SECTION 5: ***ILLUSTRATIVE PLANS***

This section presents a series of plans that illustrate how select key opportunity sites as presented in the previous section might eventually be improved and redeveloped, consistent with the policies, guidelines, and recommendations presented within this Plan.

The illustrative plans include the following and are located at the end of this section:

Opportunity Site 8

Scenario A

- **Figure 17** illustrates Scenario A site concept plan for Opportunity Site 8 which includes the following uses:
  - Three limited service hotels
    +/- 125 – 150 rooms each
    +/- 1,500 sq ft of meeting space per hotel
  - Conference Center, (+/- 50,000 sq ft)
  - Two casual dining restaurants (+/- 10,000 sq ft each)
  - Office/Flex Space Development (+/- 150,000 sq ft)

- **Figure 18** illustrates the perspective view of the above Scenario A Program.

Scenario B

- **Figure 19** illustrates Scenario B site concept plan for Opportunity Site 8 which includes the following uses:
  - One full-service hotel
    +/- 225 - 250 rooms
  - Conference Center, (+/- 50,000 sq ft)
  - Commercial/Retail (+/- 40,000 sq ft)
  - Office/Flex Space Development (+/- 150,000 sq ft)

Figure 20 illustrates the perspective view of the above Scenario B Program.

Opportunity Site 4

- **Figure 21** illustrates examples of potential types of residential developments that could be developed along 47th Street (Opportunity Site 4). These examples are not meant to be site- specific and are intended only to help the reader visualize how 47th Street could be redeveloped with various housing types.

Note on Graphic Presentation

In order to describe and convey the various policies, guidelines, and recommendations, the graphics presented on the following pages show the location and arrangement of buildings, access drives, parking areas, and open spaces.

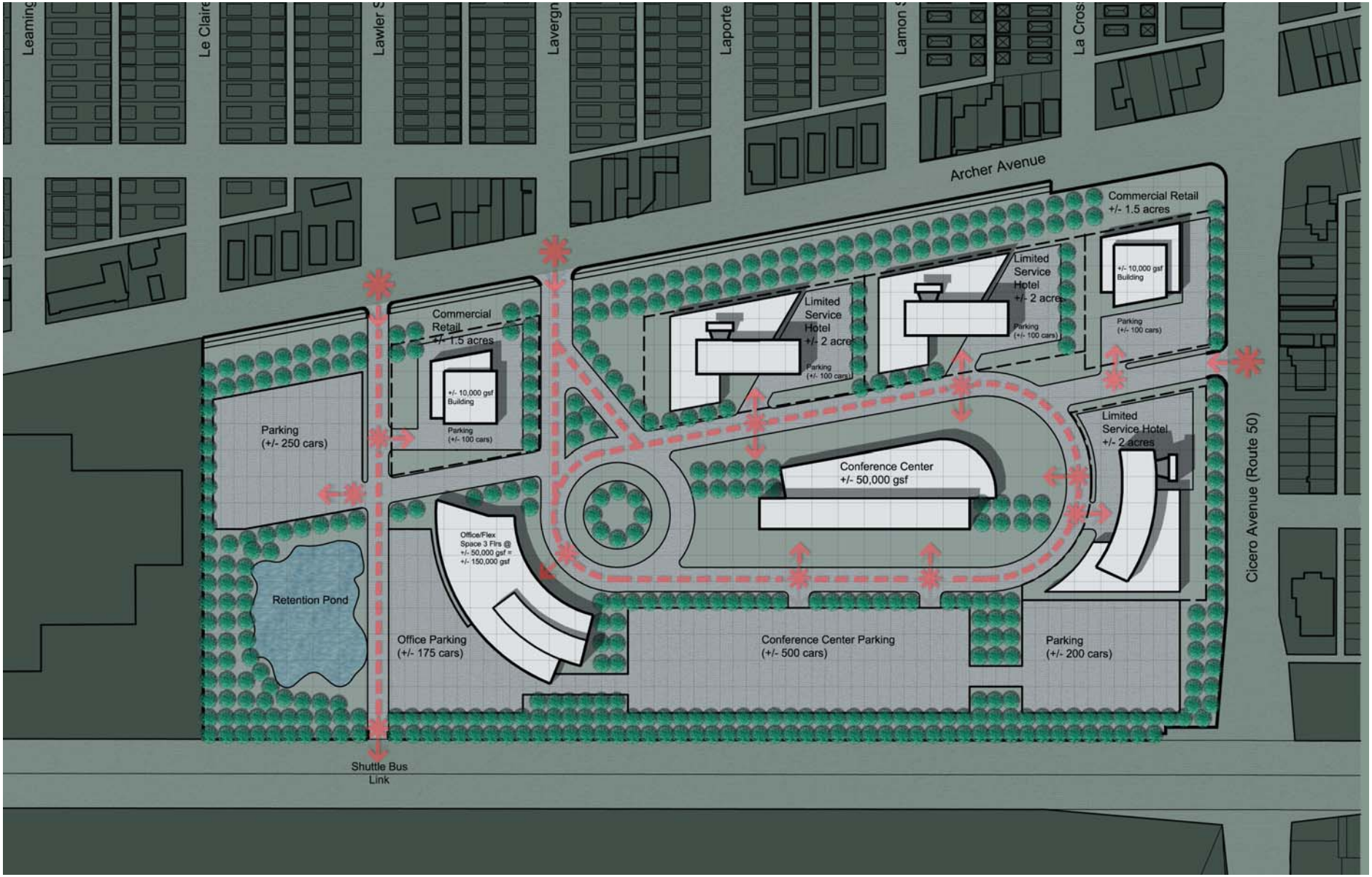
However, it should be emphasized that these are shown for ***illustrative purposes only.*** They are not intended to be architectural plans or final design solutions. They are not intended to limit creativity or to restrict the final design for any specific property.

Rather, the graphics illustrate the mix of uses and the scale, pattern, and character of new development called for in the Plan.

If a specific property is redeveloped in the future, the City should work closely with architects, owners, and developers to formulate high-quality site and building design solutions, consistent with the principles and guidelines established in the final Plan.

Figure 17:

Site Concept Plan, Opportunity Site 8 ã Scenario A



Prepared By: Gonzalez Hasbrouck • URS • TPAP

Figure 18:
Perspective View, Opportunity Site 8 ã Scenario A

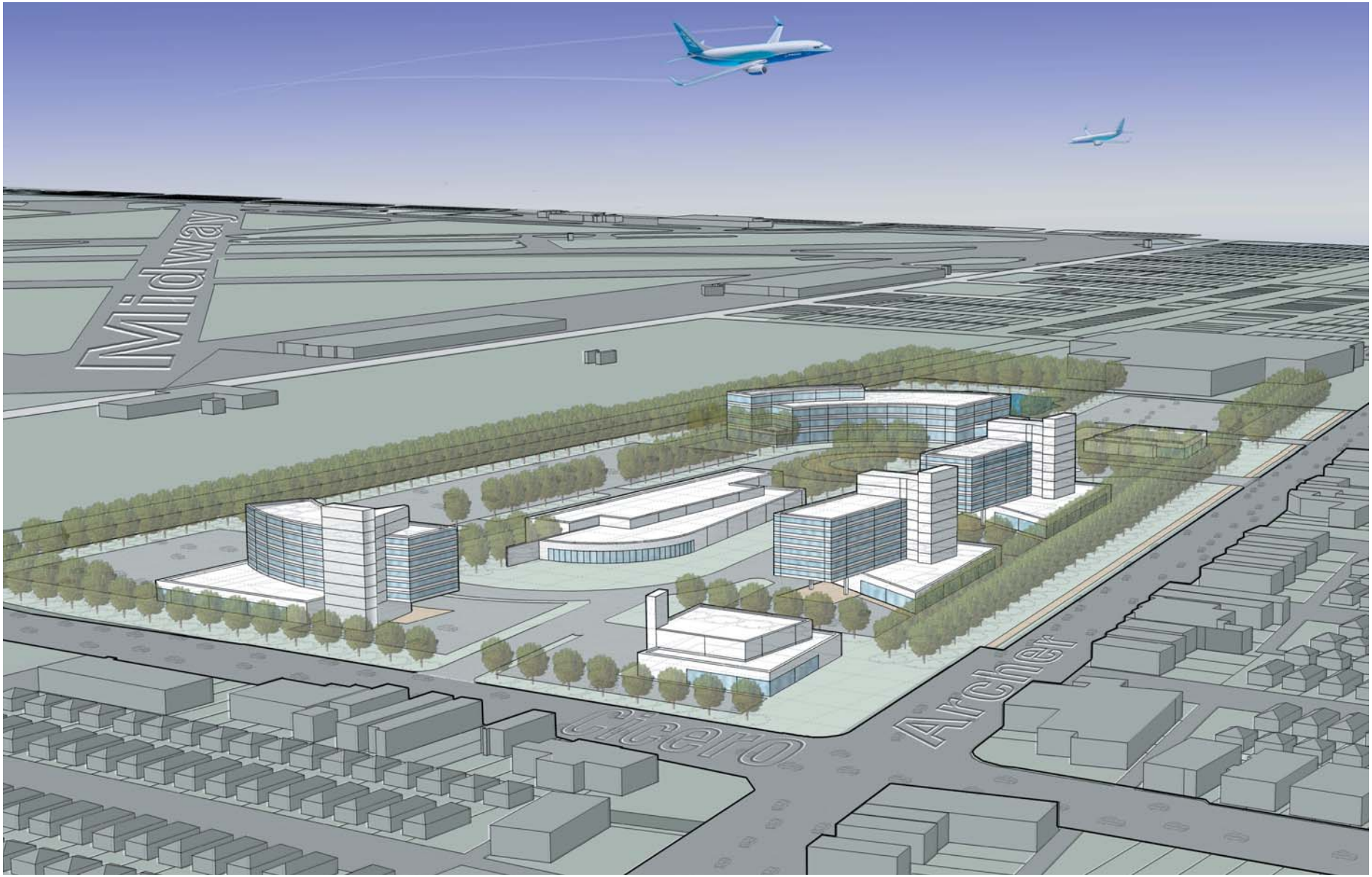


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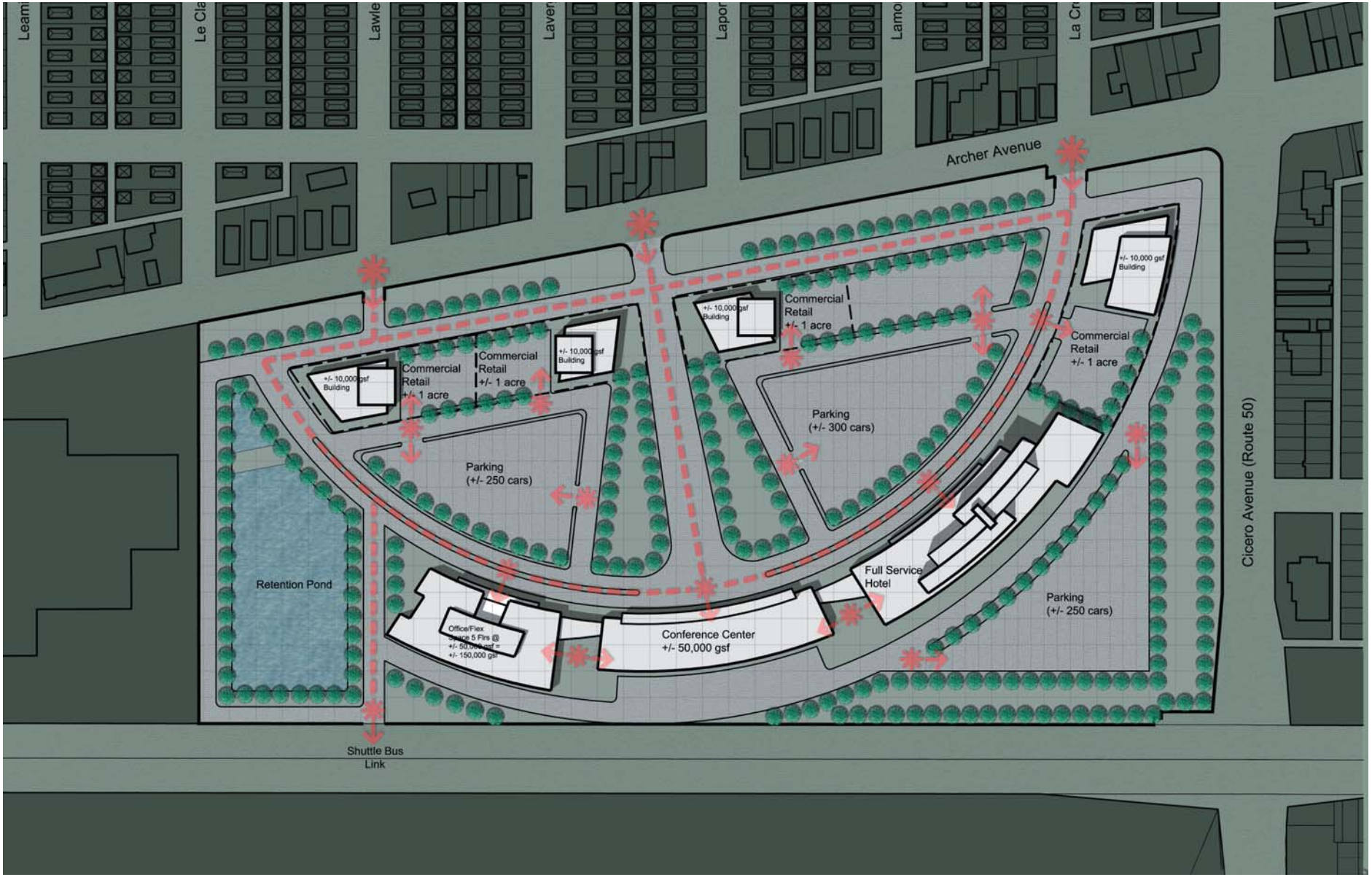
Figure 19:
Site Concept Plan, Opportunity Site 8 ã Scenario B

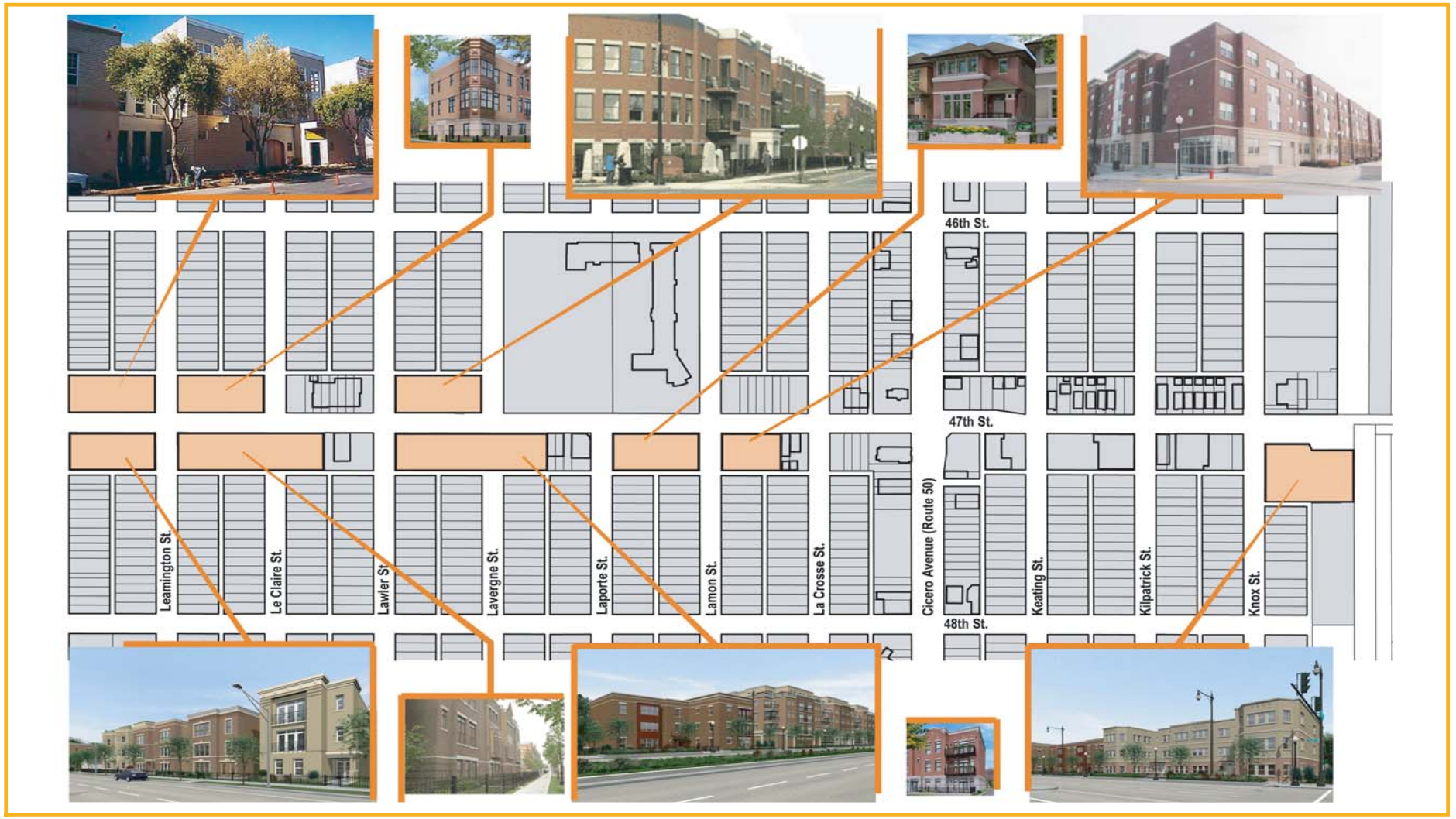


Prepared By: Gonzalez Hasbrouck • URS • TPAP

Figure 20:
Perspective View, Opportunity Site 8 ã Scenario B

Prepared By: Gonzalez Hasbrouck • URS • TPAP

Figure 21:
Illustrative Examples of Potential Residential Development - 47th Street



SECTION 6: ***DESIGN GUIDELINES***

Previous sections of the Plan present recommendations for opportunity sites that could accommodate new commercial, mixed-use, and residential development.

The design guidelines presented in this section address new buildings, site development, and public improvements within the Study Area.

Purpose of the Design Guidelines

The design guidelines should be used by the City of Chicago to promote high-quality and compatible improvements and new developments within the Study Area. The guidelines address both the public and the private realms of the corridor.

In general, the design guidelines strive to:

1. Promote private improvements and developments that will help create an exciting modern mixed-use area for the Study Area.
2. Foster new development that complements Midway Airport, nearby commercial areas, and adjacent residential areas, but also creates distinctive new focal points and activity areas.
3. Establish a development pattern that encourages more significant and safer pedestrian activity, while still accommodating public transit, automobile traffic, and parking.
4. Promote a level of quality, compatibility, and consistency that will help make the Study Area an environment for shoppers, residents and act as a positive "window" for visitors to Chicago.
5. Encourage public improvement projects within the Study Area that address streets, sidewalks, streetscapes, and pedestrian amenities.

Implementation of the Design Guidelines

The design guidelines should be used by the City of Chicago, the Planning and Zoning Commissions, and other Boards and Agencies in reviewing plans and proposals for new projects and improvements within the Study Area. The design guidelines are "supplements" to the City's Zoning Ordinance and other applicable codes and ordinances.

Architects, property owners and developers should also use the guidelines as a reference as they prepare plans for new commercial, mixed-use, and residential developments.

While architectural styles need not be the same, new buildings, particularly those within the same block, should be generally compatible in terms of building height, massing, proportion, materials, and color. While the design guidelines are specific enough to ensure design compatibility, they are also flexible enough to allow for individual creativity on the part of property owners, architects, and builders.

It should be emphasized that the guidelines *do not* attempt to dictate architectural styles or "make all the buildings look the same." Rather, they strive to promote a level of quality, compatibility, and consistency that will help make the Study Area unique and distinctive.

Commercial, Office and Mixed-Use Development

The Study Area includes a diverse mix of commercial uses, including retail establishments, business and personal services, office uses, hotels, restaurants, and auto-oriented commercial uses. Existing commercial uses should be improved and new commercial development should be promoted.

Favorable demographics, coupled with a significant employment base and residential population, create a very desirable market for new commercial development within the Study Area. In addition, the area has good accessibility, good visibility, and convenient public transportation.

Commercial development within the Study Area should be designed to capture the markets created by nearby residential areas, employees, passing motorists, and visitors to Midway Airport. The close proximity of stores and businesses to adjacent neighborhoods can also create convenient shopping opportunities that benefit both customers and merchants.

To be successful, commercial development within the Study Area must include a healthy mix of stores and businesses, and it must have good accessibility and visibility to both pedestrians and automobile traffic. Several "opportunity sites" have been identified with potential for new commercial development.

New Contemporary Commercial


Healthy Commercial

Building Scale and Proportion

- New retail / mixed-use buildings should be one to four stories in height.
- Hotels, office developments, and residential constructions may be five to six stories in height, provided they are in character with the surrounding area and consistent with Zoning districts within the Study Area.
- Hotels should be set back from the roadway and extensively landscaped around the perimeter of the site. Good examples of landscaping for hotels and office developments are the Holiday Inn Express and the Hampton Inn, located on the west side of Cicero Avenue, just south of Midway Airport.
- All buildings within the same block should have a strong spatial and functional relationship to each other. Building design should express a single strong architectural theme within each individual development area.

Multiple Storefronts with Variety

Screened Parking

Building at Front Property Line

Edge Defining Wall Maintains Street Frontage

Commercial with Landscaped Perimeter plantings and Coordinated Signage

- The first floor of all new buildings should have a strong pedestrian orientation, with windows, attractive detailing, and convenient and "hospitable" entrances. Retail development should include display windows.
- Multiple storefronts in the same building should be visually compatible in terms of scale, alignment and storefront design. However, variations in signage, awnings, and storefront color may be allowed.
- The façades of large new buildings with multiple tenants should be visually divided into 20 to 30 foot "bays" to reflect a traditional commercial development pattern.
- Exterior building design features that can help distinguish the Study Area from other development areas should be encouraged. The Study Area should reflect its importance as a gateway to Chicago, the modern architecture at Midway Airport, and its importance as a neighborhood center.
- All of the existing strip centers within the Study Area should have screened parking with a landscape strip along the sidewalk. New centers should face the street and incorporate screened parking to the side or rear.

Building Placement and Orientation

- Buildings should have a strong visual and physical relationship to the street. Buildings should be attractive from both pedestrian and vehicular perspectives.
- New commercial buildings within the Study Area should face the street. The placement of buildings at irregular angles to the street should be avoided. However, corner buildings might take advantage of their prominent locations with angled or recessed corner entrances or other small setbacks.
- Buildings along the east-west side streets should be positioned near the corner. This development pattern will enhance visibility, add visual interest, and also improve pedestrian access to commercial establishments.
- In most blocks within the Study Area, new commercial and mixed-use buildings should be positioned at the front property line. In these locations, the street-wall should form a continuous line of buildings.
- In locations characterized by buildings with setbacks, side yards and surface parking lots, the street frontage should be maintained through the use of edge defining landscaping and decorative fencing.

Rooflines

- Blocks should be developed with common cornice lines that give a distinctive scale and massing to the development.

Contemporary Rooflines

- For commercial buildings with flat roofs, roof parapets should be used to create an interesting building profile and to hide vents and other rooftop equipment.
- Vertical architectural elements, such as clock towers or spires, should be considered as design "highlights" and used to a limited degree. These "highlights" should occur only at appropriate key node locations.

Building Materials

Masonry Construction with Architectural Accents

- Building materials used should have a minimum life cycle of 50 years. The use of faux materials or finishes is not recommended. Facade designs should not resemble gimmicks or trendy styles. The use of spandrel, reflective and tinted glass is not recommended.
- Recommended accent materials for commercial buildings should include stone, simulated stone, terra cotta, and wood and metal trim.
- While "exterior insulation finish systems" (EIFS) might be used in limited quantities as an accent material and on upper floors, they should not be employed as a primary building material or be used on the street level of a building.
- Rough-sawed wood, aluminum and vinyl siding, rustic shingles and shakes, and plastic or metal panels should not be permitted on commercial facades.

Colors

Glass and Sandstone Façade Highlights and Architectural Features of Building

- Color should be used to unite the elements of a façade and to highlight architectural features. However, the colors on individual buildings should complement and be compatible with the colors of other buildings within the same block.
- While the predominant colors for new buildings should be relatively muted and subtle, contrasting and complementary colors might be used to accent building components, highlight architectural elements, and add richness and variety to the commercial areas.
- Windows, doors and cornice trim should be highlighted with a complementary color.
- Ceramic tile, terra-cotta, brick, stone, and glass surfaces should not be painted.

Doors

Use of Awnings to Identify Entrance

- Doors on all buildings should be attractive and inviting to pedestrians. Recessed entrances and the use of awnings should be encouraged to define and protect entryways from the elements.
- Special attention should be given to the ornamentation around doors and windows.
- Entrance doors should have large areas of glass to promote visibility, rather than solid or windowless doors. Entry doors may have

accentuating colors that are complementary with the color scheme of the building.

- Multiple entrances should be encouraged along a block front with multiple tenants to enhance pedestrian activity and add visual interest to the street.
- Main entrances should be at the front of the building and should face the sidewalk. Corner buildings can take advantage of their prominent locations with angled corner entrances. Secondary entrances should be encouraged from public parking areas located at the rear of buildings.

Multiple Entrances Encourage Pedestrian Activity Along Block Frontage

Ground-Floor Windows

- Ground-floor windows should be employed in new construction. These windows add interest to the street and increase the feeling of safety.
- Display windows should include kick-plates below (glazing should not extend to the ground), with clerestory windows above. Display windows should account for approximately 60 to 70 percent of the ground floor façade of retail buildings.
- Window glazing should be clear or slightly tinted; dark, mirrored, or reflective glass should not be permitted on commercial storefronts.

Ground-floor Windows

Upper-Floor Windows

- Windows on the upper floors of new buildings should appear to be "punched" openings within a solid wall, rather than continuous rows of windows separated only by their frames, unless specifically in keeping with the architectural statement. Upper floor windows should be encouraged to be recessed, not flush with the surface of the building to create relief along the street-wall.
- Upper floor windows should be spaced evenly and symmetrically along the façade. Windows should be vertically proportioned and smaller than the windows on the ground floor.
- Curtain-wall window treatments might be employed in newer buildings along the corridor where appropriate.

Upper-Floor Windows and Patios

Awnings & Canopies

- Awnings and canopies should be encouraged to provide weather protection and to add visual interest at the street level.
- Awnings and canopies should be integrated into the design of the building façade and should be in character with the architectural style of the building.
- Simple pitched awning profiles, either fixed or retractable, are preferred. Awnings should be made of a canvas or durable fabric material that can be easily cleaned.

Pitched Canvas Awnings

Canvas Used to Compliment Building

Rear Parking

Dumpster Screening

Business Signage That Is To Scale And Compliments Architecture

Monument Sign

- The color of awnings and canopies should complement and enhance the overall color scheme of the building façade.
- Awnings should project no more than 6 feet from the building. An 8-foot clearance from the sidewalk to the underside of the awning is required.
- Awnings on upper story windows are not recommended.

Rear Properties

- The rear portions of all properties should be clean, attractive, and well maintained, particularly where these areas are visible to the public and are adjacent to residential areas.
- New buildings should have attractive rear façades that are "comparable" to front façades.
- All service entrances, dumpsters, and loading facilities should be located at the rear of buildings; they should be screened from view along sidewalks and roadways through the use of masonry walls and/or evergreen plantings.
- A 7-foot wide landscape strip, plus decorative fencing, should be used when a service yard or loading area is adjacent to residential uses.

Building Signage

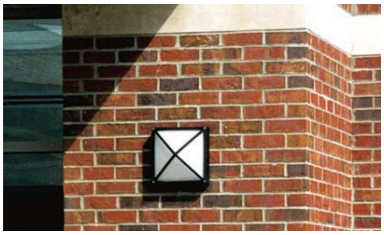
- Exterior building signs should be limited to business identification and description; exterior advertising signs should not be permitted. The size, material, color, and shape of building signs should complement the architectural style and scale of the building.
- Free-standing signage should not be permitted within the commercial areas, except for shared, low-profile monument signs for multi-tenant properties. One monument sign per development area should be permitted.
- Monument signs should be attractively landscaped and constructed of material similar to the primary building on the site. The size, material, color, and shape of building signs should complement the architectural style and scale of nearby buildings.
- The letters of a monument sign should be internally illuminated with a white light source. External illumination may not be appropriate due to the light levels along the corridor.
- Pole signs, pylon signs, and billboards for individual businesses should not be permitted within the Study Area.

Tenant Signs

- A signage band should be incorporated into the design of the front façade, situated above the storefront and below the upper floor windows. Lettering should be compatible with the design of the buildings.

Tenant Signage

Banner –Type Placard Signage



Building Accent Light

- When a building contains multiple ground-floor tenants, signage for all businesses should be compatible in design, color and placement.
- Projecting placard signs may extend out from the front face of the building. Placard signs can be round, square or vertical, mounted from the face of the building at the second floor level. These signs should be mounted on fixed hardware; swinging or chain mounted signs should not be permitted.
- Street numbers should be prominently displayed at the main entrance of every business and be clearly visible from the street, sidewalks, and adjacent parking lots.
- Wall-mounted signage should not project above the cornice line or be mounted on the roof of a building.

Building Lighting

- Exterior building lighting should be carefully designed. Incandescent and low voltage lighting may be allowed. Fixtures should be in keeping with the style of the building façade.
- Building lighting should focus on accenting building signs, promoting a sense of safety and security for pedestrians, and enhancing architectural details.
- Incandescent lighting creates a warm atmosphere and should be encouraged; if neon lighting is used, colors should be compatible with and complement the façade of the building.
- Lighting in service areas should be designed to avoid spill-over into adjacent residential areas and should incorporate full–shield cutoffs to contain light within the service areas.

Planters and Street Trees

Private Landscaping and Site Improvements

Midway Airport has implemented very attractive landscaping, trees and flowers on the perimeter of the airport property. The City of Chicago should encourage this landscape treatment on other properties within the Study Area.

- All private landscaping should conform to the guidelines and requirements set forth in the City of Chicago Landscape Ordinance.
- Planters and landscaped areas should be encouraged adjacent to buildings and to buffer parking and service areas. Plantings should consist of low evergreen or deciduous shrubs planted in conjunction with low-growing annual or perennial plants and groundcover.
- Outdoor seating areas, such as those provided by restaurants, should be well landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and access drives.

Outdoor Restaurant Seating

Landscaped Parking

Trees in Parking Lot

Ornamental Brick Wall Screening Parking

Ornamental Fence

- Maintenance programs should be established to ensure that private landscaping is adequately cared for and that its value is retained over time. Regular maintenance should include turf mowing, periodic fertilization, pruning, weeding, and clean-up of litter and debris.

Parking Lots

Midway Airport has improved surface parking lots in the surrounding area. These parking lots are extensively landscaped and have decorative fencing along the sidewalks. The City should consider extending these treatments in other portions of the corridor.

While adequate parking is essential, the Study Area should be improved and redeveloped in a manner that encourages safe and convenient pedestrian access and circulation in order to reduce the reliance on automobile travel and reduce the need for "more and more" parking.

Commercial and business patrons will continue to be attracted to the area from outside the immediate neighborhoods. The employees of local businesses will also require adequate parking spaces.

- Parking lots within commercial areas should be located within a convenient walking distance of all commercial establishments.
- Parking lots should be shared between multiple stores and businesses to allow for a more efficient lot layout and to minimize access drives. Cross access between adjacent parking lots should be encouraged.
- Parking lots should be located behind buildings or at mid block where possible. However, parking for strip centers and larger shopping areas may be permissible in the front of buildings.
- Curb cuts and access drives should be minimized, particularly along pedestrian shopping streets; they should not be located near intersections or primary building entrances. They should be planned with knowledge of traffic flow on the access streets.
- Parking lots should be screened from view along sidewalks, roadways, and adjacent uses through the use of landscaping and decorative fencing.
- All parking lots should be paved, well marked, and designed for proper drainage. Parking lots used at night should be adequately illuminated.
- Trees in parking lots should be large canopy trees, and should be grouped to provide shade.
- Parking lot lighting should be in scale with nearby buildings, and should be not more than 12 to 16 feet high. Parking lot light fixtures should be painted either black or dark green.

- Parking lot lighting should be screened from view along sidewalks, roadways and open spaces through the use of landscaping and decorative fencing.
- A landscaped buffer five feet in width should be provided around the perimeter of all surface parking lots. Perimeter landscape plantings might include trees and ground cover.
- In conjunction with landscaping, decorative fencing should be encouraged to delineate and screen parking and service facilities.
- Chain link and concrete block fencing are not appropriate within the Study Area.

Parking Structures

Vines Along Parking Structure

- Parking structures should be encouraged in selected locations to lessen the reliance on surface parking and to provide more land area for buildings and open spaces.
- The ground floors of parking structures along primary shopping streets should be used for stores, restaurants, or service establishments.
- Parking structures should have an architectural style and design character that is similar to other buildings within the Study Area. In general, the design treatment of parking structures, particularly the ground floors and front façades, should conform to the design guidelines presented above.
- Parking garage roof-lines and floor level articulations that are visible from the street should be parallel to the street; ramping and inclines should occur within the structure or on the interior of the block.
- The appearance of parking structures might also be "softened" through the use of planter boxes and foundation plantings. Uncovered parking on the top level of a structure might also entail roof-top planters around the full perimeter of the building.

Multi-family

Residential Areas

While the design guidelines listed above apply to commercial and mixed-use development, many of the guidelines should also apply to new apartments, condominiums and townhouse developments within the Study Area, particularly those related to parking, site landscaping, materials and color, and scale and proportion.

The Study Area is bordered by attractive and well-maintained residential neighborhoods that add significantly to the overall character of the area and also provide a base of support for many commercial uses and businesses

within the area. Single-family homes, two-family dwellings, and multi-family developments comprise these neighborhoods.

In addition, several newer multi and single-family residential developments have been constructed within the Study Area and along the major east-west streets that pass through the area. New residential developments have added significantly vitality to the area, and should help enhance opportunities for continued new development along the corridor. Recent residential projects have included apartments, townhouses and condominium developments. The demand for additional new multi-family residential development will most likely continue in the immediate future.

Contemporary 3-Flat Buildings

As discussed earlier in the report, 47th Street is an ideal location for new multi-family residential development. The area has good vehicular accessibility, convenient public transportation, proximity to shopping and services, and is located adjacent to existing single-family neighborhoods.

Additional multi-family residential development along 47th Street would serve to expand the customer base for retail and service businesses within the area, and will continue to enhance the image and perception of the Study Area.

While the main focus of this study is on commercial development within the Study Area, provided below are several guidelines specifically related to potential new residential development along 47th Street.

Residential Streetscape

- New housing construction should reflect the scale and character of other types of development recommended elsewhere along the corridor, particularly in terms of masonry or wood frame building materials, colors, and mass and proportion.
- New residential buildings should be set back from the sidewalk, and setbacks should be consistent along a block front. The street edge should be maintained with decorative fencing or landscape. Residential buildings should be aligned with and face the street.
- Residential sites should be attractively landscaped, including the perimeter of parking and service areas.
- Residential portions of the corridor should be characterized by a "residential" streetscape, with incorporation of sidewalks, street lights, street trees, and parkway treatments.
- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages or surface lots are provided, they should be located behind residential buildings. Curb cuts should be limited and vehicular access is encouraged through alleyways.
- Apartment units should also be promoted on the upper floors of commercial buildings to create a mixed-use "urban" residential component very different from other residential areas within the Study Area.

Industrial Uses

Landscape Buffer Between Industrial and Residential Properties

While several larger industrial uses are located north of I-55, there are several industrial sites south of I-55 that occupy small sites within the Study Area.

- Industrial uses should have no effect on nearby residential uses. Landscaping treatments should be designed to reinforce and buffer adjoining residential areas. Industrial traffic should not impact residential streets. In addition, industrial uses should not allow loud noises to emanate from the site, particularly when adjacent to a residential area.
- While most industrial uses currently use chain link fences, industrial uses should be buffered and screened around the perimeter of the site with decorative fencing and landscape treatments, particularly near public sidewalks.
- Industrial uses can also create environmental concerns. The City of Chicago should monitor environmental conditions on industrial uses in this area.

Auto-Oriented Uses

Extensive Landscape to Buffer Auto Dealerships from Sidewalk

Ornamental Fencing Used to Hide Auto Repair Shop Parking

A number of auto-oriented uses are located along the corridor, including gas stations, car washes, used car lots, and auto repair shops.

- Several gas stations along Cicero Avenue have decorative fencing along the sidewalk and around the perimeter of the gas station site. Some landscaping is used behind the fencing, but hedges, trees, and ground cover should be used more extensively. Other gas stations, which do not have fencing and landscaping, should implement this practice.
- Several car washes are located along Cicero Avenue and along the major east-west streets. In general, landscaping for car washes should conform to the landscaping for gas stations. Car washes should have decorative fencing along the sidewalk and around the perimeter of the site. Landscaping is used behind the fencing, with hedges, trees, and ground cover to screen and buffer public sidewalks and streets.
- A number of used car lots are located along the major east-west streets that cross Cicero Avenue. Most used car lots use chain link fencing. It is suggested that the chain link fencing be replaced with low-level walls and landscaping around the perimeter to screen and buffer sidewalks and public streets.
- Most repair shops also use chain link fencing. It is suggested that the chain link fencing be replaced with decorative fencing and landscaping around the perimeter to screen and buffer sidewalks and public streets.

- All auto-oriented uses within the Study Area should have no effect on nearby residential uses. Landscaping treatments should be designed to reinforce and buffer adjoining residential areas. Traffic from auto-oriented uses should not impact residential streets. In addition, auto oriented uses should not allow loud noises to emanate from the site, particularly when adjacent to a residential area.

Public Rights-of-Way

Passive Right-Of-Way

Landscaped Pedestrian Walk

Unobstructed Views of Traffic Signals

On-Street Parking with Meters

In addition to site and building development, a range of projects should be considered by the City of Chicago within the public rights-of-way to enhance the image and appearance of the Study Area and create a safe, attractive, and "hospitable" shopping, living, and leisure-time environment. Public sector improvements can help promote new private investment and development, and attract additional visitors and business patrons to the area.

In general, it is recommended that the City establish a comprehensive, area-wide design system for public improvements to various portions of the corridor. The design system should help establish a unique new image and identity for the Study Area.

Because of the diverse mix of residential and commercial uses and the presence of public transit, the Study Area should be improved so that pedestrians and vehicles can move safely and efficiently between the various Study Area destinations. The Study Area should become a more safe, attractive, and convenient environment for both pedestrians and vehicular traffic.

The guidelines presented below provide a preliminary framework for the design treatment of streets, sidewalks, crosswalks, streetscape facilities, lighting, public signage, and other pedestrian amenities.

Streets

- Streets should be designed to support vehicles, public transit, and pedestrians on a relatively equal basis. While accommodating vehicular traffic, streets should also promote walking, and the use of public transit.
- Cicero Avenue should continue to reflect the traditional street grid pattern that predominates in the surrounding community. Streets should intersect and interconnect to create regularly-shaped blocks and parcels.
- On-street parking, which is quite convenient for short-term business patrons and also provides protection for pedestrians, should be provided where possible along the east-west streets.
- Streets should be designed to control the speed of traffic as it passes through the corridor in order to protect pedestrians and enhance commercial activity. Contrasting paving materials, landscaping, on-

street parking, parkways, and medians can all be used to help calm traffic.

Sidewalks

Decorative Concrete Sidewalk with Adjacent Landscape Parkway with Planter Features

- Sidewalks should be provided on all streets within the Study Area. Sidewalks along within major shopping areas should be concrete with decorative paving at important destinations.
- All public sidewalks should be a minimum of six feet in width. In locations with tree planters and heavy pedestrian use, sidewalks should be a minimum of eight feet in width.
- An area-wide system of secondary walkways should be also developed to provide linkages between public sidewalks, shopping areas, storefronts, parking areas, and adjacent residential areas.
- All public sidewalks should be accessible to the handicapped and should comply with appropriate ADA (*Americans With Disabilities Act*) standards.

Carriage Walk From Rear Parking Facilities

- Since sidewalks are relatively narrow along Cicero Avenue within the Study Area, the City of Chicago might consider parkway treatments in order to make pedestrians more comfortable along this major street. Parkway treatments would also provide space for street trees, benches, and other pedestrian amenities.
- Buildings fronting a street should have walkways that connect with the public sidewalk and provide pedestrian entry into commercial establishments.

Crosswalks

Stamped Asphalt Crosswalks

- Crosswalks should be provided at key locations to encourage pedestrians use of the corridors. To improve visibility and safety, crosswalks should be made prominent and noticeable by employing a change in paving materials, texture, and color. Small pylons and special lighting fixtures might also be used to highlight crosswalks. Pedestrian-compatible traffic signals and other measures might also be considered.
- The City should work with IDOT to improve street crossings within the Study Area to make them safe for pedestrians, major shopping areas, mixed-use areas, and adjacent residential areas.

Public Landscaping

Parkway Plantings

- Regularly spaced street trees should be planted in rows along Cicero/Archer Corridor and major east-west side streets. Species and spacing should conform to the City of Chicago Landscape Ordinance.
- Parkway landscaping should consist of street trees, shrubs, groundcover, and perennials. Plantings in raised beds, planters, urns, or other containers should be considered along the curb line in selected locations and to highlight building entries and special activity areas.

Combination Vehicular/Pedestrian Lighting

Seasonal Banners

Gateway "Pylon" Features

Wayfinding Signage

- Street trees and other landscaping along the public rights-of-way should be protected from motorized and pedestrian traffic by curbs, tree grates, and other such devices.

Corridor Lighting

- Modern styled light fixtures that complement the Cicero/Archer Avenue Corridor and announce it as a gateway to Chicago and Midway Airport are recommended. This includes building lighting, street lighting, pedestrian lighting, and parking lot lighting.
- Lighting along public streets within the Study Area should consist of both roadway lighting and pedestrian lighting.
- While roadway lighting should be consistent with IDOT and the City of Chicago codes and standards, light standards within new commercial areas should be no more than 20 to 25 feet in height in order to be in scale with new buildings.
- Banners attached to street light standards should be considered to commemorate special events within the Study Area. Banners might be changed periodically during the year.
- Pedestrian light fixtures should be of a style appropriate with the corridor. Light standards should be approximately 12 to 15 feet in height. The use of pedestrian lighting on individual poles will help separate the pedestrians from the vehicular traffic and lend a feeling of safety to the walkers.
- Pylons and bollard lighting should be considered as accents and for ornamental purposes. These fixtures could be used to highlight crosswalks, open spaces, seating areas, and major pedestrian ways.

Public Signage

- Gateway signs should be positioned at near the intersection of Cicero Avenue and I-55, Cicero Avenue and Archer Avenue, and at Cicero Avenue and 63rd Street. Gateway signs would provide the primary entry into the Cicero Avenue mixed-use area. In addition to signage, gateway signs might also include landscaping and lighting features.
- "Wayfinding" signs should be placed at strategic locations to direct motorists to the airport, new commercial developments, parking areas, and other activity areas along the corridor.
- Pedestrian-scaled informational signs should be provided at key locations to direct pedestrians to stores and businesses and to announce activities and events within the commercial areas.

Other Pedestrian

- Small open spaces and courtyards should be considered as a part of private development projects within the area. Courtyards might be integrated with adjoining restaurants to provide outside seating areas.

Public Plaza

Public Art

- Improvement and development of the Study Area should include a unified system of "street furnishings," such as seating areas, trash receptacles, drinking fountains, and other pedestrian amenities. Street furnishings should be of a consistent design theme, with the materials, colors and architectural styles to be promoted within the area.
- Smaller pieces of public art should be considered at key locations along the public rights-of-way and on private properties. Businesses or institutions within the Study Area could be recruited to sponsor public art within the area.

SECTION 7: ***IMPLEMENTATION***

The *South Cicero Corridor Redevelopment Plan* provides a comprehensive guide for improvement and redevelopment within the Study Area. It addresses land-use, opportunities for redevelopment, improvement of existing sites, traffic and pedestrian circulation, and urban design.

The adoption of the *South Cicero Corridor Redevelopment Plan* will provide a shared basis for decision-making by City officials, other public agencies, such as CHA, community residents, existing businesses, land owners, developers, and prospective businesses. Formal adoption of the Plan is only one step in the process, not the last. Continuing action to implement the Plan is necessary for the City's recent planning efforts to have a lasting impact.

Market forces are already bringing in new commercial and residential development to the Study Area. While new commercial development has been a goal of the community, the challenge is to ensure that each project fits into a larger vision. The Plan will be a guide for community leaders and City officials to assess proposed projects as well as encourage certain types of projects at particular locations.

Market-related and planning tools that should be considered to implement the ideas set forth in the Plan are as follows:

Zoning Recommendations

One of the first implementation steps that should be undertaken by the City will be to update the zoning at various points along the corridor. Several changes to the functional land use of certain portions of the Study Area are recommendations in the Plan. These areas will likely require changes to the existing zoning. Changes to functional land use areas and street environments within the Study Area are consistent with the goals and objectives of the Zoning Reform efforts by the City of Chicago.

Figure 22: Existing Zoning and Recommendations presents the existing zoning for the Study Area and identifies specific locations where zoning changes should be explored for consistency with the recommendations included in this report.

Stevenson Industrial Corridor

Limited portions of the Study Area are located within the City's designated Stevenson Industrial Corridor as illustrated in Figure 23: *TIF Districts and Industrial Corridors.* The majority of these properties contain viable industrial businesses and are appropriately located within the industrial corridor. The City of Chicago's Industrial Corridor Program is designed to make a competitive industrial environment by bringing company and community interests together to plan and implement improvements in dedicated industrial areas. The primary goal of the City's industrial policy is to foster the expansion and modernization of Chicago's industrial companies by providing land-use stability and a place for them to operate.

Figure 22:
Existing Zoning and Recommendations

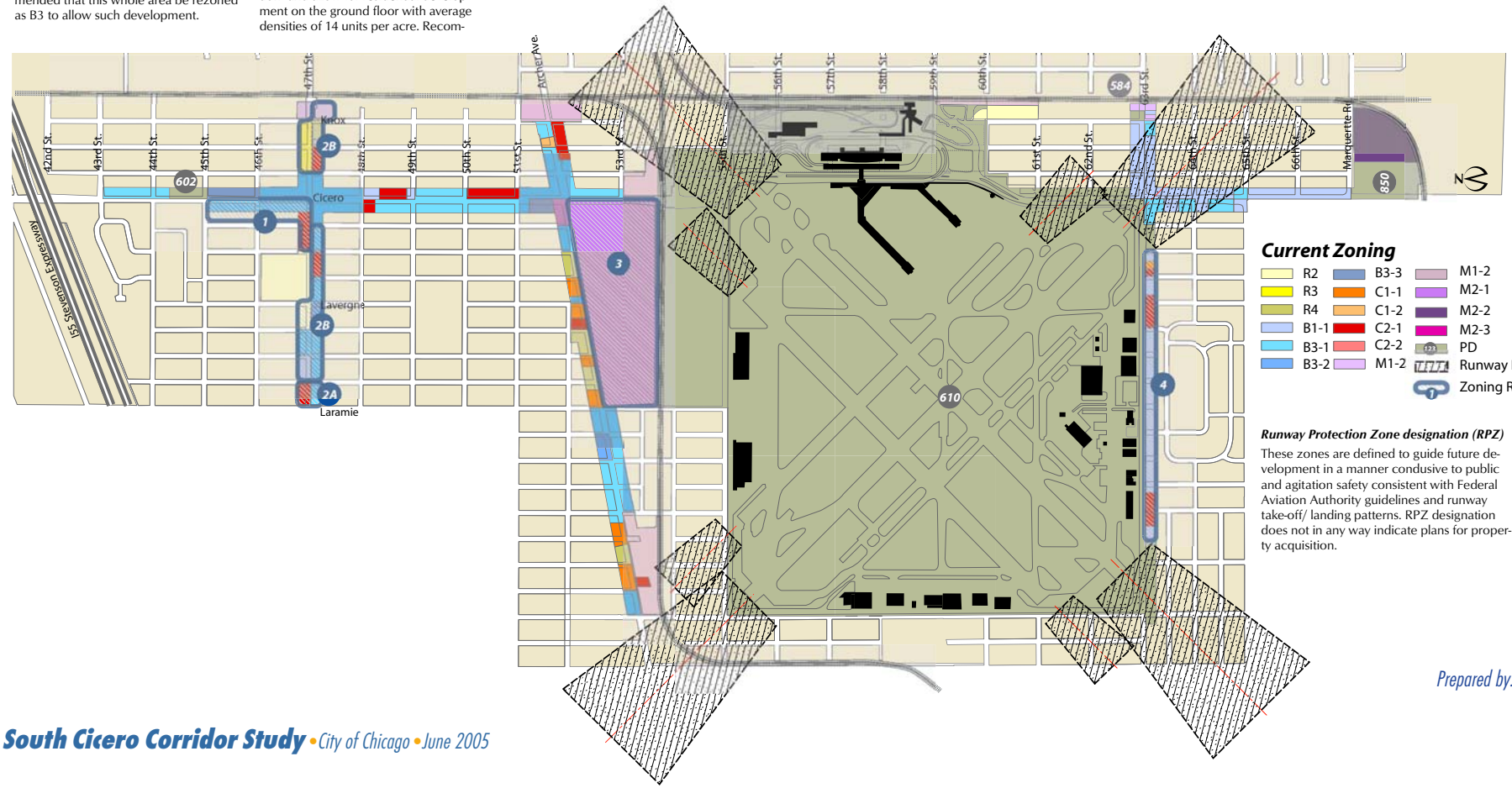
Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development. The existing zoning illustrated on this map generally reflects the existing land uses. Selected areas have been identified for rezoning to reflect the land use and development recommendations identified in this Plan.

Area 1. To encourage private land assembly that will enable development sites with sufficient depth and configuration to be created - attracting a significant retail/mixed-use development, it is recommended that this whole area be rezoned as B3 to allow such development.

Area 2A and 2B. 47th Street is an underutilized commercial corridor characterized by numerous vacant lots and buildings. It is recommended that the corridor be rezoned to encourage "de-commercialization" and allow for residential development on the ground floor with average densities of 14 units per acre. Recommended zoning changes include: B2 for the interior corridor (Area 2B) and B3 for Area 6A to encourage neighborhood commercial development with residential above at the key intersection of Laramie and 47th Street.

Area 3. This site is currently underutilized as industrial, which is currently over 60% vacant. Due to its close proximity to the airport and located at the key intersection of Archer Avenue and Cicero Avenue, this site is well positioned for commercial and hotel development. A new zoning classification of C2 or C3 would be appropriate. Also, given the site's large size of 51+ acres and significant development potential, consideration should be given to rezone the site as a Planned Development (PD) to encourage coordinated planning while allowing flexibility and creativity in building and site design.

Area 4. Given the area's immediate adjacency to the Midway Airport on the north, this area is critical to the future growth of the airport. The airport is currently landlocked and is space constrained. Over recent years airport development needs have been increasing, as demonstrated by the numerous airport-related activities locating along the 63rd Street corridor. This area is the logical expansion area for the airport and should be protected for future airport needs. It is recommended that either the area should be rezoned as a PD or a zoning overlay district be created, protecting the current and future needs of the airport by limiting any future development that is not associated or coordinated with the airport.



Runway Protection Zone designation (RPZ)

These zones are defined to guide future development in a manner condusive to public and agitation safety consistent with Federal Aviation Authority guidelines and runway take-off/ landing patterns. RPZ designation does not in any way indicate plans for property acquisition.

Prepared by: URS • TPAP

Tax Increment Financing Districts

Tax Increment Financing (TIF) is a public finance tool that helps fund development within a specified geographic area. Through the utilization of TIF, the area will develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions of neglect that had heretofore precluded development of the area by the private sector. Debt financing (bonds, loans) can be utilized to provide necessary funding for development projects within a TIF district by leveraging against the future rise in property tax revenue that will result from increased development and improved property values.

There are currently four existing TIF Districts, which cover the majority of the Study Area, as illustrated in Figure 23. In addition there are three TIF Districts that are adjacent to the Study Area. Brief profiles of the TIF Plans are included in Figure 23*:

Preliminary Tax Increment Financing Analysis

A preliminary tax increment financing analysis was completed for the Study Area to estimate the potential tax increment revenue that could be generated by the various development scenarios presented in this report. Estimates of tax increment revenue potential are based on the potential build out of each Opportunity Site identified in Section 4 of this report.

All of the Opportunity Sites are currently located in existing TIF Districts, except for select opportunity sites located along 47th Street east of Cicero Avenue (Opportunity Site #4). For these select sites not currently located within a TIF District, it was assumed that a new TIF would be potentially created or the boundaries of an existing TIF be amended. In instances where sites cross more than one TIF District, assumptions were made in terms of where development was most likely to occur on the site to help accurately estimate the potential future TIF revenue for each of the TIF Districts.

Table 2 below presents a summary of the incremental property tax revenue potential for the existing and proposed TIFs within the Study Area to be generated from the development anticipated to occur within the Study Area. Detailed tables illustrating the incremental property tax estimates for each of the opportunity sites and the existing and proposed TIF Districts are provided in the Appendix of this report.

In summary, a total of $30 - $33 million in incremental property tax revenue is estimated to be generated from expected future development during the remaining life of the existing TIF Districts in the Study Area, which could help fund capital improvement projects and incentivize private development projects within the Study Area. These existing TIF Districts are scheduled to expire in Year 2023. In addition, if a new TIF District were to be created for select sites within Opportunity #4 along 47th Street, an additional $800,000 - $900,000 in incremental tax revenue could be generated between 2007 and 2030. In total, a potential $31 - $34 million could be generated from expected future development which could help fund capital improvement projects and incentivize private development projects within the Study Area.

* Source: Individual TIF consultant reports and Neighborhood Capital Budget Group (EAV figures)

Table 2: Summary of Incremental Property Tax Revenue

TIF District	Estimated DevelopmentProgram	Estimated Dev. Schedule	Estimated Incremental Revenue Through Life of TIF
Midway Industrial Corridor TIF	**Term: February 16, 1998 - February 16, 2023**		**$12,100,000 - $13,300,000**
*Opportunity Site 1 **	*Highway-oriented retail (sit-down restaurant)*	*2006*	*$1,200,000 - $1,400,000*
*Opportunity Site 4 **	*Rental apartments and condominiums (10-20; affordable and market rate)*	*2007*	*$1,000,000 - $1,100,000*
Opportunity Site 6	*Light-industrial facility (20,000 sq ft)*	*2011*	*$300,000 - $400,000*
*Opportunity Site 7 **	*Commercial service or office space (25,000 sq ft)*	*2010*	*$1,100,000 - $1,200,000*
*Opportunity Site 8 **	*Airport conference center: 3 limited service hotels with conference space (1,500 sq ft each), conference center (50,000 sq ft), airport-related office/flex space (150,000 sq ft), and restaurant*	*2007 - 2008*	*$8,400,000 - $9,300,000*
Cicero/Archer TIF	**Term: May 17, 1998 - May 17, 2023**		**$16,100,000 - $17,800,000**
*Opportunity Site 1 **	*Neighborhood retail (20,000 sq ft strip center) and highway-oriented retail (fast-food restaurant, and gas station)*	*2007 - 2012*	*$1,800,000 - $2,000,000*
Opportunity Site 2	*Mixed-use development with ground floor neighborhood retail (25,000 sq ft), restaurant, and rental apartments above (10 - 20; affordable and market-rate)*	*2013 - 2014*	*$1,700,000 - $1,900,000*
Opportunity Site 3	*1 Limited service hotel, sit-down restaurant, retail center (30,000 sq ft)*	*Hotel and restaurant in 2006; Retail in 2010*	*$5,800,000 - $6,400,000*
*Opportunity Site 4**	*Mixed-use development with ground floor neighborhood retail (10,000 sq ft), and rental apartments above (affordable and market-rate); Condominiums*	*2008 - 2010*	*$3,100,000 - $3,400,000*
*Opportunity Site 7 **	*Commercial service or office space (75,000 sq ft)*	*2011 - 2013*	*$2,800,000 - $3,000,000*
*Opportunity Site 8**	*Highway-oriented retail (restaurant) at Airport Conference Center*	*2007*	*$1,000,000 - $1,100,000*
Archer/Central TIF	**Term: May 17, 1998 - May 17, 2023**		**$1,700,000 - $1,900,000**
Opportunity Site 9	*Convenience retail space (10,000 sq ft) and 1 restaurant*	*2007-2009*	*$1,600,000 - $1,700,000*
*Opportunity Site 10 **	*Airport-related commercial and storage space (25,000 sq ft)*	*2009*	*$100,000 - $100,000*
63rd & Pulaski TIF	**Term: May 17, 1998 - May 17, 2023**		**$300,000 - $300,000**
*Opportunity Site 10 **	*Airport-related commercial and storage space (25,000 sq ft)*	*2008*	*$300,000 - $300,000*
TOTAL Estimated Incremental TIF Revenue, Potential New Development in Existing TIF Districts, 2005 - 2023			**$30,000,000 - $33,000,000**
Potential New TIF	**Term: January 1, 2007 - January 1, 2030**		**$800,000 - $900,000**
*Opportunity Site 4**	*Rental apartments and condominiums (10-20; affordable and market rate)*	*2007*	*$800,000 - $900,000*

* Opportunity Sites are located within more than one TIF District. Assumptions were made in terms of where development was most likely to occur on the site to help accurately estimate the potential future TIF revenue for each of the TIF Districts.

Figure 23:
TIF Districts & Industrial Corridors

Tax Increment Financing (TIF) is a public finance tool that helps bridge the financing gap needed to attract private investment into an area, as well as providing funding for public infrastructure projects. Through the utilization of TIF, the area will develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions of neglect that had heretofore precluded development of the area by the private sector. Debt financing (bonds, loans) can be utilized to provide necessary funding for development projects within a TIF district by leveraging against the future rise in property tax revenue that will result from increased development and improved property values.

Limited portions of the Study Area are currently located within the City's designated Stevenson Industrial Corridor as highlighted below. The majority of these properties contain viable industrial businesses and are appropriately located within the industrial corridor. The City of Chicago's Industrial Corridor Program is designed to make a competitive industrial environment by bringing company and community interests together to plan and implement improvements in dedicated industrial areas.

TIF Districts in the Study Area

Archer/Central TIF District
193 acres bounded approximately by Archer Avenue, Cicero Avenue, Marquette Road / 67th Street, and Central Avenue
- Term is May 17, 2000 - May 17, 2023
- Estimated redevelopment budget costs are $16.9 million
- 1998 Base EAV was $37,124,389
  2000 EAV was $35,772,701

Cicero/Archer TIF District
94 acres bounded approximately by 45th Street, Knox Avenue, 54th Street, and Laramie Avenue
- Term is May 17, 2000 - May 17, 2023
- Estimated redevelopment costs are $30.4 million
- 1998 Base EAV was $19,629,324
- 2000 EAV was $20,356,908
- 1999 - 2000 increment of $56,907

Midway Industrial Corridor TIF District
384 acres bounded approximately by I-55, 55th Street, Kenneth Avenue, and Long Avenue
- Term is February 16, 2000 - February 16, 2023
- Estimated redevelopment costs are $65 million
- 1998 Base EAV was $48,652,950
- 2000 EAV was $49,803,145
- 1999 - 2000 tax increment of $89,717

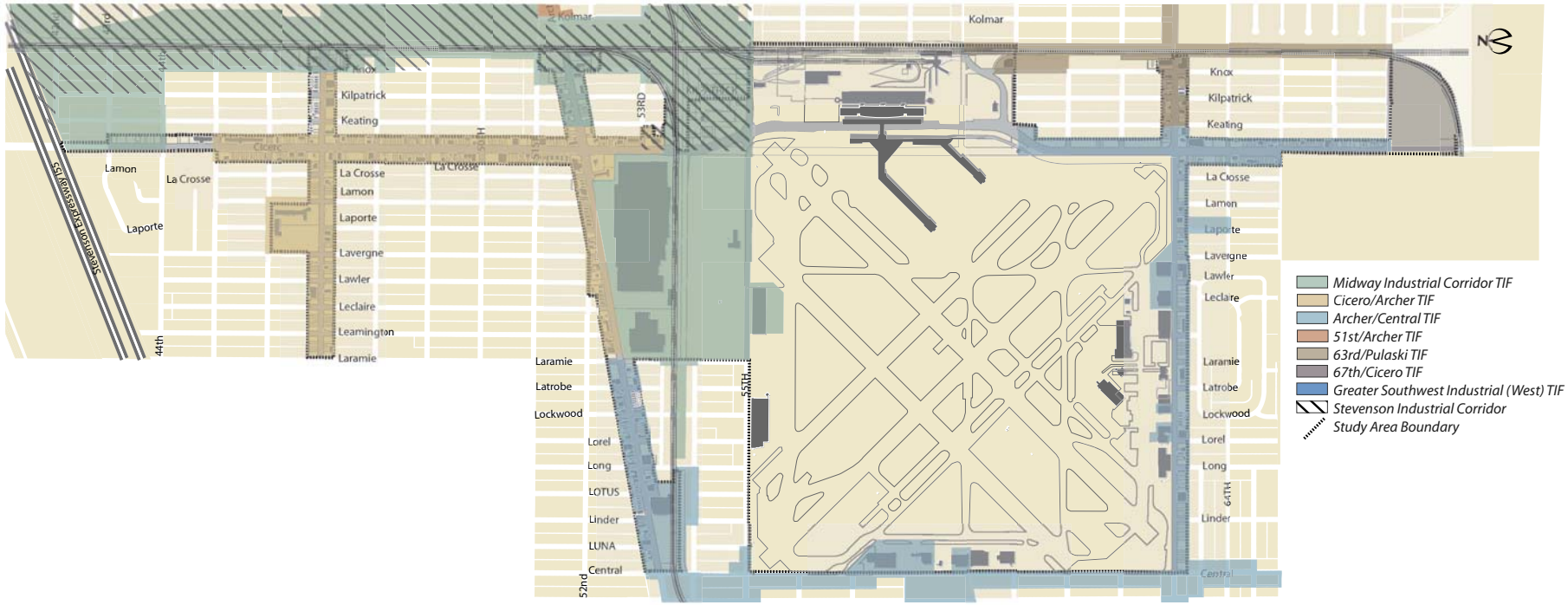
63Rd & Pulaski TIF District
216 acres bounded approximately by 51st Street, Central Park Avenue, 69th Street and Cicero Avenue
- Term is May 17, 2000 - May 17, 2023
- Estimated redevelopment costs are $28.2 million
- 1998 Base EAV was $56,171,856
- 2000 EAV was $56,786,993
- 1999 - 2000 increment of $48,005

TIF Districts Adjacent to Study Area

51st & Archer TIF District
273 acres bounded approximately by 47th Street, Kedzie Avenue, 59th Street and Kolmar Avenue (east of Study Area)
- Term is May 17, 2000 - May 17, 2023
- Estimated redevelopment costs are $60 million
- 1998 Base EAV was $31,300,000
- 1999 - 2003 EAV and tax increment data were unavailable

67th & Cicero TIF District
Bounded approximately by Marquette Road / 67th Street, Cicero Avenue and Belt Railway of Chicago right of way
- Term is September 4, 2002 - September 4, 2025
- Base 2002 EAV, 2003 EAV and tax increment data were unavailable
- Midway Village redevelopment agreement with Senior Lifestyles Corp. in 2003; $2.75 million in TIF assistance (16% of project budget)

Southwest Industrial Corridor West TIF District
688 acres bounded approximately by Marquette Road / 67th Street, Central Park Avenue, 78th Place, and Cicero Avenue
- Term is April 12, 2000 - April 12, 2023
- Estimated redevelopment costs are $43 million
- 1998 Base EAV was $115,603,413
- 2000 EAV was $119,702,886
- 1999 - 2000 tax increment of $319,267



Small Business Improvement Fund (SBIF)

The SBIF is a program specifically designed to make TIF assistance more accessible to small businesses, which should be explored for several of the existing and proposed TIF Districts within the Study Area. Façade programs have been effective in the past and should be continued. SBIF could assist with exterior improvements as well as other capital investments that will help maintain and attract retailers and businesses.

Special Services Areas (SSA)

Special Service Area (SSA) financing is an economic development tool that enables a municipality, property owners and community members to cooperatively plan, provide for, benefit from, and finance capital improvements or "special services" for an identified geographic area. The projects or services of an SSA district are paid for with revenue from taxes levied on the properties receiving the benefit. SSA services and programs are in addition to the normal programs and services provided by the City.

SSA districts most typically encompass commercial or business districts (which is why they are often referred to as "business improvement districts"), but can include residential areas as well. SSAs have been used by communities throughout Illinois to accomplish a range of improvement activities, including: parking lots, lighting, paving, landscaping installation and maintenance, streetscape improvements and seasonal decorations, litter control, security services, snow removal, storm sewers, tenant search and commercial attraction activities, and area-wide marketing and promotion activities.

SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries. The process for establishing an SSA involves first establishing proposed boundaries of a contiguous area and defining the benefits and services to be paid for within that area. The costs of these services or projects are then estimated to determine a corresponding tax levy, rate and duration of the SSA.

A public process for notifying property owners and other stakeholders within the SSA is required to provide information, gather feedback, and to allow for challenge. Upon successful adoption of an SSA ordinance, which includes a levy and budget, the sponsoring municipality typically serves as the administrator of the SSA. Depending on the types of projects and services proposed for the SSA, however, many communities choose to delegate administration of the SSA to either an existing or new organization with a mission consistent with the purposes of the SSA.

Marketing Strategies

The City and business community have directed past efforts to attracting particular retailers and restaurants, both national and local, to the area. Rather than pursue individual retailers, a more effective strategy would be to work with developers in acquiring properties and planning new development or rehabilitation on a scale that would allow desired retailers to cluster, creating anchor tenants that draw similar or complementary retailers.

The emphasis of the City's retail marketing efforts should shift toward developers who could create the environments and spaces that will attract the desired end-user. Retail tours and Developers Forums should highlight the Plan and development opportunities while continuing to provide information to individual retailers. Developers will be encouraged by a plan for the area, which serve as evidence of the City's willingness to support the development process and ability to articulate a clear vision and expectations for development in the corridor.

Property Assembly and Acquisition

While it is recognized that limited funds are available for property assembly or long-term acquisition, the City can play a pivotal role in facilitating the assembly process and disposition of property for larger scale, coordinated development projects. Most of the priority opportunity development sites are located within existing TIF Districts, which give the City eminent domain power to help realize the redevelopment goals set forth in the Plan.

Transportation and Infrastructure Funding Sources

Since 1998 the federal Transportation Equity Act for the 21st Century (TEA-21) has been the main source of funds for transportation capital improvement projects, which could be made to assist the City in implementing the transportation and infrastructure improvements as called for in the *Plan*. TEA-21 expired in June 2004, and several short-term extensions have been re-authorized to permit implementation of planned construction projects for this fiscal year, including an eight-month extension covering October 2004 through May 2005. The long-term replacement bill has been referred to as "The Safe and Flexible Transportation Efficiency Act - SAFTEA" and as "TEA-3". It is possible that a new long-term, five- to six-year Act could be implemented prior to the May 2005 expiration date. However, political analysts are uncertain whether finalized legislation for a bill will be achieved before the expiration of the current extension due to ongoing negotiations, and budget concerns.

As discussed in Section 1 of this plan, the CREATE program, which is a specific program under TEA-21 could provide significant funding for the needed railroad crossing improvements within the Study Area. The CREATE program was designed specifically to improve the nation's railroad network by providing funding to improve signalization, construct new road/rail grade separations and rail-to-rail flyovers, and improve traffic circulation along certain corridors.

City of Chicago Department of Aviation/Midway Airport

The City of Chicago's DPD should maintain dialogue and work with the Department of Aviation (DOA) in directing and facilitating Midway's Capital Improvement Program to help strengthen and grow the airport operations and the surrounding area. In addition to assisting with capital improvement projects, DPD should also work with DOA in other initiatives, such as marketing, airport site expansion and protection along 63rd street, and airport related employment and job training programs for local residents. These initiatives

will help secure Midway Airport as a major economic engine for the City, as well as provide employment opportunities for residents in the area and improve physical conditions in the Study Area.