% (89) occurred at Park Avenue through Center Street/West Avenue with 38 being rear-end (43%) and 28 involving turning collisions (31%). These accidents can be attributed to the reduction of traffic lanes at the CN/IC viaduct when approaching from the west and also inadequate geometrics to accommodate the existing traffic volumes.

Emergency Vehicle Access

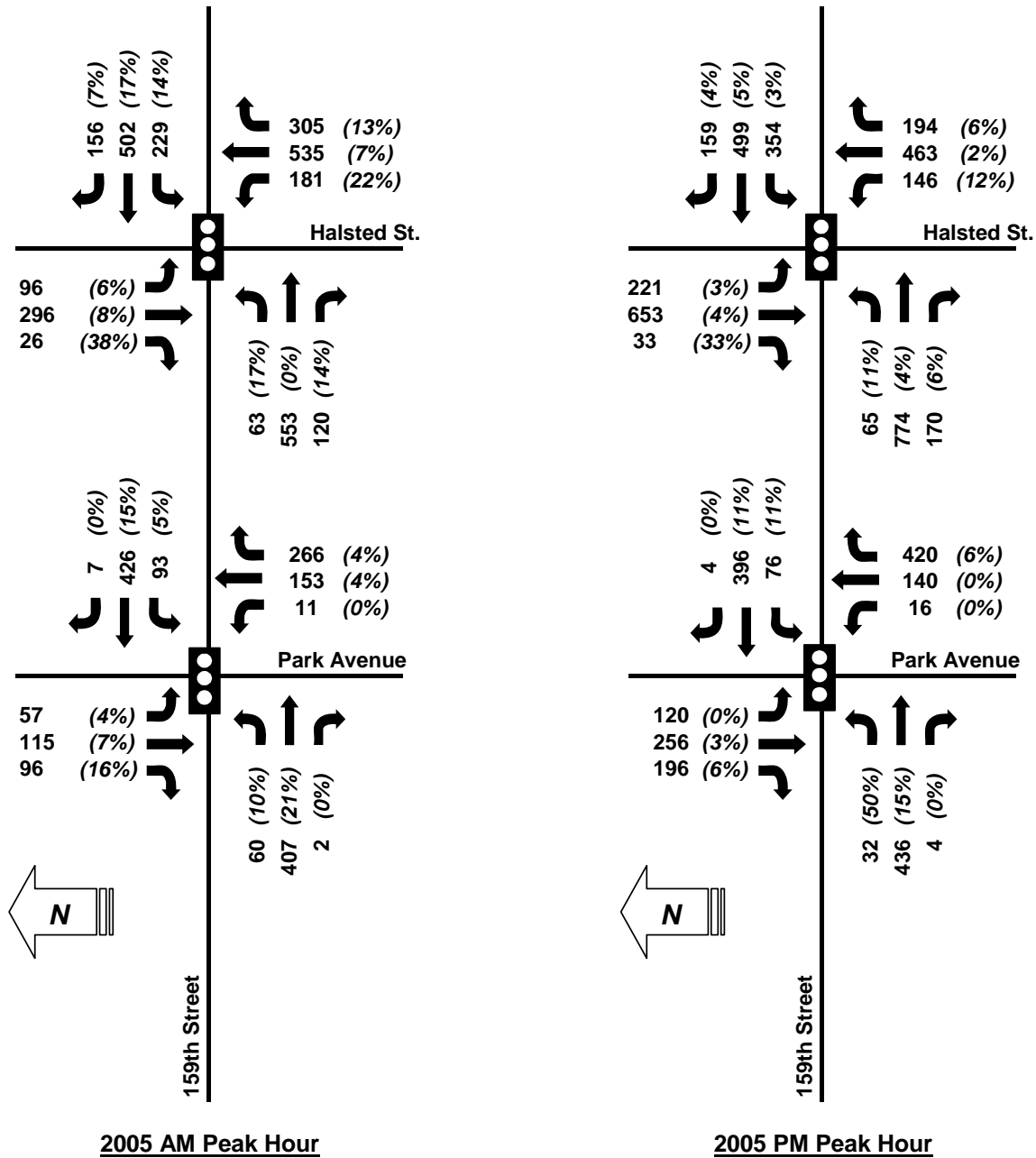
Traffic volumes and the current operations along 159th Street near the CN/IC viaduct may prohibit adequate response times for emergency vehicles traveling eastbound and westbound along 159th Street.

Traffic Operations

Average daily traffic (ADT) volumes and intersection turning movement volumes are comprised of information gathered from sources including IDOT and manual counts conducted by HNTB. The 2003 ADT on 159th Street is approximately 25,500 vehicles west of Halsted Street and approximately 24,200 vehicles east of Halsted Street. Visual traffic counts were conducted May 12th, May 17th and May 19th during the AM and PM peak hour traffic periods at the intersections of 159th Street at Park Avenue and 159th Street at Halsted Street. The weekday AM and PM peak hour traffic volumes and corresponding truck percentages are illustrated in *Table A-5*.

Table A-5

2005 AM and PM Peak Hour Traffic Volumes
159th Street (at Halsted Street and Park Avenue)



Legend

- 1000 2005 AM or PM Peak Hour Volume
- (1%) AM or PM Heavy Vehicle %

IDOT Combined Location / Design Report of US Rte. 6

IDOT completed a final Combined Location/Design Report for US Rte 6 (159th Street) from the Tri-State Tollway (I-294) to IL Rte. 1 (Halsted Street) in January, 2000. The study investigated the need for improvement for 159th Street as an important east/west roadway facility following designation as a Strategic Regional Arterial (SRA) by IDOT in 1995. Prior to the completion of the Combined Location/Design Report, IDOT completed a final Bridge Condition Report for the CN/IC viaduct over 159th Street in February, 1999. This report recommended replacement of the current structure to accommodate the proposed geometrics for the 159th Street SRA, a proposed 5-lane cross-section.

159th Street in the study area currently consists of a four-lane undivided cross-section. The existing cross-section is reduced to one lane in each direction east of Park Avenue due to the narrow CN/IC viaduct between Park Avenue and Center Street/West Avenue. The roadway resumes the four-lane undivided cross-section east of Center Street/West Avenue.

Improvements recommended in the IDOT report consist of a five-lane cross-section that includes two through lanes in each direction with a two-way left turn lane. At the 159th Street intersection with Park Avenue, an exclusive westbound to southbound left-turn lane is proposed with storage length modifications to the existing northbound to westbound, southbound to eastbound and eastbound to northbound left-turn lanes. Center Street is proposed to be realigned with West Avenue to eliminate the existing intersection offset. This realignment will improve operations at the intersection(s) and allow for a possible future signal installation when warranted. The intersection is to be widened along Park Avenue and Center Street with proposed exclusive left-turn lanes in each direction. Additionally, a westbound 159th Street to northbound West Avenue right-turn lane is proposed. The proposed geometrics accommodate the heavy percentage of turning semi-tractor trailer trucks. The existing geometric configurations at the intersection of 159th Street with Halsted Street remain with the addition of a southbound Halsted Street to westbound 159th Street right-turn lane and radii modifications to accommodate the semi-tractor trailer truck traffic.

The study included intersection design studies (IDS) for the intersections of US Rt. 6 with Park Avenue, Center Street/West Avenue and Halsted Street. Capacity analyses at the three intersections were completed using 2020 projected traffic volumes and proposed intersection features following methodology outlined in the *Highway Capacity Manual* (HCM). Intersection level of service (LOS) refers to the overall quality of flow at the intersection and represents reasonable ranges in control delay. The LOS ranges from very good (LOS A) to very poor (LOS F) with an LOS C being desirable and LOS D being acceptable. The Center Street/West Avenue intersection was analyzed as a stop controlled intersection. The proposed improvements provide the following intersection delays (seconds per vehicle) and corresponding intersection LOS for the signalized intersections. Delays only for the unsignalized intersection at 159th Street and Center Street/West Avenue are also provided. The analyses were completed for the design year 2020 projected traffic volumes.

159th Street & Park Avenue	Delay: 18.9 (AM)	36.0 (PM)
	LOS: C (AM)	D (PM)
159th Street & Center St. /West Ave. (unsignalized intersection)	Delay: 2.3 (AM)	6.0 (PM)
	(eastbound & westbound directions)	
159th Street & Halsted Street	Delay: 18.0 (AM)	30.2 (PM)
	LOS: C (AM)	D (PM)

Recommendations

The proposed improvements along 159th Street are in the 2006-2011 IDOT Program with a possible construction date beginning in 2007 or 2008. These improvements will reduce congestion, the potential of accidents, delays and vehicle backups along 159th Street. The roadway capacity will be increased and improved with the proposed improvements, accommodating the large percentage of heavy vehicles resulting from the CN/IC Intermodal Facility and other industrial facilities in the project study area. It is recommended that observations be made following the construction of the proposed improvements along 159th Street to adequately assess the operational issues in order to determine if additional improvements should be investigated. This observation would include possible traffic signalization at the intersection of 159th Street with Center Street/West Avenue if traffic volumes warrant the installation.

E. DEMOGRAPHICS AND MARKET POTENTIAL

The following summarizes the salient findings and conclusions of the market analysis prepared by Valerie S. Kretchmer Associates, as discussed in the Station Area Plan. The complete market analysis is available under separate cover.

DEMOGRAPHICS

1. The transit-oriented development area is generally considered to be within 1/4 and 1/2 mile from the Harvey Metra Station. The area within 1/4 mile of the Harvey Metra Station is lower in income than the area within 1/2 or 1 mile of the Harvey Metra Station. This is due in part to a higher share of low-income senior citizens living in the YMCA senior building. The 2004 median household income in Harvey is \$34,119 compared to \$17,087 within 1/4 mile of the Harvey Metra Station. Within 1/2 and 1 mile of the station, the household incomes are similar to the citywide income level.
2. The area within 1/4 mile of the Harvey Metra Station has a very low share of owner-occupied housing units and a higher vacancy rate than the City as a whole.
3. The City of Harvey has an increasing number of Hispanic residents and the area within 1/4 mile of the Harvey Metra Station has a higher share of residents who are Hispanic than the City as a whole.
4. There are just over 400 employees working within 1/4 mile of the Harvey Metra Station. The number of employees increases dramatically within 1 mile of the station to more than 11,000. One of the City's largest employers, Ingalls Memorial Hospital, is within 1 mile of the station, as are some larger industrial firms.
5. There are over 1,600 households in the City of Harvey over 65 years of age. About half of these households earn less than \$30,000 per year, the maximum allowable income for most affordable housing programs.

RETAIL DEVELOPMENT POTENTIAL

1. There are several competing retail locations within the market area of Downtown Harvey. The largest retail nodes in the City are located along Dixie Highway, 147th Street and 159th Street. These have better visibility and access than Downtown sites.
2. Harvey residents indicated that they often shop outside of the City -- in Homewood along Halsted Street, in South Holland along 159th Street and in Calumet City at River Oaks.
3. Harvey's 2003 total retail sales were \$173.3 million. Total retail sales increased in Harvey over the past four years, due to increased sales in the automotive, general merchandise (department, discount and variety stores) and food categories. However, sales decreased in the eating and drinking, apparel, furniture, household and radio, lumber, building and hardware, and drugs and miscellaneous retail categories.
4. In 2003, Harvey's per capita retail sales were only 59% that of Cook County's. Per capita sales were well below the average for Cook County in all retail categories except for automotive. This means that Harvey is losing sales to other communities.
5. Harvey's total retail store sales potential is approximately \$174 million based on potential retail expenditures of Harvey residents. With the additional retail potential from residents of neighboring Dixmoor and Phoenix, the total retail store potential is over \$211 million. While the aggregate total retail store sales potential is similar to the total retail sales in

the City, Harvey's sales are well below the store potential for most retail categories. Other than automotive sales, Harvey loses a considerable amount of potential retail sales to neighboring communities.

6. There are plans for new retail development along Dixie Highway, Halsted Street and on 147th Street east of the 147th Street (Sibley) Metra Station. These sites will compete with Downtown Harvey for many potential retail tenants. Dixie Highway and 147th Street may attract larger retailers given the size of the available sites compared to those available Downtown.
7. Downtown's retail niche will most likely be small scale convenience-oriented stores, services and restaurants that will target nearby employees, commuters and residents living close by. Downtown should be able to attract restaurant business from employees and visitors to Ingalls Memorial Hospital, a significant potential draw.
8. In the near term, Downtown should be able to support an additional 10,000-15,000 square feet of retail and restaurant space. This assumes that ongoing initiatives to improve the appearance and maintenance of the area will continue. As the image of the area continues to improve and additional residential units are built in and adjacent to Downtown, it should be able to support an additional 10,000-15,000 square feet of retail and restaurant space.

OFFICE DEVELOPMENT POTENTIAL

1. Harvey has very little multi-tenant office space available for lease. The employment base is not oriented to business, financial and professional services companies. Rather, the largest employment sectors are health care and manufacturing.
2. Ingalls Memorial Hospital has sufficient office space on its campus on Wood Street and several medical practices are located proximate to the hospital. The hospital has no plans at present for additional office space.
3. There could be a limited market for office space Downtown geared to small doctors' offices, non-profit, social service or governmental organizations. Without an anchor tenant, the market is not likely to support more than 5,000-7,500 square feet of office space in a new building in the near term. An anchor tenant should be actively pursued to support this potential for small offices in the Downtown.
4. A public or institutional anchor, such as a state agency or educational institution, could be a candidate to occupy a significant office space in the Downtown.
5. The multi-tenant office market in nearby suburbs has a significant amount of vacant space in good quality buildings, thus it may be difficult to attract larger private tenants Downtown in the near term.

RESIDENTIAL DEVELOPMENT POTENTIAL

1. The market will supply a high number of affordable senior housing units compared to the number of income-eligible senior citizens once the two new senior buildings planned by the Harvey YMCA are built. Thus, there is not likely to be additional demand for more senior housing Downtown without impacting occupancy in the other senior buildings.
2. There are many locations competing with Downtown Harvey for residential development. Based on current plans in the City, there are eight sites that could be developed with hundreds of new housing units, much of it with townhomes. The townhome market is untested in Harvey, and thus it is difficult to gauge how large this market really is. Most

buyers will prefer a single-family detached house, but could be attracted to a townhome if they can't afford a new detached house.

3. Townhomes priced from \$125,000-\$150,000 for 3 bedrooms from 1,300-1,800 square feet should be marketable adjacent to the Downtown on the blocks along 154th Street west of Center Avenue. New homes at this price will fill a void in the community. Real estate taxes are high in Harvey, impacting the amount that can be charged for new housing units.
4. It will be important to have enough units built at this location to make a significant impact and create a sense of community. Security will be a concern, but a gated type of development may not achieve the City's long term goal to create a stable and cohesive neighborhood.
5. The market is not likely to support a mid-rise condominium building with or without ground floor retail space in Downtown Harvey within the next five years. The typical Downtown condominium buyer in other communities is an empty nester downsizing from a single family home. The median price of existing homes in Harvey at \$90,000 is well below what a new two bedroom condominium is likely to cost. Realtors active in and around Harvey did not view Downtown as a likely location to attract enough younger, childless buyers in the near term.
6. If improvements occur in the Downtown in the next three to five years, there could be an opportunity for a mid-rise condominium building with 20-30 units in five to ten years. However, prices would need to be from the low \$100,000s to \$150,000 at most depending on unit size, in today's dollars.
7. Mixed-use projects combining retail and residential uses are not likely in the near term as prospective buyers will be more concerned about security in a mixed-use than single-use building due to the configuration of building entrances and garage parking.

F. PRELIMINARY COST ESTIMATES FOR PROPOSED PUBLIC IMPROVEMENTS

Preliminary "order of magnitude" cost estimates for public improvements depicted and discussed within the Harvey Station Area Plan are presented below. These figures are provided as rough estimates of potential costs in 2005 dollars. Streetscape enhancement costs are presented based upon a typical block length of 600 feet and presume improvements to both sides of the street. Roadway reconstruction costs are listed as a separate line item, because in some cases it may be feasible to install streetscape enhancements without significant roadway reconstruction being necessary.

Based upon the total street length the City is considering improving at any given time, the cost factor for a typical 600 foot length should be multiplied as appropriate, with the additional cost per typical intersection included, to arrive at a rough estimate of total project costs. More definitive project cost estimates will need to be developed, based upon a detailed site condition assessment, preliminary design and engineering work, and preliminary specifications of desired materials and finishes.

STREETSCAPE ENHANCEMENTS

Commercial Area (by block or 600 linear feet):

Park Avenue (Option A1 per Figure 9)	
Sidewalk/Parkway improvements	\$220,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$390,000.00
<i>Including demolition, asphalt paving, curb, median, irrigation, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$625,000.00

Park Avenue (Option A2 per Figure 9)	
Sidewalk/Parkway improvements	\$220,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$390,000.00
<i>Including demolition, asphalt paving, curb, median, irrigation, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$625,000.00

Park Avenue (Option B1 per Figure 9)	
Sidewalk/Parkway improvements	\$250,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$300,000.00
<i>Including demolition, asphalt paving, curb, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$565,000.00

Park Avenue (Option B2 per Figure 9)	
Sidewalk/Parkway improvements	\$245,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$390,000.00
<i>Including demolition, asphalt paving, curb, median, irrigation, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$650,000.00

154th Street (per Figure 10)	
Sidewalk/Parkway improvements	\$225,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$190,000.00
<i>Including demolition, asphalt paving, curb, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$430,000.00

Broadway (per Figure 10)	
Sidewalk/Parkway improvements	\$225,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$204,000.00
<i>Including demolition, asphalt paving, curb, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$444,000.00

Broadway (Option C1 per Figure 10)	
Sidewalk/Parkway improvements	\$225,000.00
<i>Including demolition, lighting, trees, landscaping, paving, and basic furnishings</i>	
Roadway improvements	\$235,000.00
<i>Including demolition, asphalt paving, curb, landscaping</i>	
Additional enhancements	\$15,000.00
<i>Including banners, furnishings, seasonal planting</i>	
Total unit cost per block or 600 linear feet	\$475,000.00

Residential Area (by block or 300 linear feet):

Sidewalk/Parkway improvements	\$158,000.00
<i>Including demolition, lighting, trees, landscaping, and paving</i>	
Roadway improvements	\$15,000.00
<i>Including demolition, curb, landscaping</i>	
Total unit cost per block or 300 linear feet	\$173,000.00

Intersection (typical):

Sidewalk/Parkway improvements	\$37,000.00
<i>Including demolition, roadway paving, and sidewalk paving</i>	

PUBLIC OPEN SPACES

154th & Broadway (Downtown Plaza, per Figure 11) <i>Including demolition, lighting, trees, landscaping, surface parking, and paving</i>	\$230,000.00
154th & Turlington (neighborhood park, per Figure 13) <i>Including demolition, lighting, trees, landscaping, and paving</i>	\$125,000.00
Old City Hall (green space around building, per Figure 13) <i>Including demolition, lighting, trees, landscaping, street closure, and paving</i>	\$100,000.00
153rd & Park (gateway park, per Figure 8) <i>Including demolition, lighting, trees, landscaping, and paving</i>	\$105,000.00
155th & Park (gateway park, per Figure 8) <i>Including demolition, lighting, trees, landscaping, and paving</i>	\$70,000.00

SURFACE PARKING LOTS

154th & Broadway (southwest of intersection, per Figure 11) <i>Including demolition, lighting, trees, landscaping, surface parking, and paving</i>	\$230,000.00
154th & Center (behind Old City Hall, per Figure 13) <i>Including demolition, lighting, trees, landscaping, surface parking, and paving</i>	\$150,000.00