



CICERO || AVENUE

CORRIDOR STUDY

FINAL REPORT

ACKNOWLEDGMENTS

The City of Chicago's Department of Transportation (CDOT) and Department of Planning and Development (DPD) would like to offer a special thank you to all community stakeholders who participated in community meetings and online surveys and the members of the Community Advisory Group who helped guide the development of this plan:

- 13th Ward
- 14th Ward
- 22nd Ward
- 23rd Ward
- Back of the Yards Neighborhood Council
- Cabrera Capital
- Chicago Housing Authority (CHA)
- Chicago Transit Authority (CTA)
- City of Chicago Department of Aviation (CDA)
- Gateway to Midway Committee
 - Archer Heights Civic Association (AHCA)
 - Garfield Ridge Chamber of Commerce (GRCC)
 - Garfield Ridge Neighborhood Watch (GRNW)
 - Greater Southwest Development Corporation (GSDC)
 - United Business Association of Midway (UBAM)
- Hearst Community Organization
- Illinois Department of Transportation (IDOT)
- Illinois Hispanic Chamber of Commerce
- Little Village Chamber of Commerce
- The Southwest Collective
- The Habitat Company





TABLE OF CONTENTS

Overview	1
Engagement Summary	5
Existing Corridor Conditions	6
Land Use / Zoning	6
Market Conditions	9
Transportation & Traffic Conditions	11
Recommendations	20
Improvements Toolbox	20
Street Sections	32
Intersection Improvements	42
Placemaking Themes	50
Land Use	72
Development Design Guidelines	91
Implementation	102
Cost Estimates and Phasing	103
Funding	106
Resource Reference Guide	111
Appendix	116

WHAT IS THE CICERO AVENUE CORRIDOR STUDY?

The Cicero Avenue Corridor Study is a multi-disciplinary effort to investigate potential transportation and land use policy improvements to identify redevelopment opportunities for the **Cicero Avenue Corridor from Interstate-55 to Marquette Road/67th Street**. This regionally significant corridor serves as a **gateway to the City of Chicago** for visitors arriving at Midway Airport; is a **key commercial anchor** for the Garfield Ridge, Clearing, Archer Heights, West Elsdon, and West Lawn neighborhoods; and is **one of the top ten truck routes in Cook County**, facilitating freight movement in the region.

To develop a unified vision for the corridor, the City of Chicago's Department of Transportation (CDOT) and Department of Planning and Development (DPD) partnered with a range of local stakeholders to:

- Address the needs of all users of the corridor;
- Evaluate street design;
- Analyze real estate market demand; and,
- Create an enduring plan for revitalization that improves vibrancy, livability, functionality, and safety along the corridor.

Improvements for the Corridor have been proposed in multiple plans, including:

- *Connecting Cook County Freight Plan* (2018): Cicero Avenue is one of the top 10 key freight routes in the County.
- *Strategic Regional Arterial*: Cicero Avenue is an IDOT-designated Strategic Regional Arterial, which is a major roadway designated by the State of Illinois to handle long-distance travel and a high-volume of cars and commercial vehicles while accommodating access to land uses.
- *Cicero Avenue Corridor Plan* (2014): This Southwest Council of Mayors plan recommended adopting a clear corridor identity, including placemaking and wayfinding signage.

Planning Process

This Corridor Study kicked-off at the end of 2020, and included the following steps, culminating with the publication of this document, which includes the following elements:

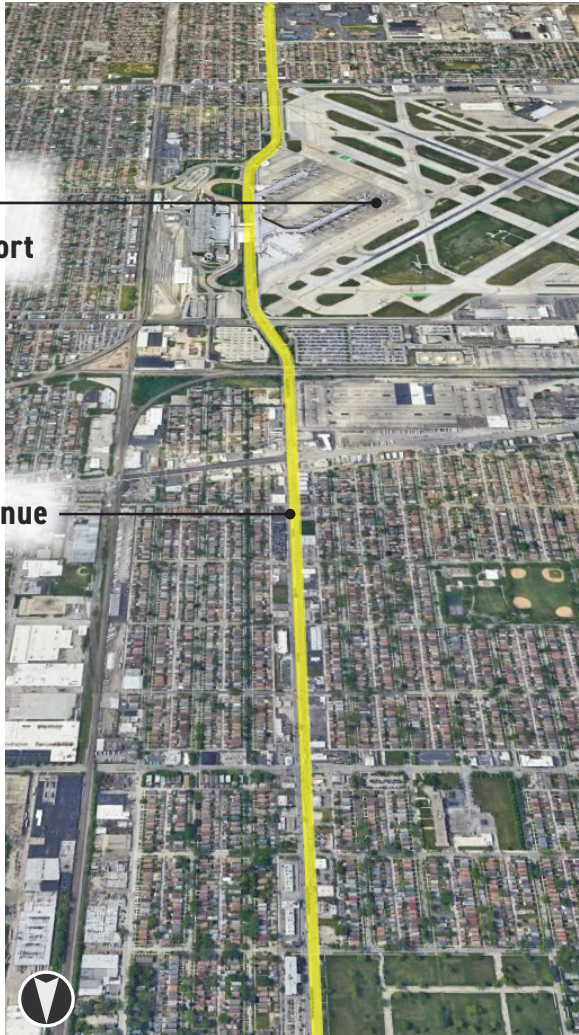
- Input from a robust **community engagement** process to develop a shared vision for the corridor with local stakeholders.
- The **evaluation** of existing transportation infrastructure, roadway safety, land uses, and real estate market.
- The **creation** of site development scenarios, building design guidelines, and corridor design alternatives.
- A **strategy** for the implementation of improvements, with cost estimates and potential funding sources.
- The **development** of a *Resource Reference Guide* that includes tools and city resources to promote corridor revitalization.



Cicero Avenue looking northbound between 47th Street and 48th Street




Chicago Midway
International Airport

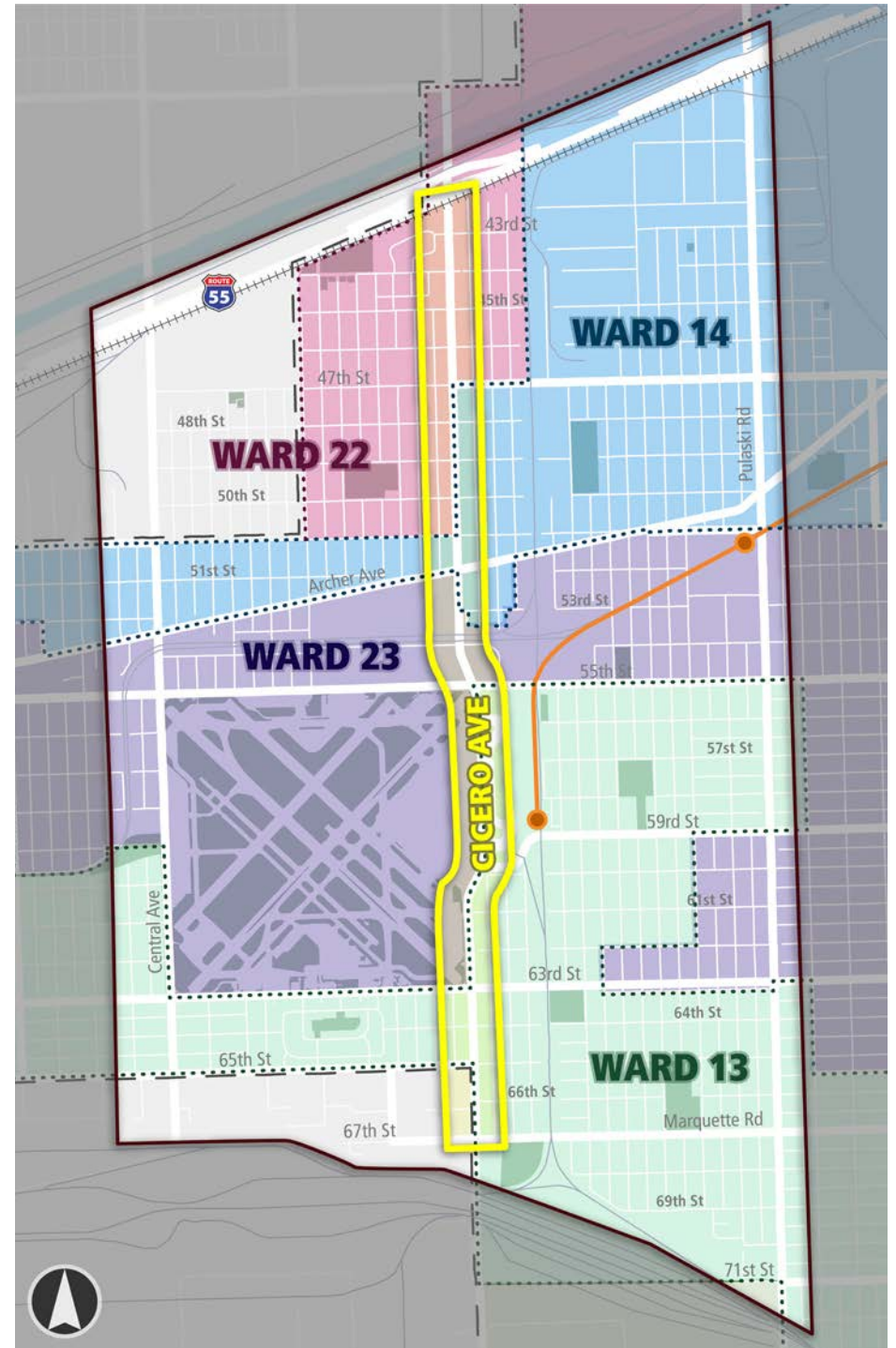
Cicero Avenue



Corridor Study Area Map

Legend

-  Corridor Study Boundary
-  Ward Boundary
-  CTA Orange Line



CHARACTER ZONES

The Cicero Avenue study corridor contains four 'character zones' with distinct land uses, building patterns, right-of-way conditions, and character. These character zones were used to develop land use and transportation recommendations and include:

- The **Northern Gateway** has larger sites/uses and visibility to I-55. There are planted medians. Building frontages are generally set back further from the roadway in these zones. The majority of this zone is vacant with a large scale development underway at the site of the former LeClaire Courts housing development.
- The **Community Commercial Zone** has a finer grain and mix of building and business types, many of which are independent or smaller/more local chains. Planted medians are midblock throughout this segment. Building frontages are generally closer to roadway.
- The **Midway Airport Zone** is defined by transportation infrastructure and airport uses. There is a mixture of painted and planted medians and a large landscaped parkway on the west side of the roadway. Building frontages are set back from the roadway and there are wider outer vehicle lanes. This zone has significant impediments to development.
- The **Southern Gateway** has larger sites and uses. However, this segment is dominated by uses serving the airport such as larger chain restaurants and the Midway Hotel Center. There are painted medians and wider outer vehicle lanes. Building frontages are generally set back further from roadway in these zones.

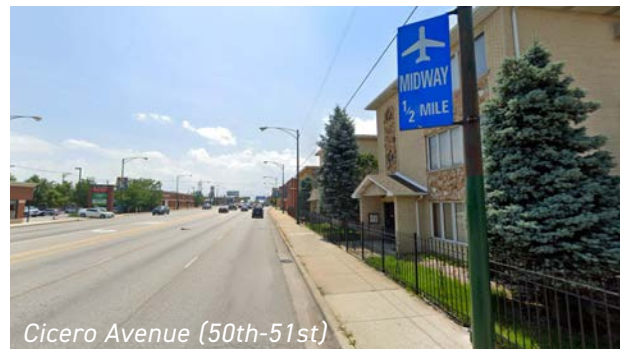
Character Zones



Northern and Southern Gateways



Community Commercial Zone



Midway Airport Zone



COMMUNITY VISION: WHAT WE HEARD

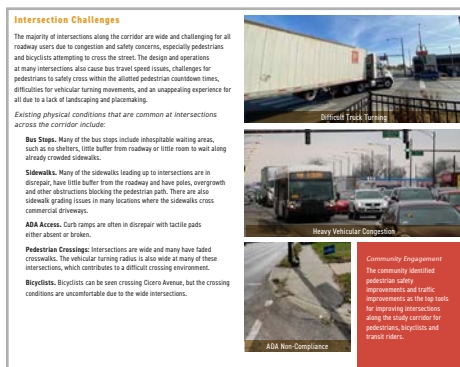
Community members were encouraged to share their thoughts on challenges, opportunities, and visions for the corridor. A total of 30+ meetings served as community touch points. There were two main phases of engagement:

First Phase (January-July, 2021). This initial phase of engagement focused on gathering insights about existing conditions, challenges, and opportunities in the study area. Focus groups and stakeholder interviews were key to understanding goals for the corridor.

Second Phase (April-July, 2022). Community input on potential corridor strategies was gathered in the second phase and is incorporated throughout this report (highlighted with red call-out boxes next to community preferences).

Both phases of engagement involved meetings with the aldermen and a Community Advisory Group, community meetings with the public, and online surveys in English and Spanish.

Engagement insights that helped shape the existing conditions review or inform corridor recommendations are highlighted throughout the report. Look for red callout boxes or the symbol pictured below for these bits of information.



Community preference badges: highlights ranked preferences heard during engagement activities



Red callout boxes

Engagement Activities

30

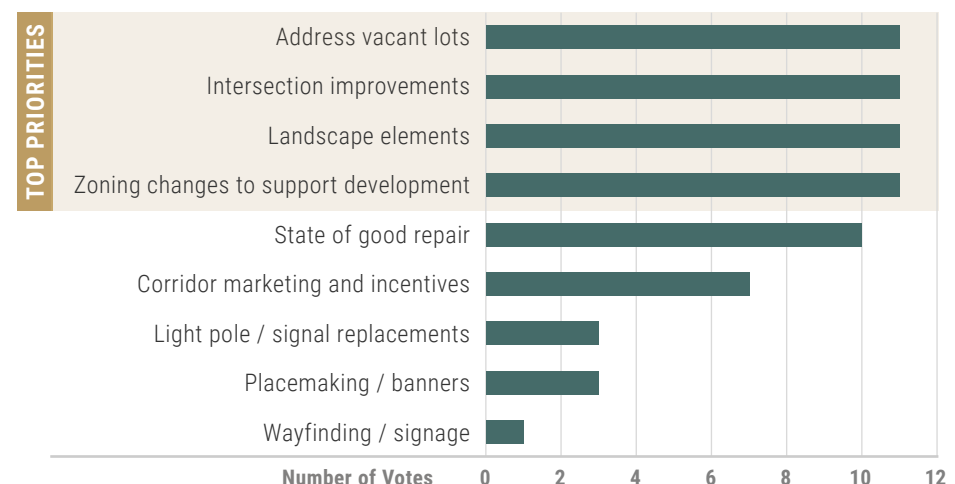
Total Touchpoints



- Aldermanic Meetings
- City and State Inter-Agency Coordination Meetings
- Community Advisory Group Meetings
- Community Meetings
- Focus Groups and Stakeholder Interviews
- Online Surveys in English and Spanish

What are your top 3 priorities for corridor improvements?

This survey question, asked during the first community engagement event, identifies the community's top three types of improvements that would most enhance Cicero Avenue.



EXISTING CORRIDOR CONDITIONS

Land Use Mix

Understanding the relationship between land use, corridor character, and function is essential. Portions of Cicero Avenue within the study area look and function similarly to many other urban arterials found within the City of Chicago and surrounding region, with the exception of areas surrounding Midway International Airport.

The northern half of the corridor – located between Interstate-55 and Archer Avenue – generally fits the typical urban arterial profile with a range of commercial uses fronting the roadway, and residential uses located a half block off the main corridor. Increased use can be seen at major cross-streets where there is greater visibility and access. South of Archer Avenue, the land use character changes dramatically, due to both the Midway Industrial Park and Midway International Airport. Land uses along this section of the corridor call for larger parcels with a wider roadway frontage. South of 63rd Street, the character changes back to an urban arterial profile, however the overall land use pattern and scale of this segment is distinct from the areas north of Midway – with more land uses serving the airport.

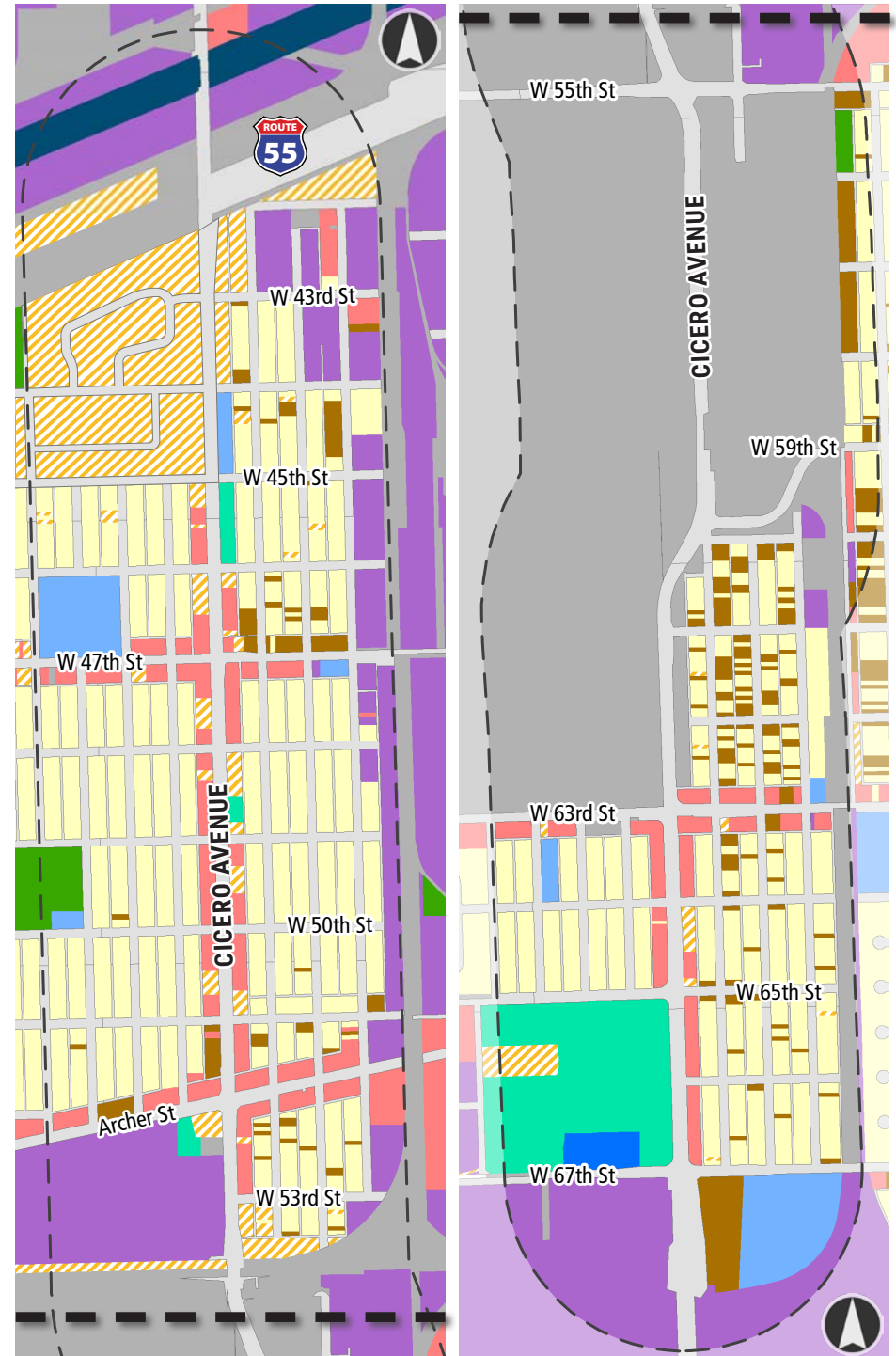


Cicero Avenue and Archer Avenue

Corridor Land Uses Map

Legend

Single-Family Residential	Office	Industrial/Manufacturing
Multi-Family Residential	Hospitality	Vacant/Planned Development
Commercial Use	Open Space	Transportation/Utilities/ROW
Institutional	Water Bodies	



Residential

Outside of the main commercial corridor, single-family and lower-intensity multi-family residential are among the most predominant land uses and residential blocks are generally stable. In some areas along the corridor, the prevailing residential pattern and character gives way to industrial uses, especially southeast of I-55 and at the Midway Business Center near 59th Street. Multi-family residential uses can also be found in clusters near primary cross-streets such as 47th Street or Archer Avenue; or in larger redevelopments such as Cicero Senior Lofts stretching between 48th & 49th Streets.

Hospitality

Though a few motels remain, the corridor has generally shifted away from motel-type lodging. Virtually all other hospitality uses are located within The Midway Hotel Center, a large cluster of chain hotels at 67th Street, in close proximity to Midway Airport.

Commercial

Outside of Midway Airport, a mix of commercial uses occupy a majority of the land immediately fronting Cicero Avenue, however specific types of uses – and associated building types – have shifted over time, and continue to evolve. In some instances the commercial uses are indicative of a more traditional urban corridor with storefronts and buildings located closer to the street. While in other locations the development pattern is far more auto-oriented in nature, with drive-thru's and 'strip' shopping centers located behind curbside parking lots. Automotive service uses, such as body shops, car washes, and gas stations are common, benefiting from both I-55 access and Midway Airport. There is greater overall proportion of national chain restaurants and services located south of Midway Airport, many of these uses occupy larger, consolidated sites with drive-thru's and parking.

Industrial

There is a large cluster of independent industrial uses in the far northeast corner of the corridor, in immediate proximity to I-55. The Midway Business

Center located at 54th Street is another major industrial land use. The complex is roughly 51 acres with over 1 million square feet of space, and has struggled at times with high vacancy.

Airport

In addition to Midway International Airport and its associated transportation infrastructure, parking lots serving the airport also occupy a substantial amount of land along the corridor. The CTA Orange Line Midway Station is near the corridor and can be accessed from 59th Street.

Vacancies

There are a substantial number of vacant sites and buildings along the corridor and in the northern half of the study area.

Community Engagement

The following land use and development themes were identified during community engagement:

- » **Vacant Lots.** Vacant and underutilized properties are eyesores. Desired uses for the redevelopment of these lots include additional retail, dining, entertainment, grocery stores, and green space.
- » **Motels.** Motels are an undesired use due to the association with crime and prostitution in the area.
- » **Land Development.** Land Development, especially on the north end of the corridor, is critical as the lack of businesses and attractions encourage higher automobile speeds since drivers have no reason to stop nor slow down.
- » **Community Assets.** There is a strong desire to elevate the corridor's valuable assets, including the airport, businesses, homes, and established organizations.
- » **Green Space.** Programmed, maintained, and well-designed green space is as an option to enhance the character of the area.









Zoning

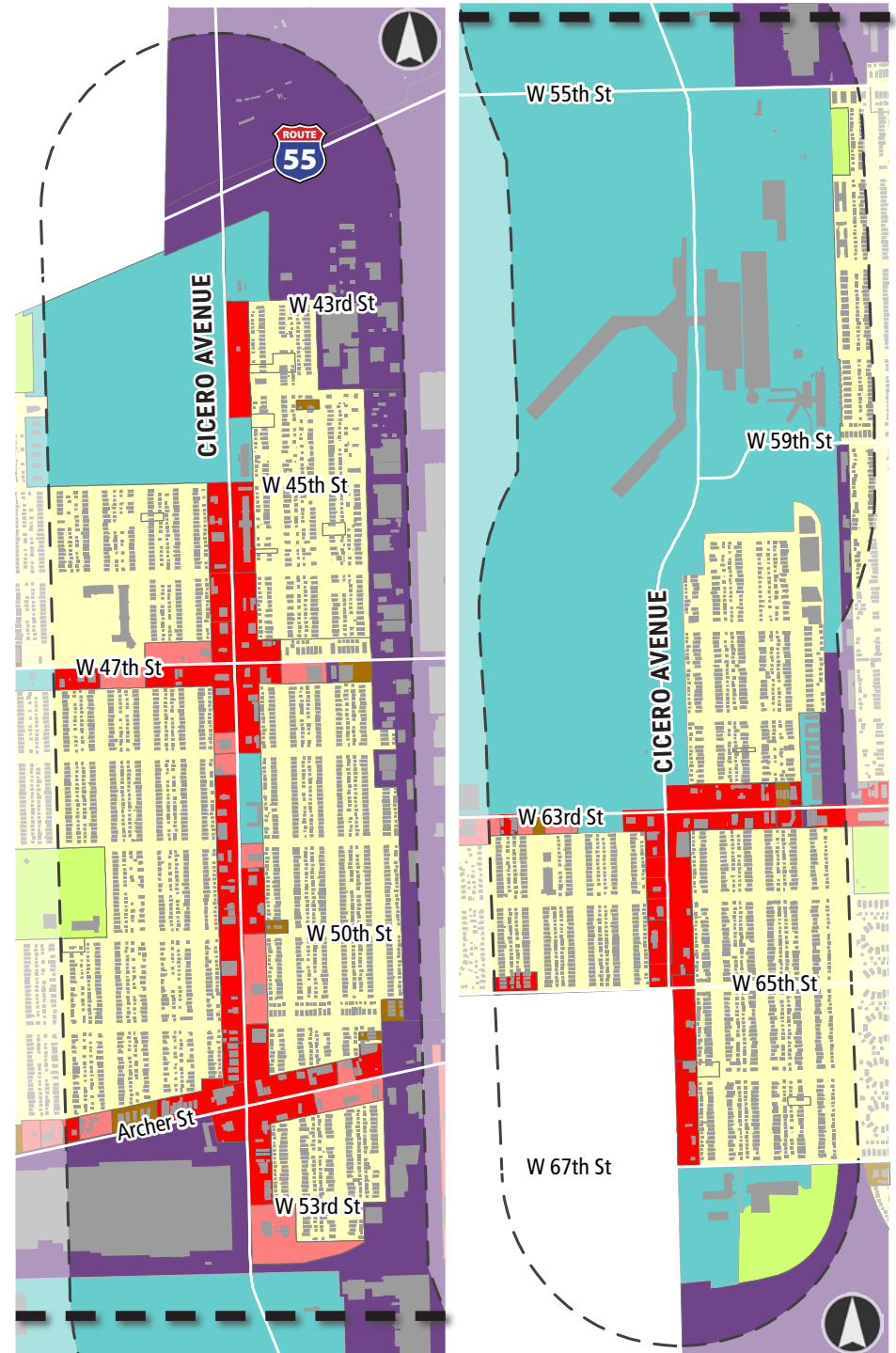
The most predominant zoning along the Cicero Avenue Corridor is B3 Community Shopping District. This is intended to accommodate a broad range of uses. Pockets of C2- Motor Vehicle-Related Commercial Districts also are present in a few locations. This zoning is similar to B3 in its anticipated reliance on access by cars and also in allowing for a broad range of uses and intensities of use, such as liquor stores, warehouses, auto shops, and apartments above the ground floor.

The vast majority of residential land within the study area is zoned for single-unit/detached housing (generally RS-2 or RS-3 Residential Single-Unit). Larger redevelopment projects have mostly occurred under Planned Development (PD) zoning. A few blocks from the corridor are areas zoned for industrial.

Corridor Zoning Map

Legend

	Planned Development		Community-Shopping District
	Single-Family Residential		Industrial
	Two-Family Residential		Open Space
	Multi-Family Residential		Buildings
	Auto-Oriented Commercial		



Market Conditions

A 2021 Market Analysis showed that retail market conditions were fairly positive overall in the area from I-55 to 79th Street between Pulaski and Central, especially given Covid-driven declines with in-store shopping. About 12% of storefronts are vacant (note: this is not square footage and there are a few larger stores that are vacant) and some of the big box vacancies may be hard to fill. Other vacant spaces are not on the market and/or site ownership is unclear. Medium and large spaces are likely to remain vacant longer, as there are fewer businesses looking at spaces over 10,000 square feet. Higher vacancies are not unique to this corridor and are due to broad market forces, including the rise in online retail, store closures and bankruptcies.

Mix of Businesses

City of Chicago business license data was used to understand the character of businesses along the corridor:

- 36% of existing businesses are restaurants, fast food, cafés, or taverns;
- 21% are auto-related: gas stations, parking lots, auto repair;
- Only 19% are retail (e.g. pharmacies, general stores, and personal services such as nail salons);
- In previous studies, concerns were expressed about businesses that provide payday loans, but these only make up 5% of businesses along the corridor.

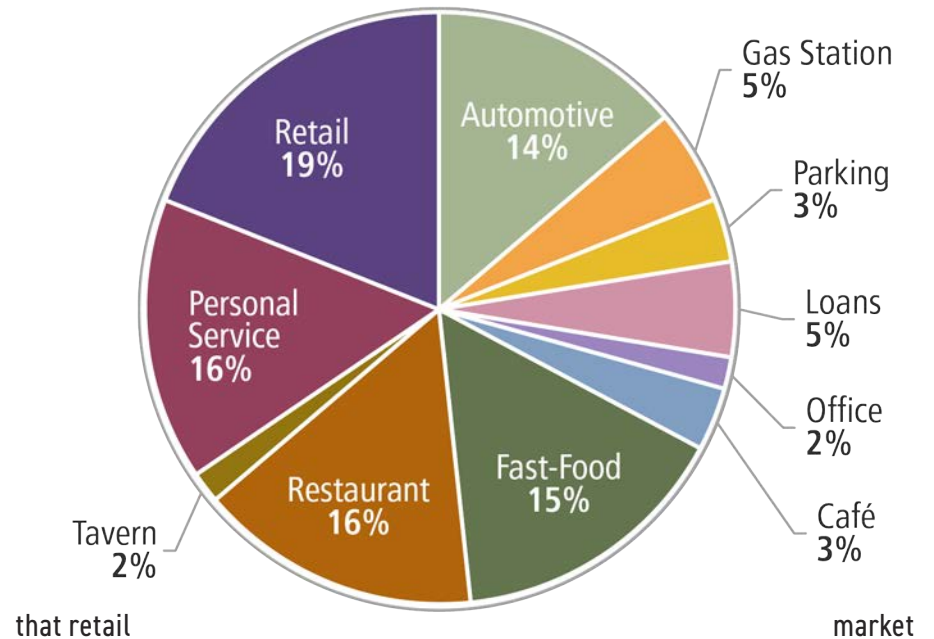
Market Challenges and Opportunities

Interviews were conducted with retail brokers, developers, property owners, and businesses along the corridor as a part of the Market Study. These interviews, combined with a review of market conditions and demographic data, are summarized in this section.

Challenges

Retail brokers interviewed who are active on the Southwest Side of the city say

Cicero Avenue Businesses



conditions are good despite the Covid-19 pandemic, compared to other commercial corridors around the Chicago metro area and the country. There is still interest in the Southwest side because it is a dense neighborhood compared to surrounding suburbs. Some brokers report healthy interest and leasing in their centers, while others had limited activity at the time of the market analysis. People who are marketing vacant sites mentioned developer interest in a number of uses, including hotels, quick service restaurants with drive-throughs, car washes and airport parking lots. Restaurants south of the airport and the two Starbucks north of the airport are reportedly doing very well, as are some of the independently owned restaurants along the corridor.

Some large retailers interviewed said that they may decide to move within the area to better locations if they become available, while other large spaces will likely be converted to non-retail use. Because there are available big-box

spaces that are still viable, large retailers are generally unwilling to pay high enough rents to support new construction. Small, independent retailers are more likely to look at older spaces with lower rents. There is also demand for small shop space. However, independent retailers and restaurants are price sensitive. Most small businesses interested in the area do not meet the threshold sales per square foot to make up for the cost in new construction.

Other challenges to developing along the corridor expressed by brokers and potential developers include Federal Aviation Administration height restrictions near Midway Airport and access into and out of businesses. Neighborhood-oriented retail and restaurant space can be supported along the corridor, assuming safe access can be provided. Some office use can be accommodated in retail centers, particularly smaller service, and medical businesses. Larger office buildings can only be supported if a user is identified, such as a larger medical or social service office, public office, or an existing company in the area that needs to expand (such as Southwest Airlines).

Those interviewed indicated that the Cicero Avenue Corridor is competing with Pulaski Road in Chicago (which is a vibrant commercial corridor south of the Stevenson), Ford City Mall, and adjacent commercial districts in Bedford Park, Burbank south of 67th Street, and the neighborhood commercial corridor on Archer Avenue. People who live south of Midway Airport are concerned about traffic and are less likely to shop north of Midway and vice versa. To make Cicero Avenue a vibrant corridor that people in the area choose to visit, those interviewed indicated that there needs to be placemaking, traffic safety improvements for all users of the corridor (pedestrians, bicyclists, transit riders, and drivers), and overall beautification.

Opportunities

The largest recent development along the corridor, Cicero Senior Lofts, is a 62-unit affordable senior building. It opened in 2020 and has been leasing very well. There has been very minimal non-senior rental construction in the area, so new rental housing is an option supported by market findings. The

project study area has four senior buildings plus a nursing home, but with the increasing senior population, another could be marketable. One is planned as part of LeClaire Courts. The new development at the former LeClaire Courts site will also bring retail opportunities and services to the north end of the study area. Plans for the redevelopment of LeClaire Courts include a shopping center with Cicero Avenue frontage. Likely tenants include a grocery store, restaurants, and medical center, all highly desired uses by neighborhood residents. This would fill a significant void for a neighborhood grocery store. LeClaire Courts will likely meet the rental need for the next 3-5 years at least. In March 2022 there was a ground breaking on a portion of the LeClaire Courts site that will include a school, urban farm, and health care center.

The site with Cicero Avenue frontage across the street from LeClaire Courts, south of I-55 on the east side, is owned by the Chicago Housing Authority. Market Study findings indicate that retail use is possible on the Cicero Avenue frontage, such as a coffee shop, quick carry-out, or a sit-down restaurant. The site is on the going-to-work side of the street for commuters, and the right side of the street for getting on to I-55. However, highway traffic back-ups need to be addressed, or it will be difficult to access businesses at this location. Another opportunity for the site is a hotel that can take advantage of the visibility of I-55, along with a restaurant. These uses would benefit from a Metra station if one were built here.



Vacant building between 65th Street and 66th Street

Transportation

Cicero Avenue is a very car-centric corridor with safety and accessibility issues for all roadway users, including pedestrians, bicyclists, transit riders, and drivers. Key findings for corridor-wide transportation conditions include:

- There are obstructions in the pedestrian path (such as overgrowth and poles) and broken pavement.
- Many parking lots have multiple access points, and sidewalks often do not continue across the commercial driveways without grade differences. This presents accessibility issues for wheelchair users and caregivers with strollers.
- Major intersections are wide, challenging to cross on foot, and have a high number of vehicular crashes.
- Cicero Avenue is a transit-heavy corridor that connects to major employment areas. There are 10 CTA and 8 Pace bus routes that travel through the corridor, many of which converge at the CTA Orange Line station, which is just east of the corridor on 59th Street.
- Loud noise levels are an issue along the main corridor. Residential areas immediately adjacent to the corridor are quieter.
- There are stormwater drainage issues in some areas.



Unsafe Intersections

Intersections throughout the corridor are unsafe and safer crosswalks are desired. High crash locations align with intersections that the community expressed are most in need of improvements.



Vehicular Speed

Drivers traveling the corridor at high speeds create an unsafe environment for other drivers, businesses, and residents.

Pedestrian and Bicyclist Safety

Pedestrian safety is a top concern. This impacts residents, commuters, business owners, and visitors. Signalized crosswalks, protected bicycle lanes, and reducing speed limits are identified solutions.






Transit

As multiple bus routes travel through the corridor, better shelters and waiting areas are needed.




Injury Crash Hot Spot Analysis (2016-2020)

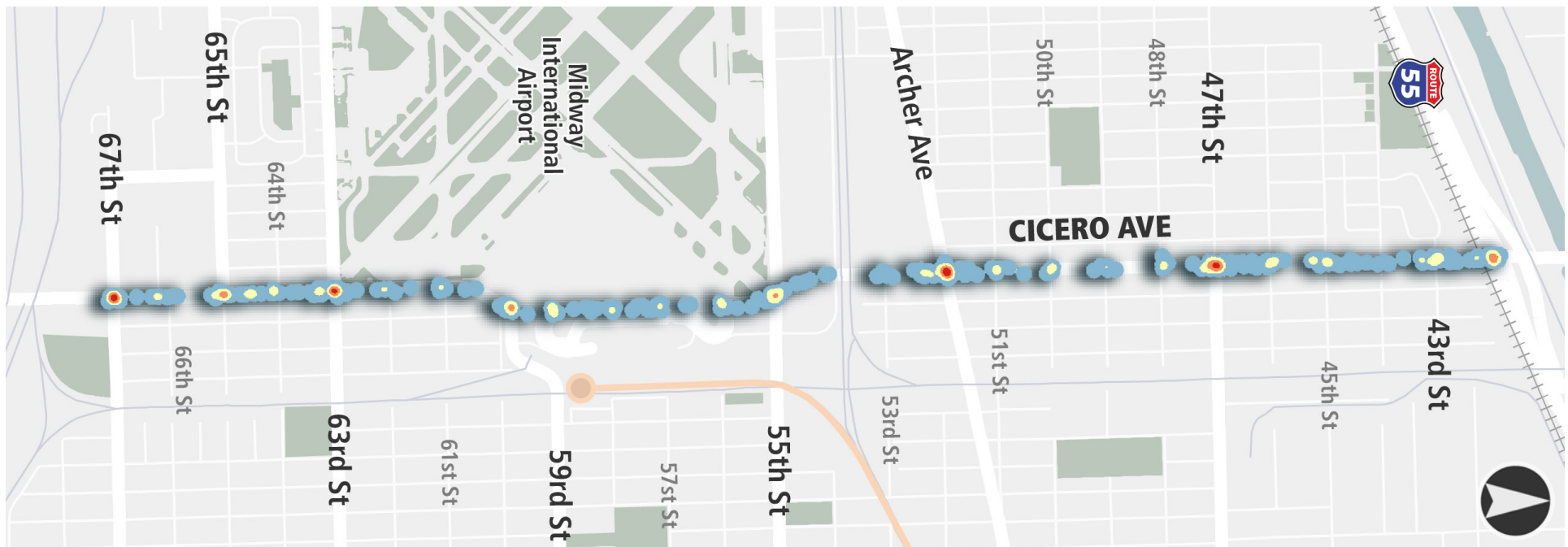
Of the 3,037 crashes along the corridor, 10% (289) resulted in a fatality or severe injury. Of these 10% severe injury crashes, 65% (189) occurred within 100-ft of an intersection. The intersections with the highest number of reported crashes were Cicero Avenue at 47th Street, 63rd Street, and Archer Avenue.

Legend

-  CTA Orange Line/Station
-  Metra Rail Line
-  Freight Rail Line

Crash Density

-  Low
-  Medium
-  High



Multimodal Concerns

Most people opt to drive because it is perceived as the safest mode of travel through the corridor. More people would walk, bike or take transit if improvements were made and it was safer to do so.

Gateway

The corridor is a gateway to the City of Chicago. Corridor amenities such as banners and art would enhance the corridor.

Maintenance

The roadway infrastructure is noted as being in poor condition along much of the corridor (e.g., sidewalks, curb ramps, etc.) and better and more consistent road maintenance is needed.



Lighting

Adding more lighting to the corridor is a possible solution to decrease crime and increase vibrancy. A safer feeling corridor would encourage more visitors.

Traffic Conditions

Traffic Volumes

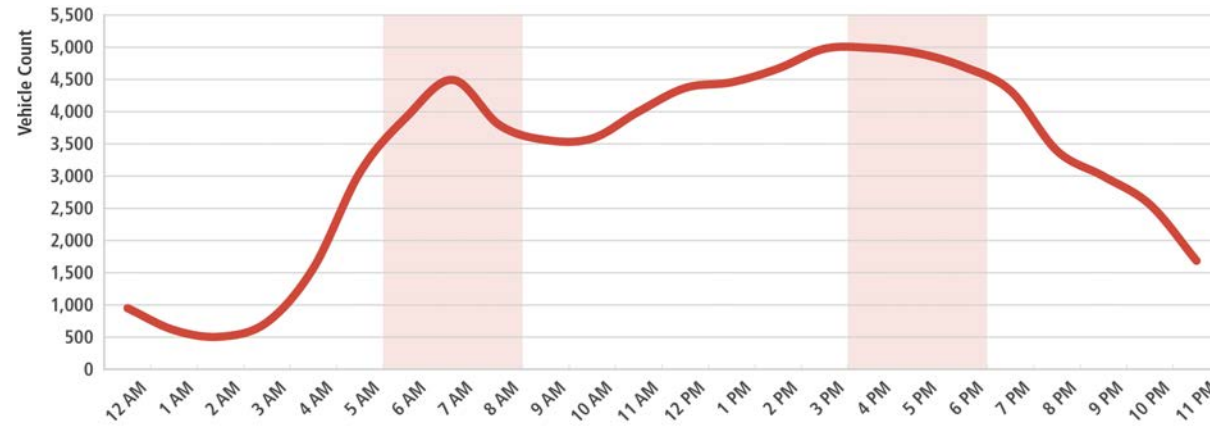
Cicero Avenue has traffic volumes higher than most streets in the City of Chicago. The study corridor carries between 50,000 to 60,000 vehicles per day within a seven-lane cross section. These volumes are quite high for a non-expressway roadway within the City of Chicago, rivaled only by Ida B Wells for amount of traffic carried. In Chicago, most other principal arterials have a four or five lane cross section and 30,000 in average daily traffic (ADT), with the exception of areas closer to an intersection, which can reach 35,000 ADT.

Volumes remain high outside the typical morning and evening rush hours. The graphs to the right compare the hourly traffic volume along Cicero Avenue to a more typical street in the city (Chicago Avenue), as well as 24-hour direction volumes. While a typical Chicago roadway (shown in yellow) would see sharper AM and PM volume peaks, the peaks on Cicero are much flatter and the volume of traffic during the middle of the day remains fairly close to the peaks. This might be due to drivers adjusting their trips to different parts of the day to avoid congestion during the typical morning and evening rush hour periods, however more information is needed to understand the cause. Midway Airport operations are also likely to generate increased traffic throughout all hours of the day rather than in the traditional peak hours.

Intersection capacity analyses demonstrated that intersections operate at or near capacity through the day. Most of the congestion is south of Midway Airport and higher traffic volumes are in the afternoon. 63rd and 67th Streets

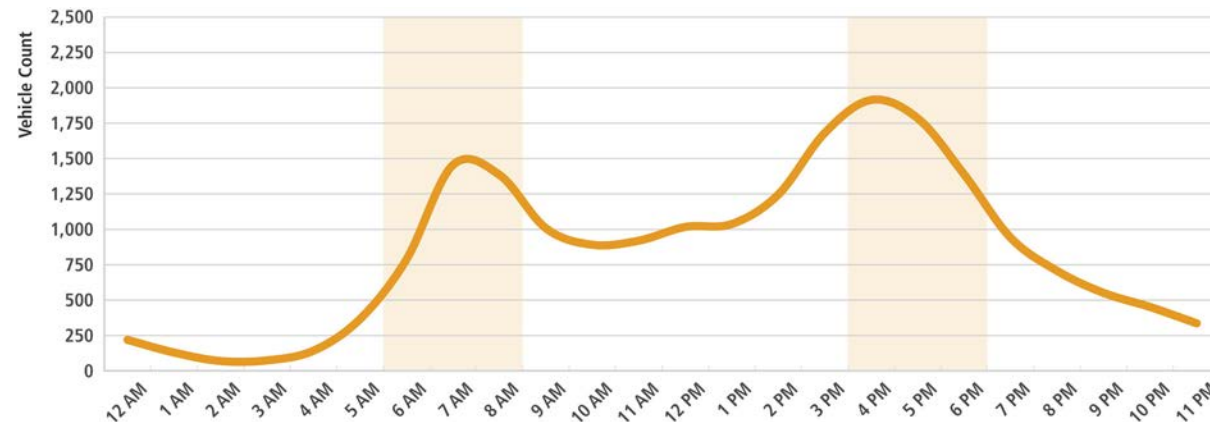
Hourly Traffic Volume Patterns

Cicero Avenue Study Corridor Hourly Traffic Volume Pattern*



* Data collected in May 2021. Hourly volume patterns were based on the average counts collected over a 24-hour period at 6 locations throughout the study corridor (Cicero and: 47th, 50th, Archer, 55th, 63rd, 65th).

Typical Hourly Traffic Volume Pattern in Chicago*



* Data collected in early March 2020 on Chicago Ave between Laramie and Kedzie

are the busiest intersections although many intersections are fully saturated with traffic during and around peak hours.

As a part of the Traffic Study, traffic volumes observed in May 2021 were compared to pre-pandemic numbers in 2019. It was found that daily volumes, while much higher than they were earlier in the pandemic, were still down about 10% to 15%. Morning and evening peak hour volumes were similar and the level of traffic during mid-day hours and overnight was significantly less. Reduced air travel activity at Midway Airport was likely the primary factor for volume changes (33% less in May 2021 vs May 2019).

Truck Traffic

Cicero Avenue is a Class II truck route (which is a designated truck route along a major arterial roadway) and has very high truck traffic volumes. Trucks comprise around 6% of all vehicles in the corridor, nearly 4,000 trucks travel the corridor per day, and at the heaviest point between 44th to 45th Streets, trucks are close to 10% of the vehicle volume. These numbers are high because

Cicero Avenue connects to many economic industrial generators of freight. For comparison, Western Avenue, which is also one of the City's most significant freight corridors, is about 11% truck traffic. The majority of truck traffic occurs in the morning and midday and is not as high by the PM peak hours. The highest truck volumes are at the I-55 ramps.

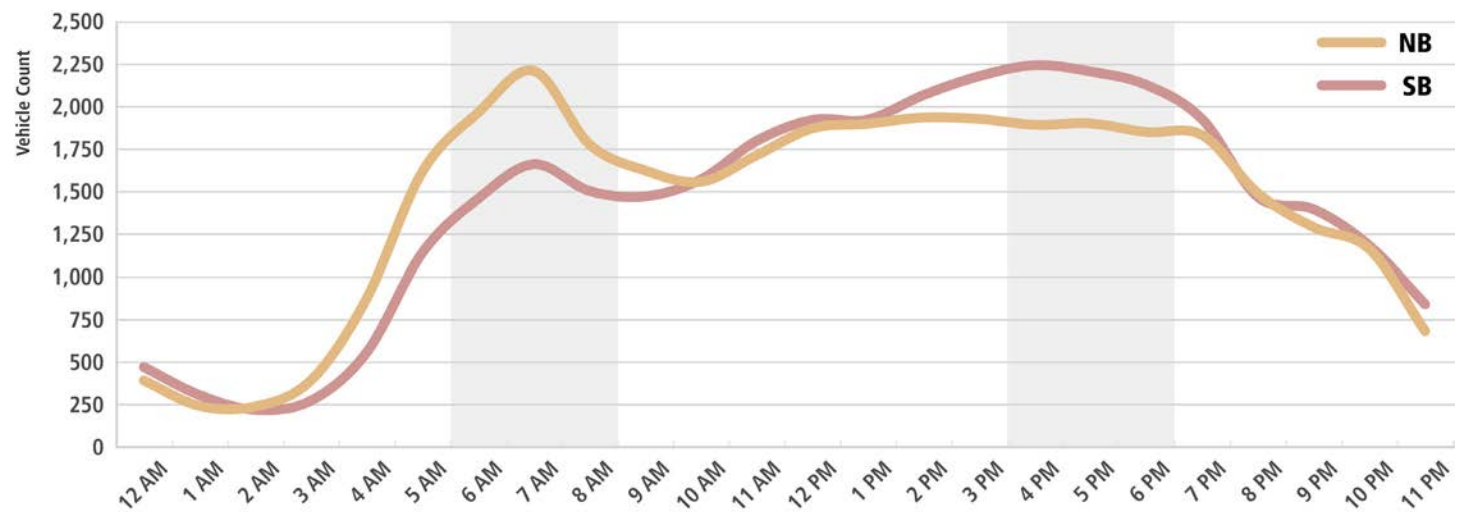
Speeding

There is also an issue with speeding in the corridor. 83% of all drivers travel over the speed limit (30 mph) on Cicero Avenue, as observed between 49th and 50th Streets. This presents an issue to safety for all roadway users, including people walking and bicycling. The busiest pedestrian and bike intersections are 63rd Street, Archer Avenue, 50th and 47th Streets. There is higher pedestrian and bike activity in the PM peak hours and fewer pedestrians and bicyclists in AM peak hours.

24-Hour Directional Volumes

Similar to many other north-south streets throughout Chicago, traffic volumes on both directions of Cicero Avenue are elevated during the peak hours. However, traffic volume heading north in the morning and south during the evening is slightly higher. This points to the significance of I-55 as a key origin and destination for vehicular trips.

Cicero Avenue Study Corridor Hourly Traffic Volume Pattern by Direction*



* Data collected in May 2021. Hourly volume patterns were based on the average counts collected over a 24-hour period at 6 locations throughout the study corridor (Cicero and: 47th, 50th, Archer, 55th, 63rd, 65th).

Intersection Challenges

The design and operations at many intersections contribute to bus delays, increase challenges for pedestrians and bicyclists to safely cross within the allotted pedestrian countdown times, and result in difficult vehicular turning movements.

Existing physical conditions that are common at intersections across the corridor include:

Bus Stops. Many of the bus stops include inhospitable waiting areas without shelters, little buffer from roadway or little room to wait along already crowded sidewalks.

ADA Access. Curb ramps are often in disrepair with tactile pads either absent or broken.

Pedestrian Crossings: Intersections are wide and many have faded crosswalks. The vehicular turning radius is also wide at many of these intersections, which contributes to a difficult crossing environment.

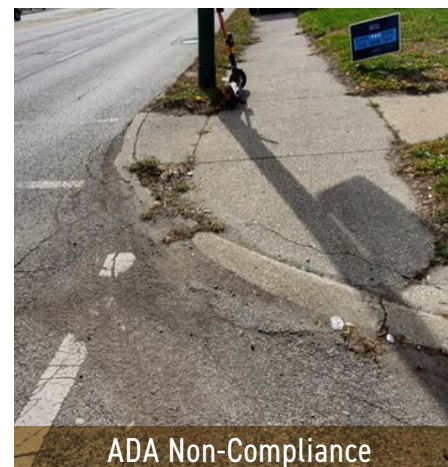
Bicyclists. Bicyclists can be seen crossing Cicero Avenue, but the crossing conditions are uncomfortable due to the wide intersections.



Difficult Truck Turning Movements



Heavy Vehicular Congestion



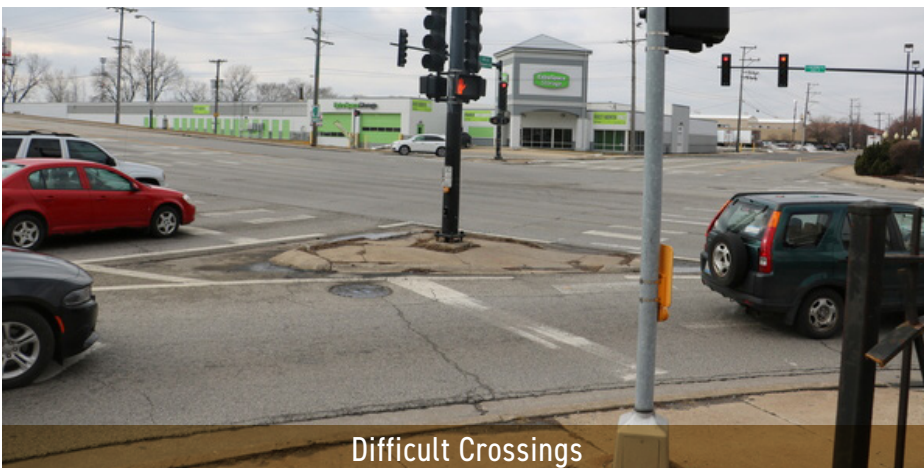
ADA Non-Compliance

Community Engagement

The community identified pedestrian safety improvements and traffic improvements as the top tools for improving intersections along the study corridor for pedestrians, bicyclists and transit riders.

Community Engagement

Intersections safety was heard as a top concern during initial engagement efforts. The community shared that intersections throughout the corridor are unsafe and safer crosswalks are desired.



Intersections identified for Improvements

Intersections that can be most profoundly impacted by multimodal safety and traffic improvements include:

- 43rd Street
- 47th Street
- Archer Avenue
- 63rd Street
- 67th Street

The map on the right shows the most challenging intersections identified in a data analysis and mentioned during engagement.

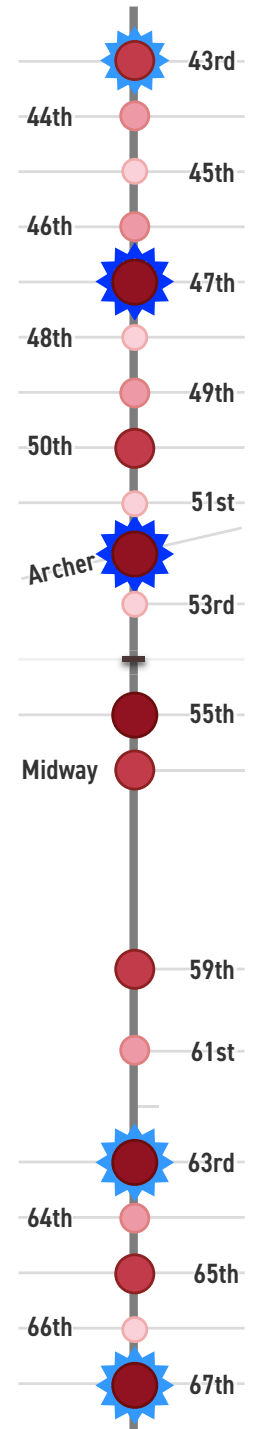
Legend

Intersection Safety Ranking from Data Analysis

- Least Challenging
- Somewhat Challenging
- Most Challenging

Intersections Mentioned during Engagement

- Frequently Mentioned
- Most Mentioned



Street Sections

Existing Street Sections

These street sections give a snapshot of the general conditions to better understand opportunities for gaining pedestrian space and increasing safety for all users of the roadway. Typical street sections represent usual conditions along the corridor, but variations do occur, sometimes even block to block.

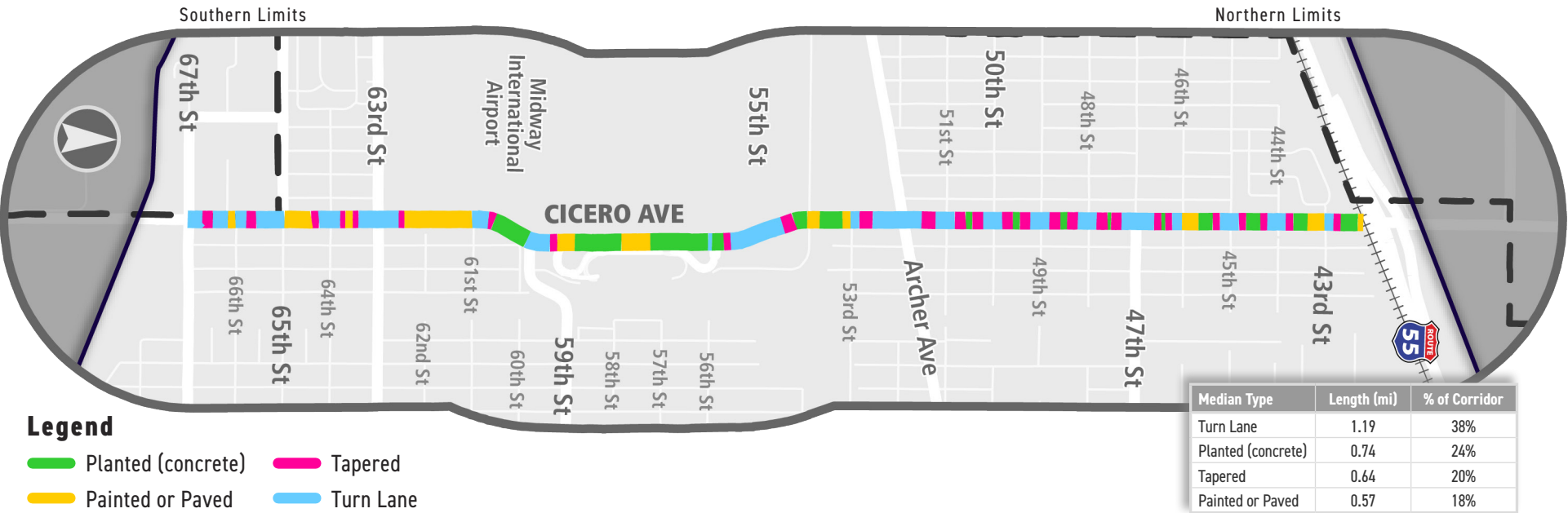
Vehicular Travel Lanes. There are three northbound lanes and three southbound lanes throughout the study's section of Cicero Avenue. From 43rd to 53rd Streets, the lanes are typically 11' wide. From 53rd to 67th Streets, the outer lanes are typically 14' wide (inner lanes are 11' wide).

Pedestrian Zones. Throughout most of the Cicero Avenue study corridor, there is little buffer between the sidewalk and vehicular traffic. From 43rd to 53rd Streets, the pedestrian zone is typically 9' wide, with approximately 6' sidewalks and 3' of grassy and/or concrete buffer from vehicle lanes. In the vicinity of Midway Airport from 53rd to 63rd Streets, there is a large,

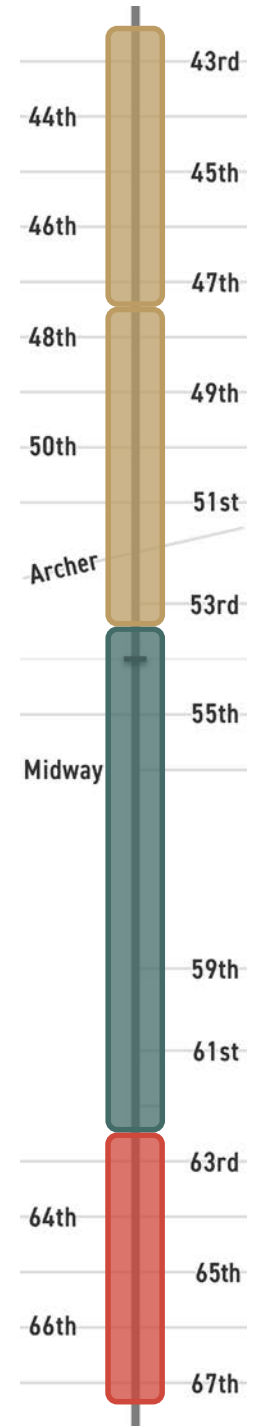
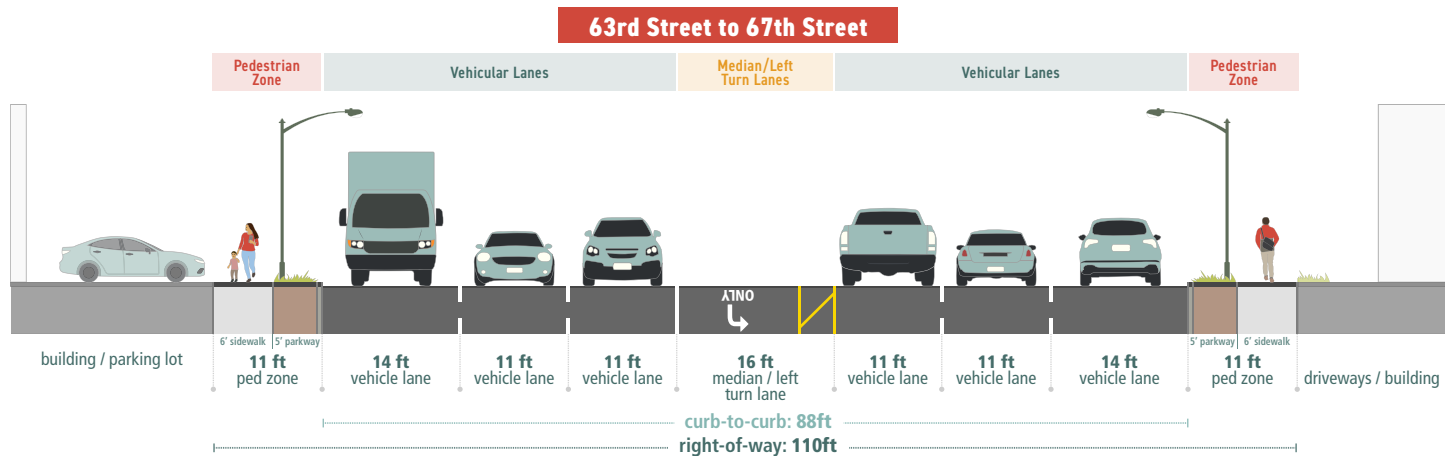
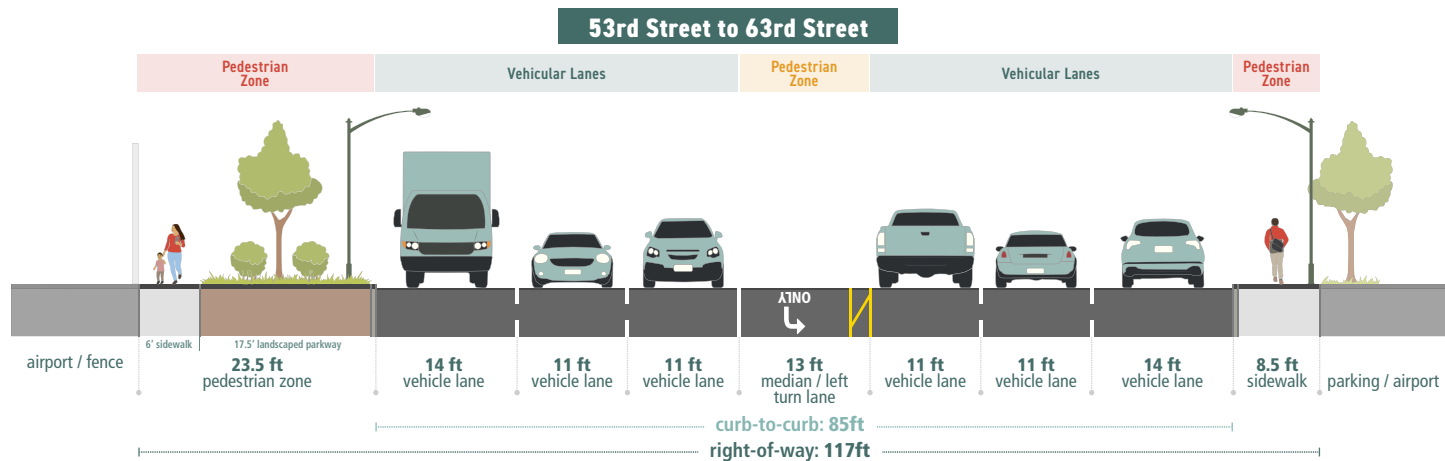
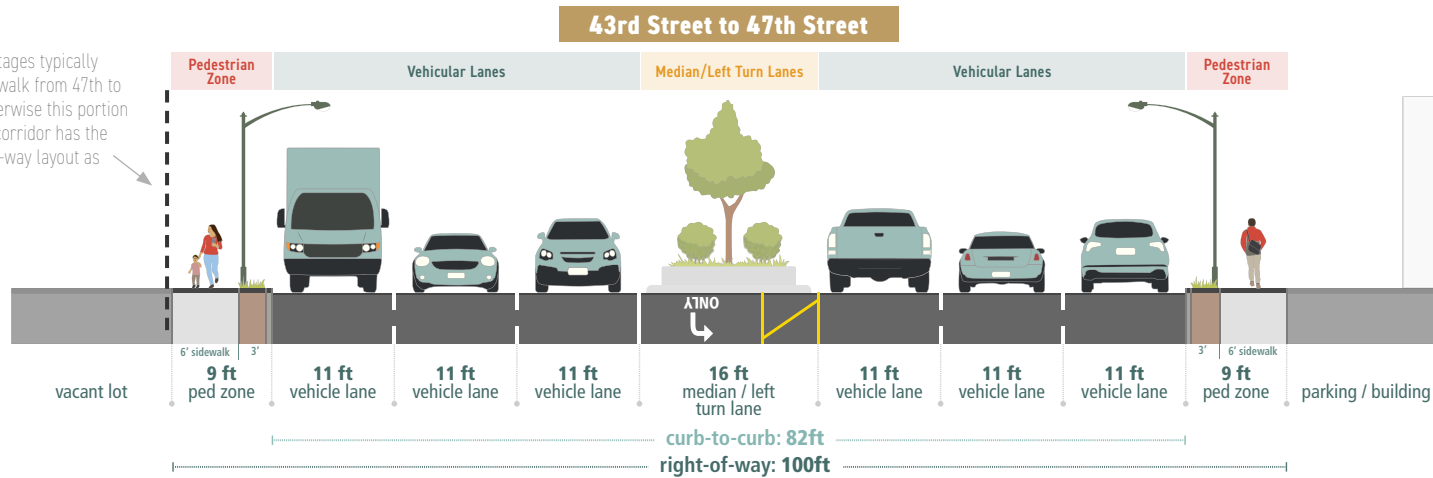
approximately 23.5' wide parkway with landscaping on the western side of the roadway and approximately 8.5' pedestrian zone on the eastern side. In the southern portion of the corridor from 63rd to 67th Streets, the pedestrian zone is about 11', which includes a 5' grassy parkway and 6' sidewalks on both sides of the road. Except the area around Midway Airport (53rd to 63rd Streets), there are no existing trees in the pedestrian zone.

Medians / Left Turn Lanes. The middle "lane" of Cicero Avenue has a variety of looks and uses. The most common use is as a left turn lane for vehicular traffic. Planted medians are the next most common use. They are concrete with landscaping and trees and are mostly located in the northern part of the study corridor and near Midway Airport. Other uses of the middle "lane" are painted or paved lanes that turn into a tapered lane, signaling the approach of a left turn lane.

Median Components / Uses



Building frontages typically about the sidewalk from 47th to 53rd, but otherwise this portion of the study corridor has the same right-of-way layout as 43rd to 47th.







RECOMMENDATIONS

Improvements Toolbox

A variety of improvements and placemaking methods were considered as part of this study for the revitalization of the Cicero Avenue Corridor. This includes safety improvements for all roadway users, the creation of public spaces, and placemaking features inspired by the community's vision.

PLACEMAKING TOOLBOX

Placemaking in the public way has multiple benefits for communities, users, the environment, and the local economy. Through a wide array of placemaking tools, streets that support community identity, promote walkability, are safe, and provide better connectivity for all users, can be implemented. Enabling communities to create an identity for their neighborhood can enhance community character, reinforce social networks, and provide the community with a sense of belonging and investment in their neighborhood. This leads to greater care of public spaces, more interactions among community members, and ultimately to an improved sense of community.

Sustainability

CDOT's Sustainable Urban Infrastructure Guidelines provides guidance and requirements specifically keyed to Chicago's environmental priorities. Livable street elements are an essential component to improving the public realm and support the implementation of a variety of environmental sustainability goals, such as the use of:

- Vegetation to create habitats and reduce urban heat island effect
- Permeable materials in addition to vegetation to manage stormwater and reduce stormwater runoff
- Recycled materials

While most of the street elements highlighted throughout this section have sustainable benefits, this symbol will appear next to specific elements with a more direct impact.



Intersections

Intersections are shared spaces where the sidewalk, parking, roadway, and median come together and serve as an opportunity to elevate the experience for all users: pedestrian, bike, and vehicular. Intersections include features such as corners, curb extensions, and crosswalks. These features should be designed to be compact to make vehicular and pedestrian activities more visible to all users. In addition, placemaking elements must be carefully positioned near intersections in order not to obstruct sight lines.

1 *Corners*



Corners are where pedestrians gather and make directional decisions. Placemaking elements can highlight their importance, including neighborhood identifiers, gateways, special pavements, seating, lighting, and landscaping. They may also provide an opportunity for temporary installations like public art. Placemaking efforts should consider line of sight triangles at corners.

2 *Pedestrian Plazas*

Pedestrian plazas are spaces that are primarily for pedestrian use. The area may contain benches, tables, or other facilities like bikeshare stations, and they typically adjoin a sidewalk or a transit stop.



3 Crosswalks

Crosswalks reinforce a pedestrian friendly environment by guiding pedestrians across the street and reinforcing their right of way within the public way. Crosswalks not only provide the safe passage of pedestrians across streets, but their design can provide a placemaking opportunity. Materials can be coordinated with streetscape design efforts to enhance and reinforce a neighborhood's sense of place.

Decorative crosswalks are one tool that CDOT uses to help promote the economic and social development of neighborhood commercial areas, as well as to support safety. Crosswalks can become an important element in the physical environment by physically and visually linking opposite sides of the street. This continuation of the pedestrian zone through the parking and vehicular zones can be accomplished not only by striping, but by using various materials, colors, and patterns that may already occur in the public right of way. Decorative crosswalks can help with neighborhood branding and identity, as well as acting as gateways within a corridor. In addition, decorative crosswalks:

- Define and emphasize pedestrian presence in the right of way. This is in line with CDOT's modal hierarchy prioritizing pedestrian movement.
- Creates a sense of place, especially along wide and/or long corridors.
- Connects both sides of a corridor, this is particularly important in shopping districts to make people feel comfortable crossing the street.
- Relatively speaking, are a very affordable gateway treatment
- Discourages vehicles from encroaching into the pedestrian crossing space.



4 Corner Islands / Right Turn Slip Lanes



Corner islands ("pork chops") are triangular raised islands placed at an intersection between a right-turn slip lane and through-travel lanes. Well-designed right-turn slip lanes provide pedestrians with area for refuge and a right-turn lane that is designed to optimize the right turning motorist's view of the pedestrian and of vehicles to their left.

5 Curb Extensions and ADA Ramp Improvements

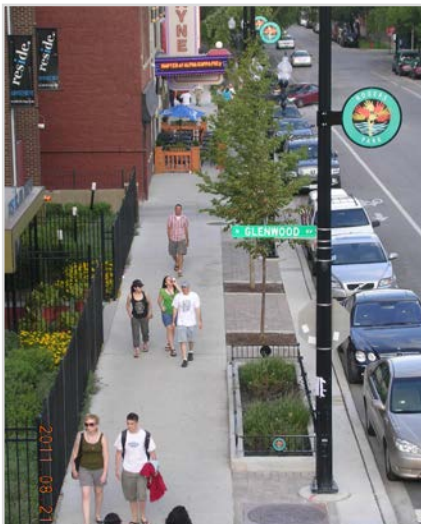
Curb extensions create additional sidewalk space at corners. They also shorten the distance pedestrians must travel to cross a street and improve sight distances between motorists and pedestrians, allowing for a safer crossing experience. Curb ramps better enable people in wheelchairs to cross streets and detectable warning pads direct people with visual impairments through an intersection. In-ground and above-ground planters could also be incorporated at curb extensions.



Sidewalks and Bicycles

Sidewalks provides most of the space dedicated to pedestrians in the right-of-way, connecting places and spaces along a corridor. Thus, the width of a sidewalk can greatly impact opportunities for placemaking in the public way. Placemaking elements along the sidewalk can include trees, planters, hanging baskets, neighborhood identifiers, special pavers, banners, public seating, dining areas, public art, and a variety of signage such as kiosks. Narrow sidewalks have greater limitations on the number, scale, and size of elements that can be placed within the streetscape, while wider sidewalks offer more options.

1 Sidewalk Widths



Incorporating placemaking elements in narrow sidewalks can be challenging. A six-foot clear walking path must be maintained while also accommodating necessary parkway elements such as light poles. While the Americans with Disabilities Act (ADA) Accessibility Guidelines only requires a four-foot-wide clear sidewalk width, a wider clear path is recommended for pedestrian comfort. In addition, the Chicago Landscape Ordinance, which establishes landscape requirements along the public way, does not require or recommend the use of street trees in sidewalks that are less than nine feet wide. Options for placemaking on narrow sidewalks could include pavers in the parkway zone, sidewalk medallions, light pole banners or hanging baskets, where appropriate.



2 Bicycle Infrastructure

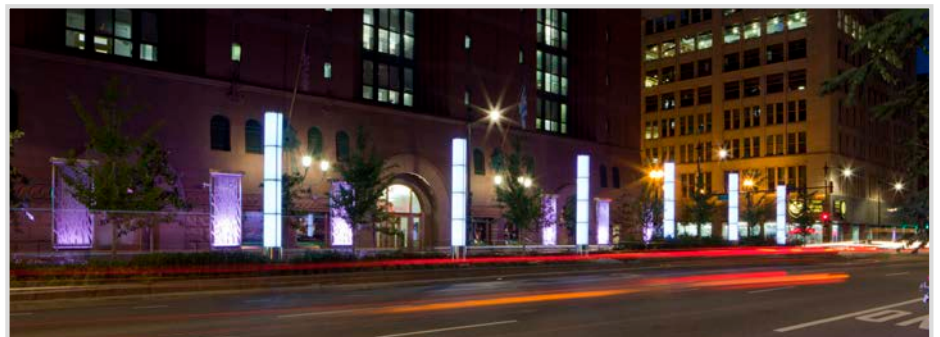


Bike lanes encourage bike-oriented travel, especially in short trips of five miles or less. They help reduce traffic congestion and pollution as well as provide people with additional transportation choices. Bicycle facilities can also promote benefits beyond the bicycle: they can be developed in ways that promote placemaking, improve the pedestrian environment and incorporate streetscape elements.

Bike boxes can also be used at the head of a traffic lane at a signalized intersection. It provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

3 Street Lighting

Vehicular and pedestrian streetscape zones must be properly lit. LED light fixtures on streets, alleys and viaducts help to increase safety, reduce energy costs, and improve the environment. Lighting design should consider the requirements in CDOT's Sustainable Urban Infrastructure Guidelines. Moving overhead wires underground highlight light fixtures as a clarifying element of the streetscape.



Community Identity

This study shows potential locations along Cicero Avenue for the placement of major and minor identifiers at important intersections. Community identifiers are permanent architectural elements that seek to bring a unique identity to a neighborhood. This identity can be drawn from many different sources: cultural ethnicity, architectural styles or elements, special cultural or historic institutions, or the general historical background of a neighborhood. Identifiers can be expensive, and funding must be identified prior to their design and installation. Proper design standards must be maintained to ensure proper use, maintenance, and safety. Their placement must not impede route accessibility and headroom heights must be considered. Identifiers can take different forms depending on their intent and proposed location. They can range from gateways crossing over a street to sidewalk medallions.

An area marker or gateway is generally a large sculptural element placed either at the end of a streetscape or along a streetscape at key nodes. These elements serve the purpose of marking entryways and throughways of a commercial/retail district. Traffic movement, including truck traffic circulation, should be considered in gateway designs. When feasible, gateway identifiers should be protected with bollards. Often, a community desires to have lighting incorporated into the design of their community identifier. This requires careful design and consideration of maintenance.

1 Major Identifiers (gateway)

Major identifiers function as gateways or entrances to a specific corridor or neighborhood. They typically have a design or theme that reflects the characteristics of the neighborhood or area which it represents.



2 Minor Identifiers



A minor identifier (e.g., obelisks) is a decorative element that can be placed in or near the pedestrian zone of the right-of-way. They help create a visually appealing environment along a roadway or neighborhood.

3 Light Pole Identifiers

Metal light pole identifiers can represent the unique character of a neighborhood, community, or commercial district. CDOT coordinates the design and installation of permanent light pole identifiers with community stakeholders. Metal identifiers are typically installed on new light poles during streetscape improvement projects, but in some instances, community groups have requested that identifiers be installed on existing light poles. Careful consideration must be given to the structural impact that new metal light pole identifiers can pose on existing light poles. For this reason, a survey of existing light pole conditions must be completed. Metal light pole identifiers are typically 8' in length and vary in width depending on the design.



Street Furniture

Street furniture can provide a cohesive streetscape environment and support activity along the public way. Their placement is integral to the functionality of a streetscape project.



1 Benches



Benches are usually placed in locations along the public way where people tend to gather. They are typically 6' long, black, and include intermediate armrests.

2 Trash Receptacles



Trash receptacles are typically placed two per block, on opposite intersection corners. The addition of new receptacles needs to be coordinated with the Department of Streets and Sanitation through the local alderman's office, since they coordinate trash pick-up throughout the city. In Special Service Areas (SSA's), the service provider typically leads garbage pick-up efforts. Trash receptacles have also proven their durability in the urban landscape.

3 Bike Racks



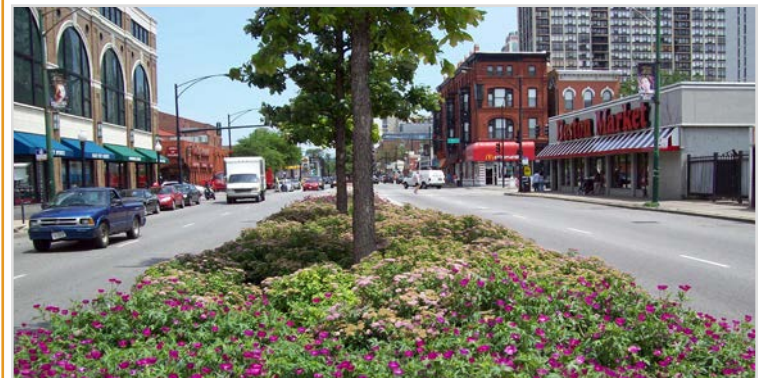
Bike rack locations are determined by CDOT through the streetscape design process or can be requested by communities through CDOT's bike parking program. Community groups can request installation of customized bike racks depicting neighborhood-specific designs through CDOT's bike or Business Affairs and Consumer Protection Grant programs.

Landscape Elements

Landscape elements are an important placemaking component. Trees provide a comfortable environment for pedestrians, lowering the sense of scale along the public way and providing environmental benefits such as cooling and shading. Planters help soften and beautify the public way and can also provide stormwater management benefits in the urban environment. Nonetheless, landscape installations need to carefully consider maintenance requirements.

1 Medians

In wide streets, medians provide pedestrians with a refuge area in which they can wait for a break in the traffic. A pedestrian safety island minimizes pedestrian exposure time, enhancing walkability in the area. These may be further enhanced with plantings or street trees but should maintain visibility. Often, these medians may act as gateways into neighboring communities and may integrate additional placemaking elements.



2 Planters

Streetscape planters come in a wide range of styles and sizes. When placing planters, it is important to consider federally established accessibility guidelines.



3 Pavement



Pavements, especially in urban areas, form the floor of the outdoor environment in which people live, work, and play every day. A space covered in grass will feel much different than the same space covered in concrete. While most sidewalks in the City of Chicago are constructed with concrete, a number of areas are accented with other materials, such as pavers. In all cases, sidewalks are an opportunity to use permeable pavements and enable infiltration of stormwater, and utilize recycled content per the requirements of the Sustainable Urban Infrastructure Guidelines. Permeable pavers allow water to pass through and percolate through the existing subsoil. In areas where soils do not drain freely, permeable pavers can be used in combination with subsurface drainage systems, like pipe underdrains or stormwater infiltration trenches to slow runoff and reduce stress on the combined sewer system.

2A. In-Ground Planters

In-ground planters are installed at or below ground level. They are perceived as part of the pedestrian realm as they are typically adjacent to sidewalk and seating areas. In-ground planters help address stormwater management and can help delineate protective pedestrian spaces. Planters can be installed with or without railings, but railings should not be installed on the street side of planters to avoid conflicts with opening car doors.



2B. Above-Ground Free-Standing Planters

Free-standing planters are placed above ground and rest on the sidewalk. They come in a variety of sizes and shapes and can be made of precast concrete or a synthetic material such as glass fiber reinforced concrete. Free-standing planters add color and texture in tight areas or where underground conditions, such as utilities and vaults, prevent in-ground planters from being installed. However, caution must be taken to maintain the 6' clear accessible route and sightlines when placing freestanding planters.



2C. Infiltration Planters

Infiltration planters take several forms; they can be contained in-grade planters, rain gardens, or long, linear bioswales. All of them use vegetated areas that collect and filter stormwater through layers of mulch, soil, plant root systems and sometimes stone, where pollutants such as nitrogen, phosphorus, heavy metals, oil and grease are retained, degraded and absorbed. Treated stormwater is then infiltrated into the ground as groundwater or, if soils are poor, slowly discharged into a traditional stormwater drainage system.



Budget and Maintenance

Budget and long-term maintenance are critical considerations for creating successful placemaking projects. While almost anything can be done with unlimited funds, budget constraints make it important to prioritize the wish list of amenities and balance that against infrastructure needs. Even very highly desired elements that are feasible within the existing conditions and budget constraints may not be maintainable.

Maintainability is paramount because without successful maintenance, in the long run, all the hard work of the community and the city will be for naught. While the city is responsible for the maintenance of certain items, the community also plays a critical maintenance role. It is important to consider the affordability of the maintenance required for desired placemaking items, and to clarify who will be responsible for maintenance, before making the final selection of elements. Natural elements and daily use take a toll on infrastructure improvements. Materials, furnishings, and plantings used in placemaking and streetscape projects are selected for their durability as well as ease of maintenance, servicing, and replacement. However, no matter how durable original materials are, or how well they are installed, they will not last without regular maintenance. This is especially true in the case of landscape plantings which require regular and active maintenance to keep them thriving and attractive.

Community ownership and maintenance of placemaking improvements (either through voluntary work such as weeding, watering, and general repair, or through monetary assessments for contracted work) are essential to the long-term viability of a project. The capital investment in a community from placemaking improvements should not be a short-term project, but one that will have a lasting positive impact.

INCREASING PEDESTRIAN SPACE AND IMPROVING SAFETY

In considering options for improving pedestrian safety, a potential “road diet” was modeled as a part of a traffic study as participants in community engagement expressed a desire to reduce vehicular travel lanes and provide that gained space to pedestrians, bicyclists and transit. The road diet would involve removing one vehicular lane of travel in each direction. It was found that this alternative is not feasible when modeled because it would cause severe congestion throughout the day. This would be an issue throughout the day as traffic volumes are elevated all day (not just an AM or PM peak). Major congestion can compromise safety by leading to an increase in rear-end collisions, red light running, and driver frustration. Additionally, Cicero Avenue is a key freight corridor and a gateway to Midway International Airport, thus a significant increase in congestion is not a desirable outcome.

Two alternative options were explored to increase space in the pedestrian zone. Option 1 reduces the median to 12' and Option 2 reduces the median to 6'. Both of the median narrowing options would result in a large net increase of trees in the corridor. Another method to gain additional pedestrian space is to narrow the outer vehicular travel lane widths. This method can be applied to both median reduction options.

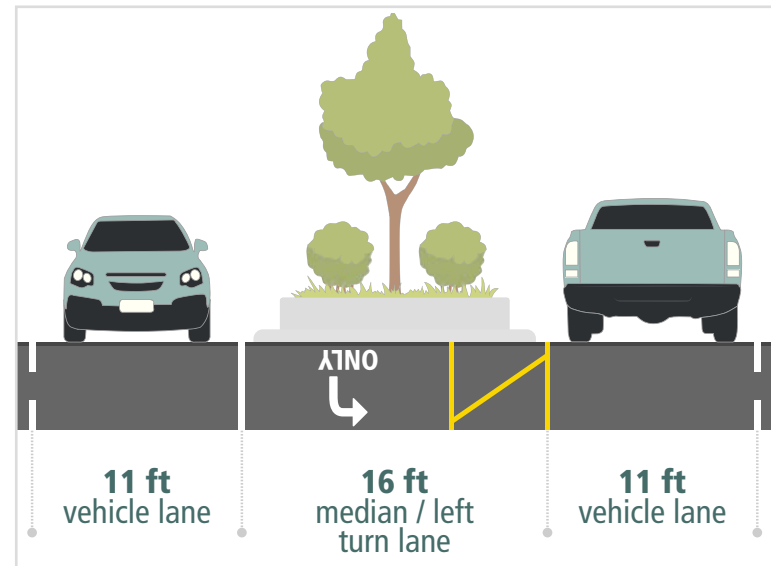
Narrowing the Median. The medians are 16' wide through much of the corridor. If reduced to 12', they could remain planted. If the medians were reduced to 6', this would allow for wider sidewalk space, but the median could not be planted.

Narrowing the Width of the Outer Vehicular Travel Lanes. Through the Midway Zone and Southern Gateway Zone the outer lanes are often 14'. Where possible, the lanes could be reduced to 11', which would be uniform with the rest of the corridor.

Options for Adding Pedestrian Zone Space

Existing Conditions

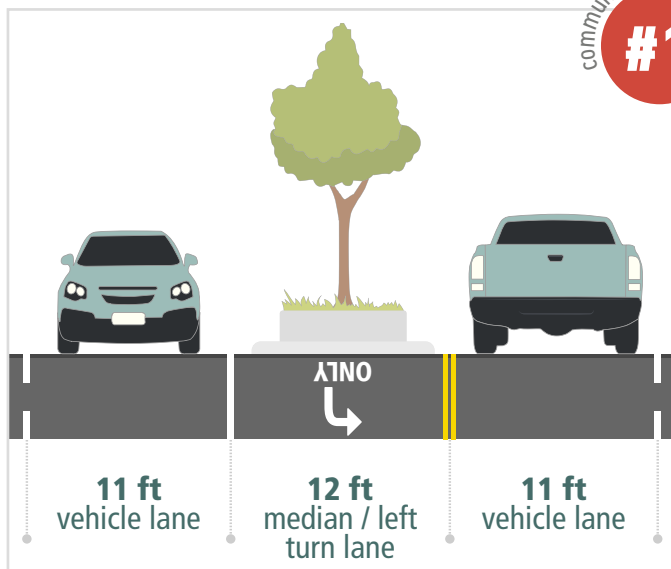
16' medians



Community Engagement

During the second round of community engagement, which included an online survey and community meeting, two options were presented to the community as corridor-wide street cross section improvements: narrowing the median to 12' and keeping it planted or narrowing the median to 6' with no plantings. The option to reduce the median to 12' was indicated as the preferred option. Multiple respondents also indicated a strong preference for narrowing the vehicle lanes.

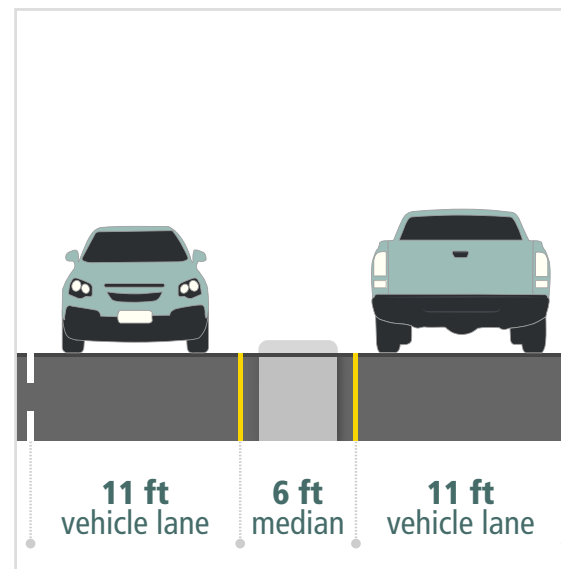
1 Reduce median to 12'



Option 1 (12' median)

Provides continuous 5' sidewalks the whole block, and the addition of about 25 trees per block. This would include about 4' extra pedestrian space.

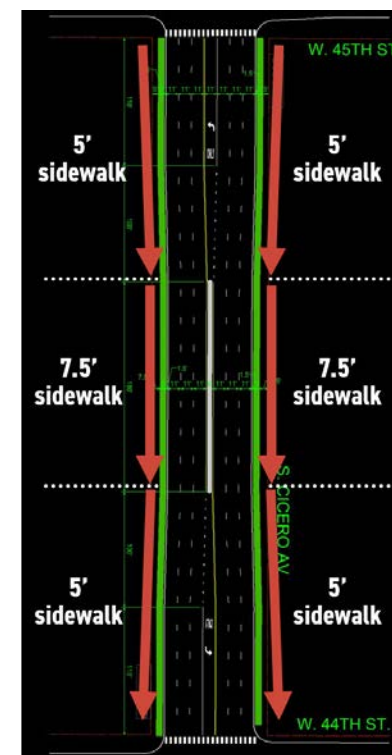
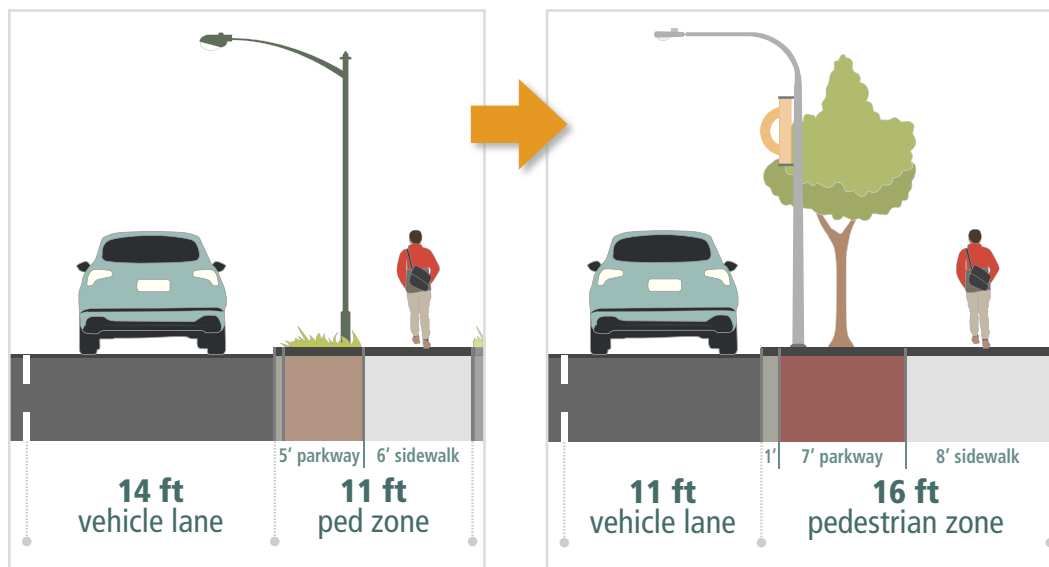
2 Reduce median to 6'



Option 2 (6' median)

Provides 7.5' sidewalks in the midblock section which would taper to 5' sidewalks near the intersections. The resulting hourglass shape may contribute to traffic calming. This would provide the addition of about 19 trees and 4-10' extra in the pedestrian zone throughout each block.

3 Reduce outer vehicular travel lanes (where possible)

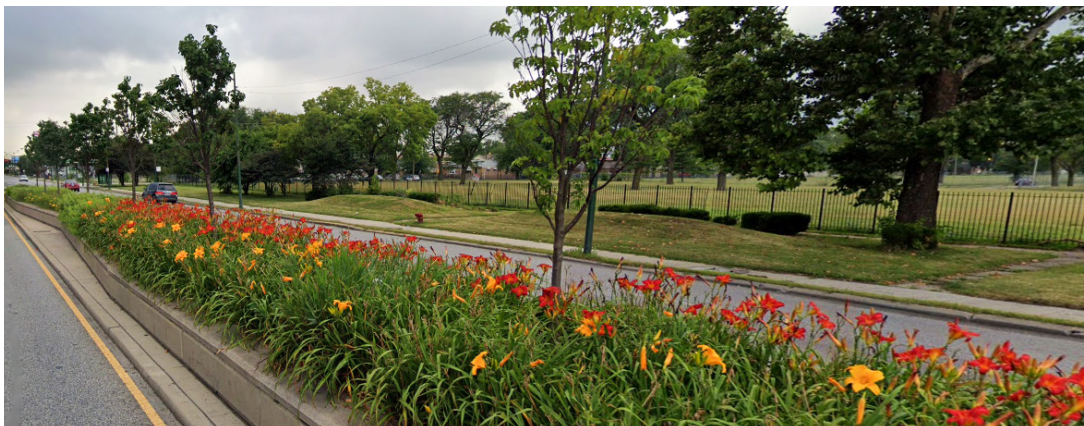


Street Trees

Trees are highly visible and dominant elements that define spatial volume and rhythm along the streetscape. They provide spring bloom, summer shade, fall foliage color, winter branching, and an opportunity for holiday lighting and decorating during the winter. Trees also provide more than just a decorative element in a streetscape, they are value appreciating assets that provide tangible environmental benefits. In addition to softening an otherwise hard urban environment, trees provide a defense against the urban heat island effect and protect residents from harsh weather conditions. Their stormwater management capacity also provides a distinct benefit to the city's water quality and storm sewer system. Several studies have measured the benefits of planting trees throughout the City and found evidence of improved air quality and lower energy costs. Trees have also been proven to increase property values.

There are currently no trees along the sidewalk throughout most of the corridor. Where a planted median exists, there are only about seven trees. Outside of the Midway Zone, there is currently not room for street trees in the parkway due to lack of sidewalk space.

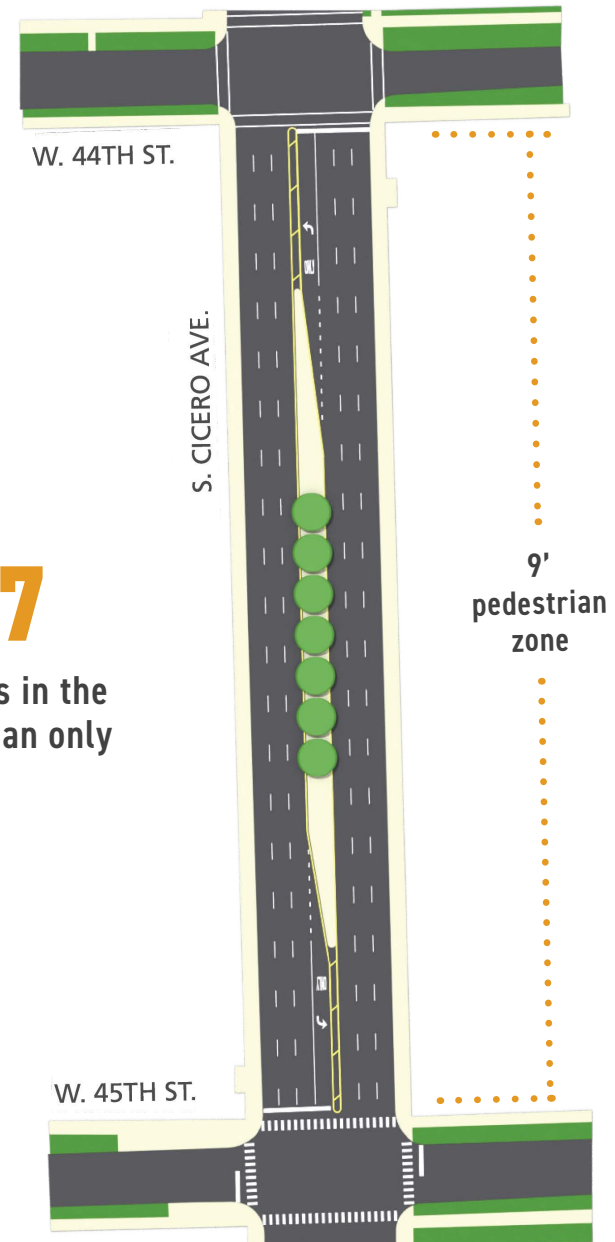
The graphics to the right show the two median reduction options considered for Cicero Avenue and the impacts each would have on street trees. Both options would allow for the opportunity to increase the number of street trees along the corridor compared to existing conditions.



Landscaped concrete median on Cicero Avenue between 45th Street and 46th Street

EXISTING

16' planted medians

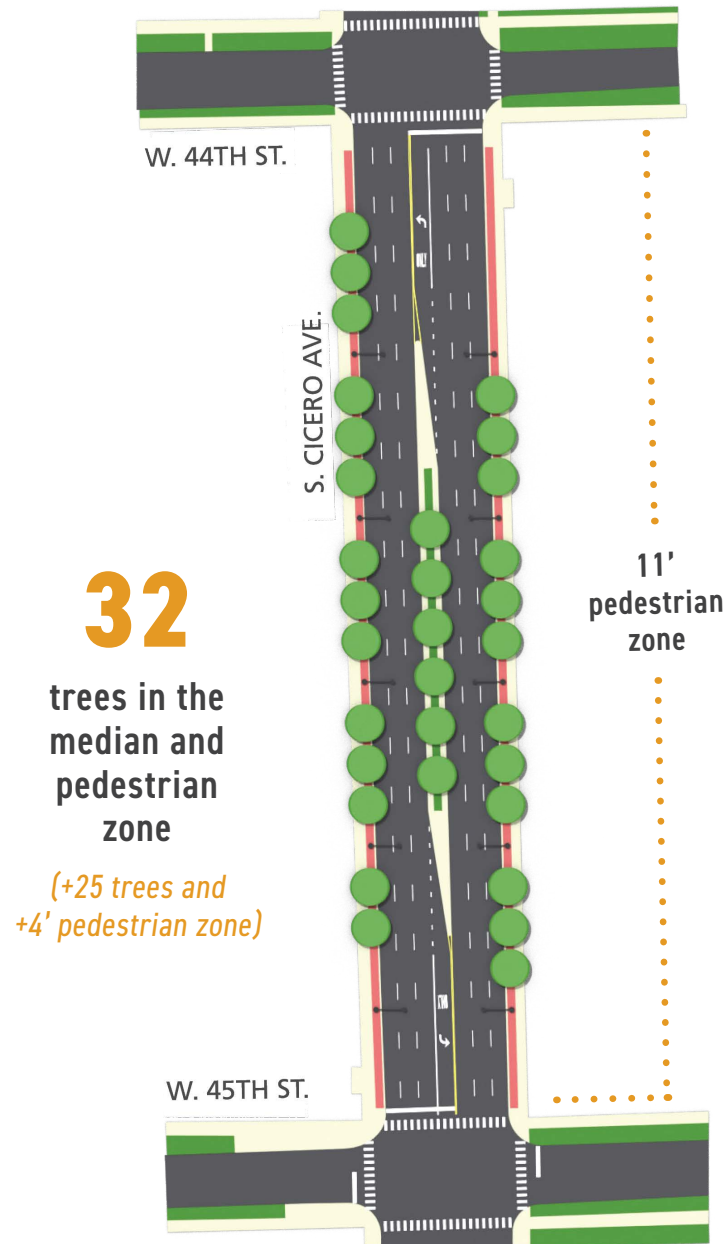


7

**trees in the
median only**

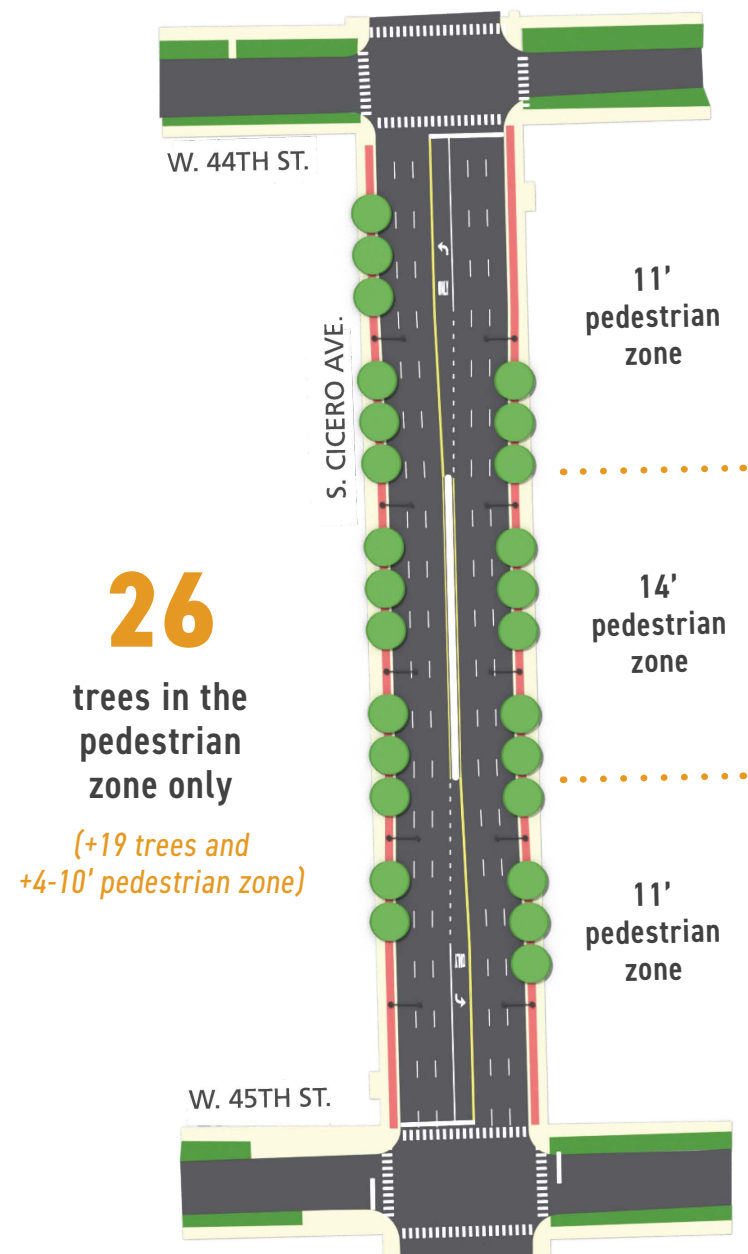
OPTION 1

12' planted medians



OPTION 2

6' concrete medians





CDOT



Street Sections

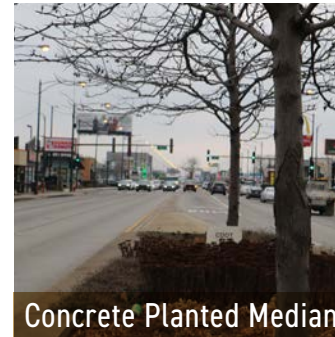
The primary objective of improving the street sections along the study corridor is to increase safety and connectivity for all users of the roadway. Several strategies were applied to each of the four “Character Zones” to reimagine the layout and dynamic of the public right-of-way.

The strategies prioritize creating safer spaces for non-vehicular travelers (e.g., pedestrians, transit riders) while still facilitating safer, more efficient travel for automobile and truck movements. Community members expressed the desire for Cicero Avenue to be more than just a thoroughfare that favors vehicular traffic, but rather a corridor that is inviting and traversable for all roadway users.

NORTHERN GATEWAY AND COMMUNITY COMMERCIAL TYPICAL SECTIONS

Both the Northern Gateway character zone, from 43rd to 47th Streets, and the Community Commercial character zone, from 47th to 53rd Streets, have similar street cross sections. Both sections include planted medians, 11' travel lanes, and little buffer between the sidewalk and vehicular travel lanes. They only differ on building frontage setbacks. In the Northern Gateway zone, building frontages are generally set back from the roadway, while Community Commercial zone frontages are closer to the roadway.

To gain pedestrian space and street trees the existing 16' median could be narrowed to 12' or 6'. Both options would widen the buffer between sidewalks and vehicular traffic and increase the sidewalk widths to 8'. 6' medians would provide more space in the parkway for growing larger and healthier trees.



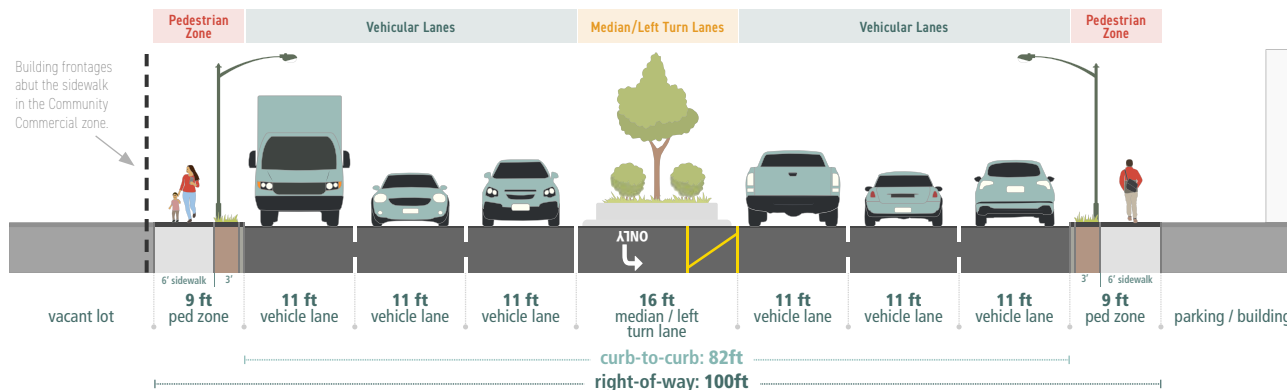
Concrete Planted Median



Sidewalk Obstructions

The graphics depict a midblock cross section.

EXISTING 16' medians



POTENTIAL

Option 1: 12' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 12', which still allows for trees/plantings.
- **Maintained:** 12' turn lanes and tapers. The median is consistently 12' throughout the block.

Pedestrian Zone

- **Changes:** The 4' gained from reducing the median is added to a sidewalk buffer, which allows the addition of furniture and a planting zone that support trees.

Vehicle Lanes

- **Maintained:** Three 11' lanes in each direction.

Option 2: 6' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 6', which does not support trees/plantings.
- **Maintained:** 12' turn lanes and tapers.
- **Difference from Option 1:** Median varies 6-12' throughout the block

Pedestrian Zone

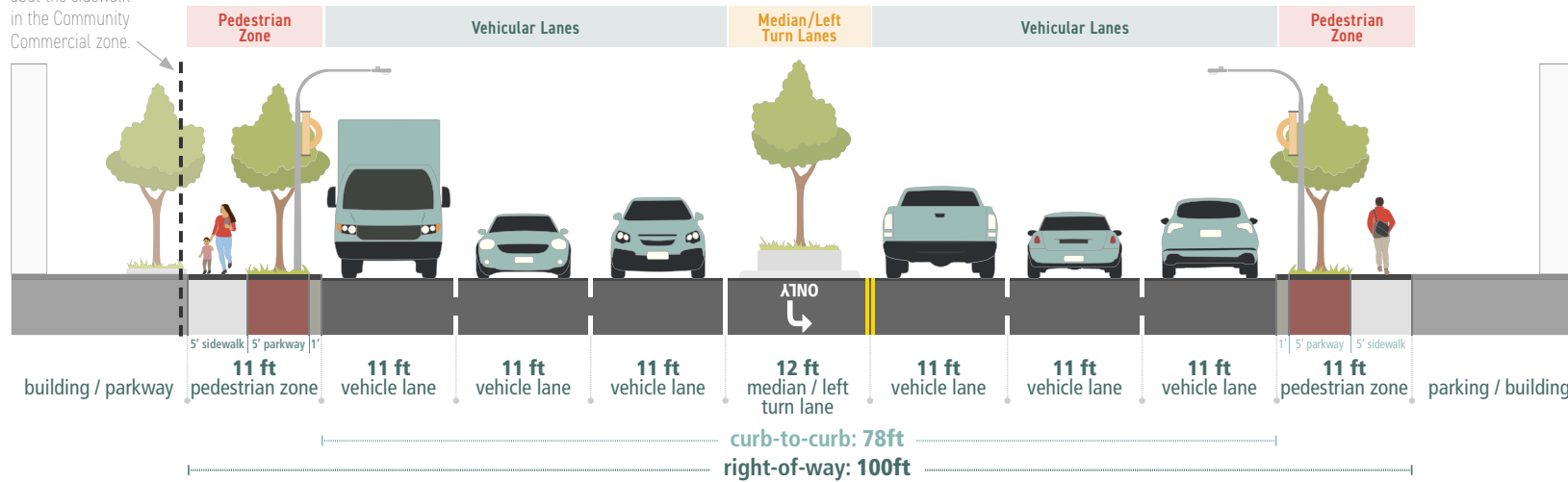
- **Changes:** The 10' gained from reducing the median is added to a sidewalk buffer, which allows the addition of furniture and a planting zone that support trees and wider midblock sidewalks.

Vehicle Lanes

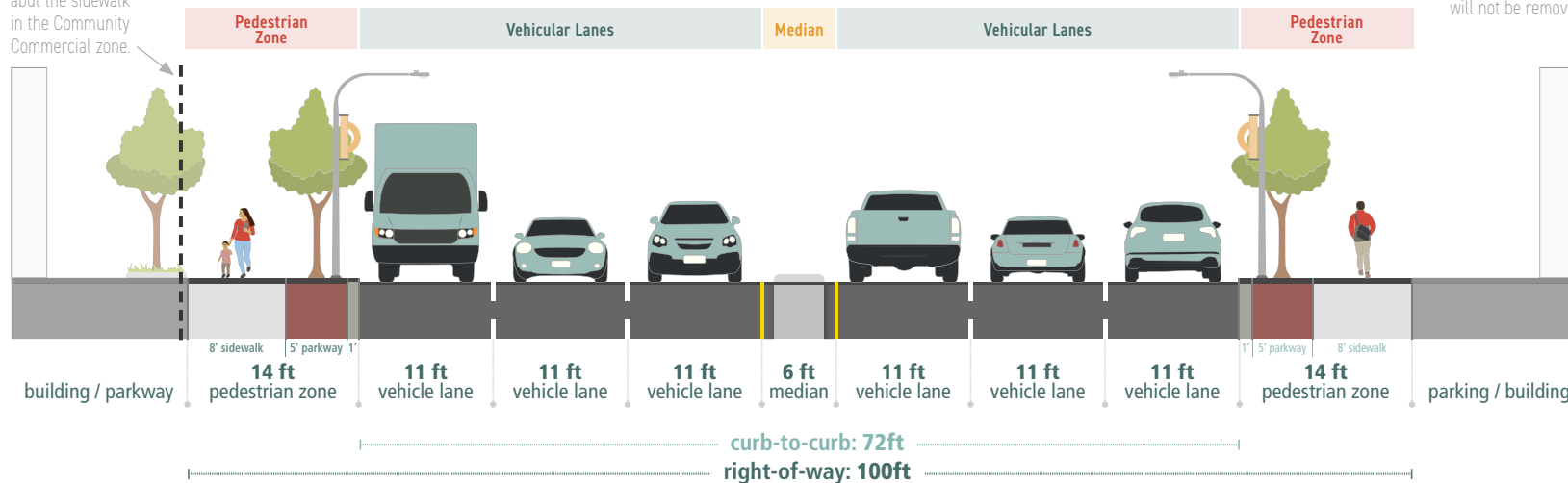
- **Maintained:** Three 11' lanes in each direction.

View Looking North (shown between 44th St and 45th St)

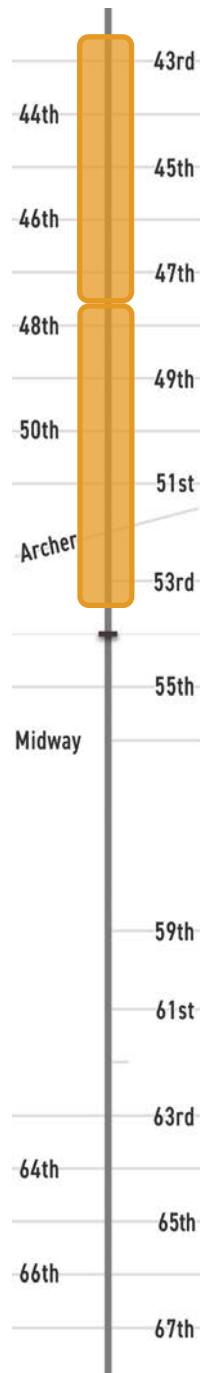
Building frontages about the sidewalk in the Community Commercial zone.



Building frontages about the sidewalk in the Community Commercial zone.



Left turn lanes at intersections will not be removed.

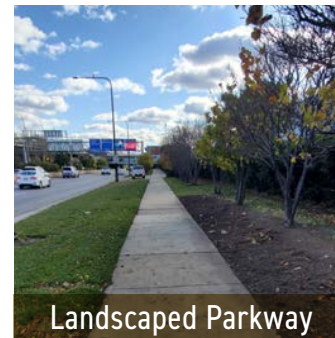


MIDWAY ZONE TYPICAL SECTION

The Midway character zone, from 53rd to 63rd Streets, has a mixture of painted and planted medians and a large landscaped parkway on the west side of the roadway. This zone includes major airport access points, with entrance and exit ramps, and the Midway Orange Line Station at 59th Street. Parking lots and the airport are set back from the roadway. The roadway along this zone has wider outer vehicle lanes than inside travel lanes.

The two options for narrowing the median to gain pedestrian space and street trees remain the same as the other character zones street sections. However, maintaining the planted median is the recommendation as the medians are relatively newer and contribute to the placemaking of Midway Airport. Option 1 provides ample pedestrian space

There is ample pedestrian space with Option 1 with room for a 10' shared use path on the west side, 8' sidewalk on the east side, and parkways wide enough to plant trees.



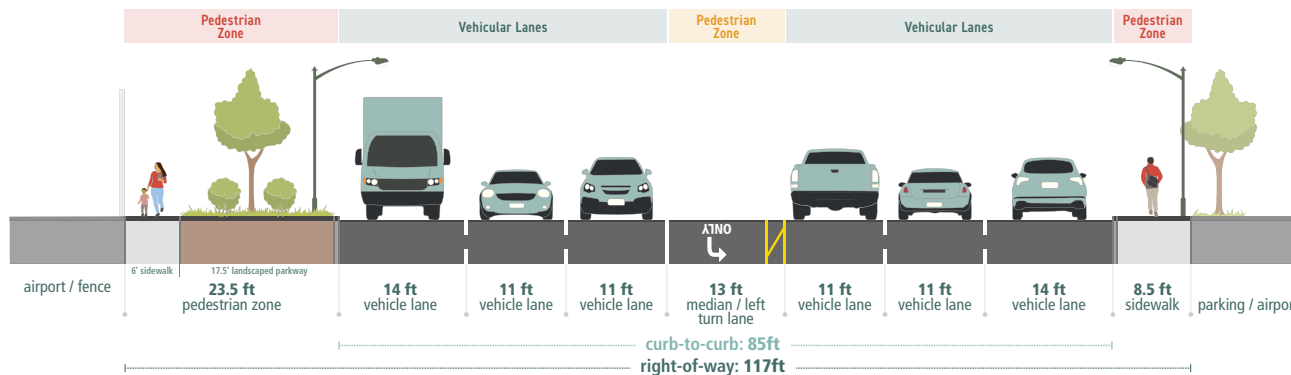
Landscaped Parkway



Planted Concrete Median

The graphics depict a midblock cross section.

EXISTING 13' medians



POTENTIAL

Option 1: 12' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 12' (where possible), which still allows for trees/plantings.
- **Maintained:** 12' turn lanes and tapers.

Pedestrian Zone

- **Changes:** The space gained from reducing the median and outer travel lanes is added to a larger sidewalk buffer (east) and a 10' shared use path (west).

Vehicle Lanes

- **Maintained:** Three 11' lanes in each direction, outer lanes reduced from 14' to 11'.

Option 2: 6' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 6' (where possible), which does not support trees/plantings.
- **Maintained:** 12' turn lanes and tapers.

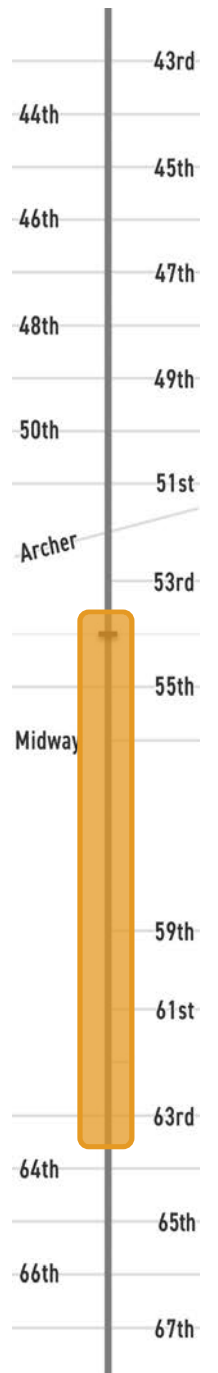
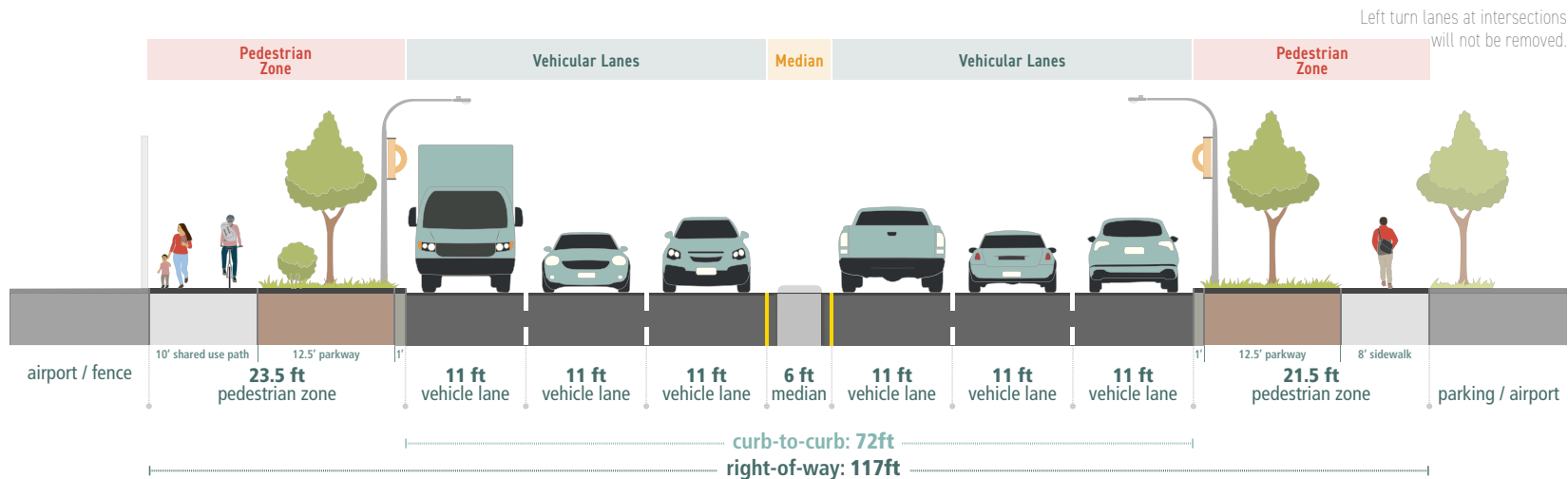
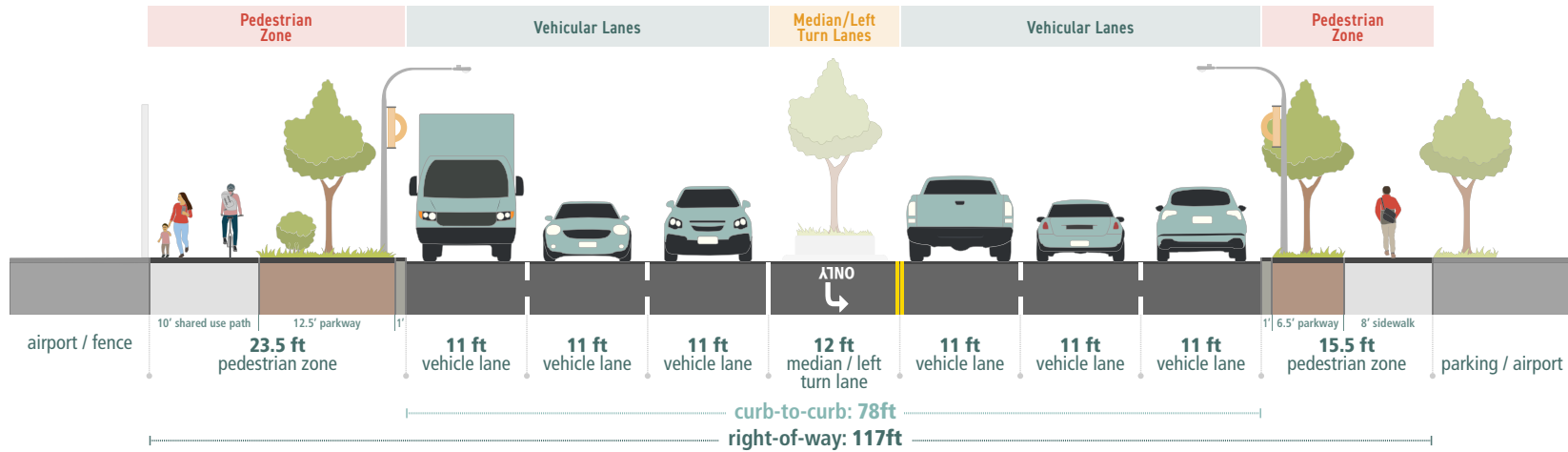
Pedestrian Zone

- **Changes:** The space gained from reducing the median and outer travel lanes is added to a larger sidewalk buffer (east) and a 10' shared use path (west).
- **Difference from Option 1:** More buffer space in ped zone on the east side.

Vehicle Lanes

- **Maintained:** Three 11' lanes in each direction, outer lanes reduced from 14' to 11'.

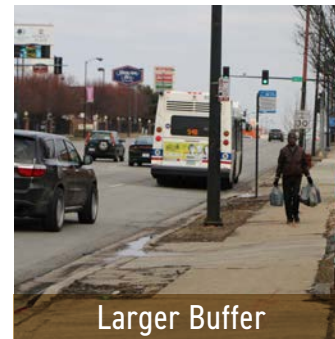
View Looking North
(shown between 61st St and 62nd St)



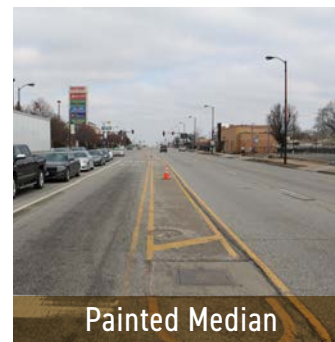
SOUTHERN GATEWAY TYPICAL SECTION

The Southern Gateway character zone, from 63rd to 67th Streets, has painted medians, slightly more buffer between the sidewalk and vehicular traffic as compared to the northern portion of the corridor, and 14' outer travel lanes. The building frontages are generally setback further from the roadway.

The two options for narrowing the median to gain pedestrian space and street trees remain the same as the other character zones street sections. The buffer between sidewalks and vehicular traffic would be widened, the sidewalks widths would be increased, and the outer vehicle lane would be narrowed from 14' to 11'. A shared use path could also be implemented in this zone on the west side of the roadway, potentially a continuation from the path in the Midway Zone.



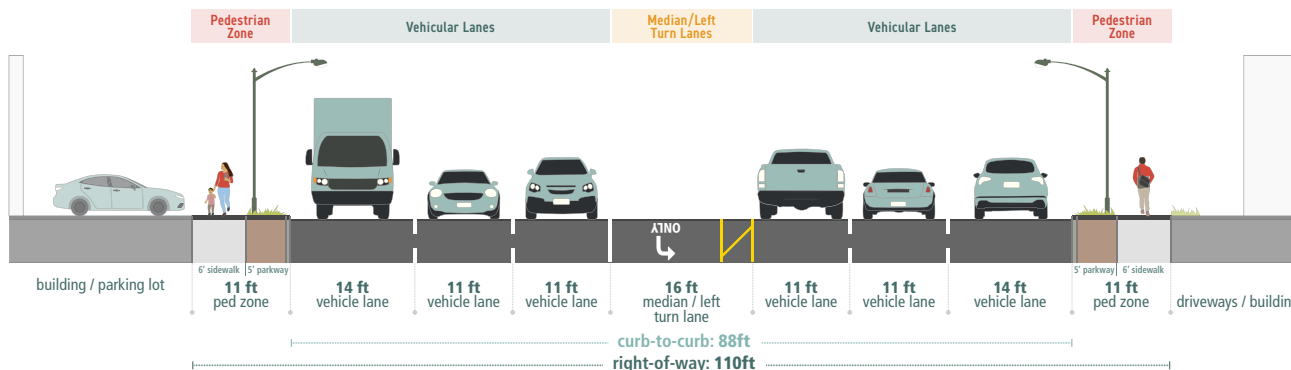
Larger Buffer



Painted Median

The graphics depict a midblock cross section.

EXISTING 16' medians



POTENTIAL

Option 1: 12' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 12', which still allows for trees/plantings.
- **Maintained:** 12' turn lanes and tapers. The median is consistently 12' throughout the block.

Pedestrian Zone

- **Changes:** The 10' gained from reducing the median and outer travel lanes is added to a sidewalk buffer, which allows the addition of furniture and a planting zone that support trees.

Vehicle Lanes

- **Maintained:** Three 11' lanes in each direction, outer lanes reduced from 14' to 11'.

Option 2: 6' medians

Median/Left Turn Lanes

- **Changes:** Midblock planted median is reduced to 6', which does not support trees/plantings.
- **Maintained:** 12' turn lanes and tapers.

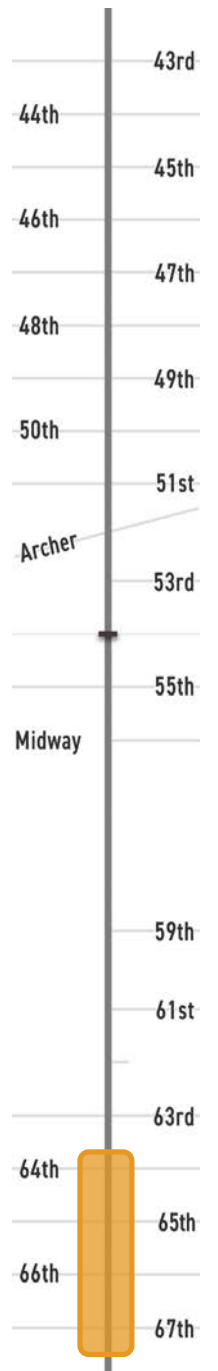
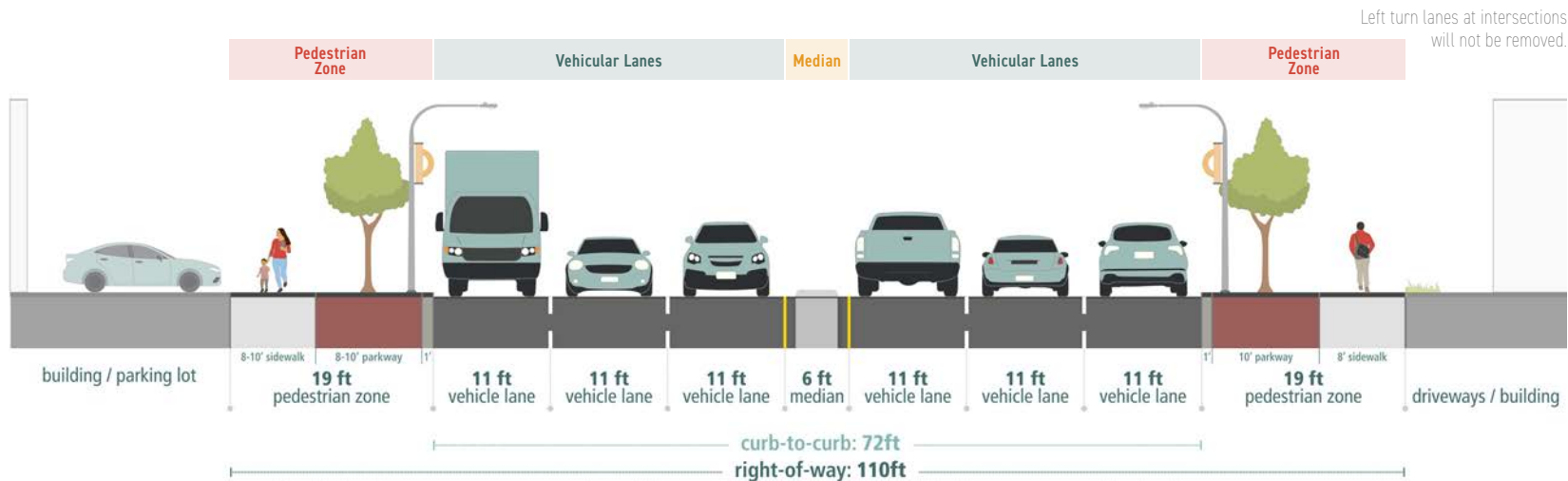
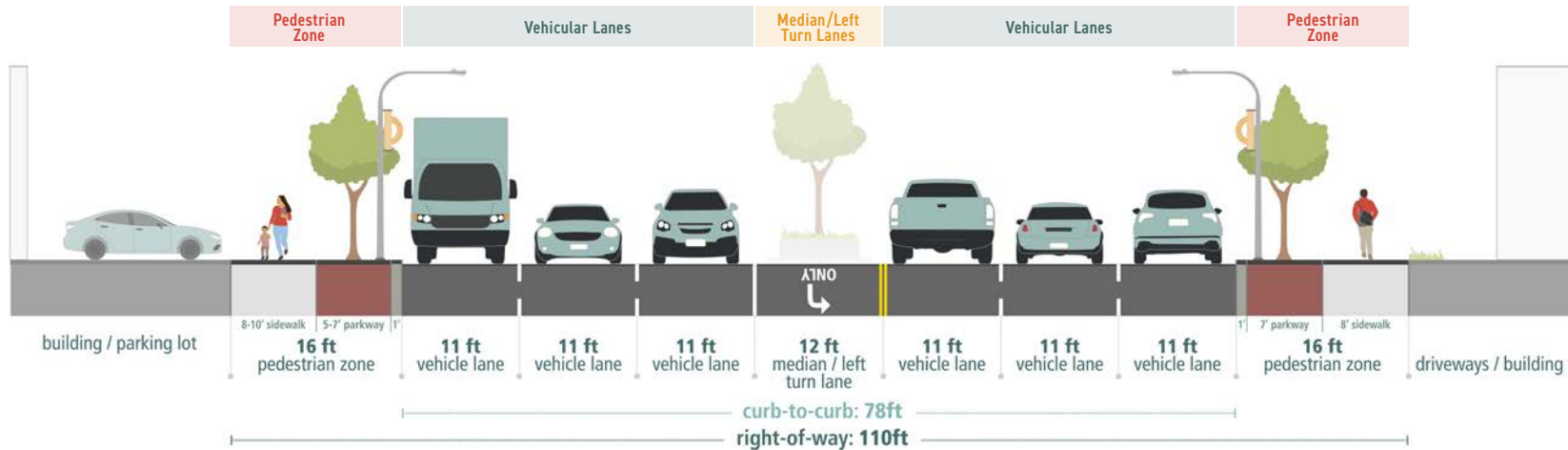
Pedestrian Zone

- **Changes:** The 16' gained from reducing the median is added to a sidewalk buffer, which allows the addition of furniture and a planting zone that support trees and wider midblock sidewalks.
- **Difference from Option 1:** Wider buffer on both sides

Vehicle Lanes

- **Maintained:** Three 11' lanes in each direction, outer lanes reduced from 14' to 11'.

View Looking North
(shown between 64th St and 65th St)



Potential for Shared Use Path in the Midway and Southern Gateway Character Zones

Widened sidewalks could provide an opportunity to create a shared use path on the western side of Cicero Avenue between 59th and 67th Streets. Shared use paths are wide enough to safely accommodate both pedestrians and bicyclists.

The proposed shared use path has the potential to connect to future planned community bike routes in the area, including on 63rd Street. This would provide bicyclists a safe off-street route along Cicero Avenue and to the Midway Orange Line station and CTA/Pace bus routes. A recreational path was also a recommendation in the Southwest Council of Mayors 2014 Cicero Avenue Corridor Plan. The feasibility of a shared use path would need to be closely coordinated with the City's Department of Aviation due to the Runway Protection Zone, which limits anything new being built in proximity to the runway.

Community Engagement

People already tend to walk or jog around Midway Airport for recreational purposes since it is a mostly uninterrupted pathway.

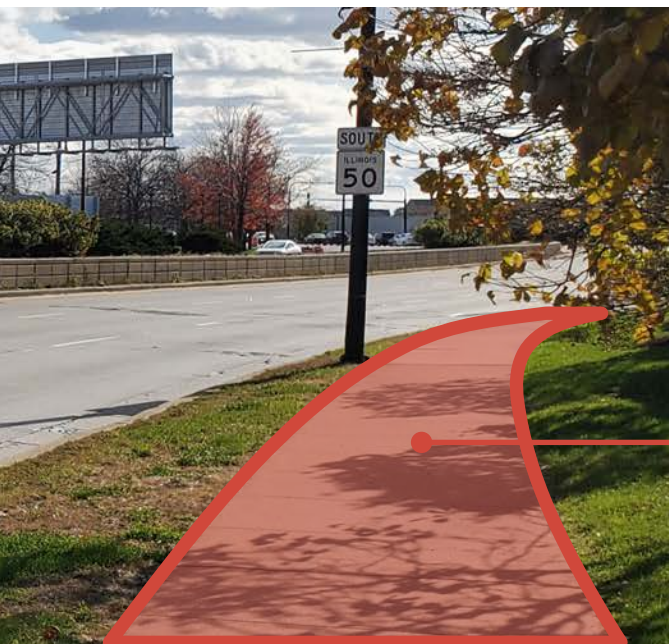


Shared use path next to raised bike lane along Roosevelt Road in Chicago





Shared use path along 28th Street in Boulder, Colorado | Source: Google Maps



Cicero Avenue
(59th and 63rd):
Example location
of potential shared
use path next to
Midway Airport



Shared use path in Portland, Oregon | Source: TrailLink





Intersection Improvements

To illustrate multimodal safety and potential application of placemaking improvements discussed earlier in the document, the study analyzed three intersections along the corridor. The intersections are geographically dispersed along the corridor and located within the Northern Gateway, the Southern Gateway, and the Community Commercial zones. These intersections represent the varying conditions seen along the corridor, have been identified as areas of concern by community stakeholders, and have high incidences of crashes and/or congestion.

43RD STREET & CICERO AVENUE

Conditions at this intersection make it a difficult environment due to wide crossings, challenging signal timing, and poles that obstruct the pedestrian pathways. The intersection has a higher percent of truck traffic compared to the rest of the corridor. A large multi-use residential development is planned to the west on the former LeClaire Courts site, which will likely generate a significant increase in pedestrian traffic.

The future redevelopment project and the proximity to I-55 presents an opportunity to establish this location as the northern gateway to the corridor, as well as to Chicago. Highlighting this intersection with placemaking elements and considering the placement of a major identifier at this location would support the creation of a gateway to the corridor. To provide safer vehicle turning movements, actuate the southbound left turn signal. Conduct a Leading Pedestrian Interval study for the northeast and southeast crosswalks to provide pedestrians crossing priority and safety.

Community Engagement

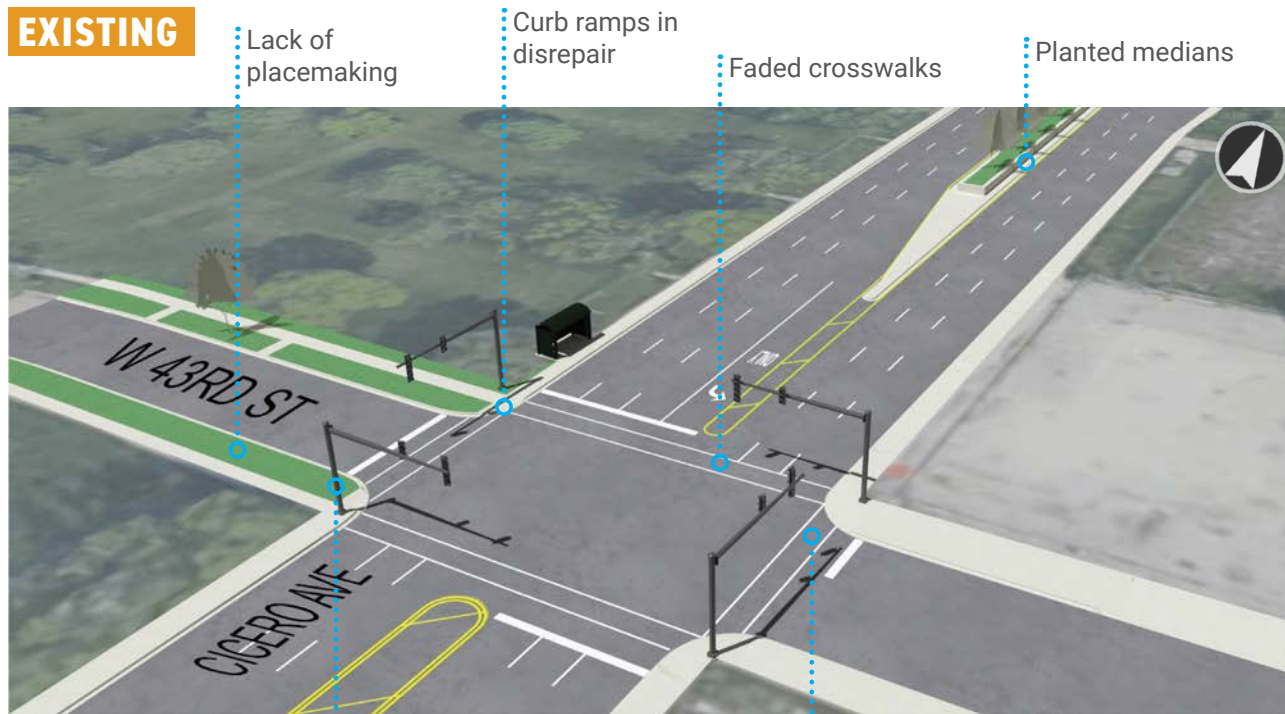
Redesigning this intersection was identified as having the most impact on improving the Cicero Avenue Corridor.

Note: These are concept graphics only

POTENTIAL

Oppor
comm
gateway

EXISTING



and a future feasibility study would be needed.

Opportunity for minor
community identifier
way

Improve ADA access with bi-
directional tactile curb ramps
at all corners

Implement decorative
crosswalks

Opportunity for major
community identifier
gateway



Install pedestrian countdown timers
at all corners

Shorten the pedestrian crossing distance with a curb
extension at the northeast corner. Consider truck
aprons to allow for truck turning movements

ARCHER AVENUE & CICERO AVENUE

This intersection is challenging for all roadway users, especially pedestrians due to wide crossings and obstructions in pathways and at bus stops that hinder access. This intersection experiences the highest pedestrian and bicyclist activity compared to other intersections in the corridor. It also has the highest number of severe injury crashes in the corridor, which have unfortunately caused three fatalities (two including pedestrians, one of which involved a truck).

This intersection is prime for safety improvements given its multimodal nature, its location within the commercial heart of the corridor, crossing of bus routes, and its potential to serve as a spoke bike route with protected bike lanes on Archer Avenue where feasible. Capacity analysis showed the southbound right turn lane on Cicero could be eliminated to reduce the pedestrian crossing distance. Actuating all left turn arrows would also improve safety and capacity.

Community Engagement

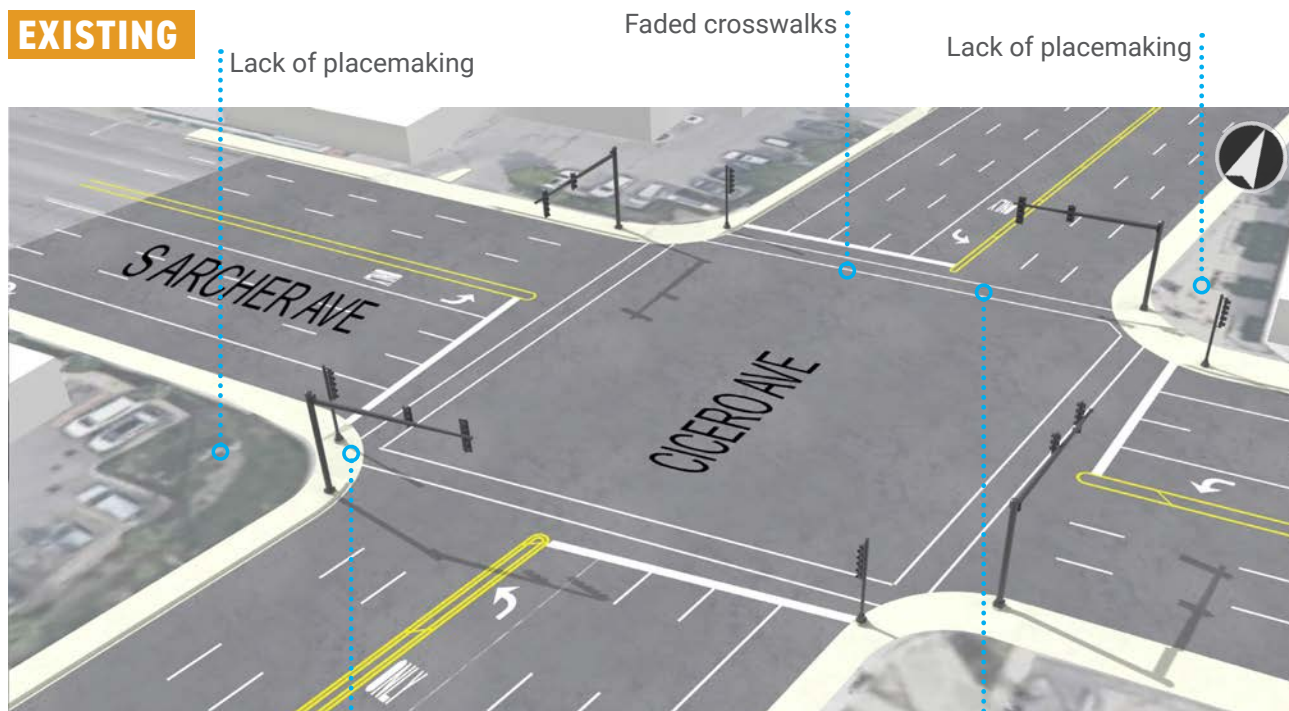
This intersection was identified as one of the top three most challenging locations along the Cicero Avenue study corridor.

Note: These are concept graphics only

POTENTIAL

Per an int
leg right t
Bike lane
visibility c

EXISTING

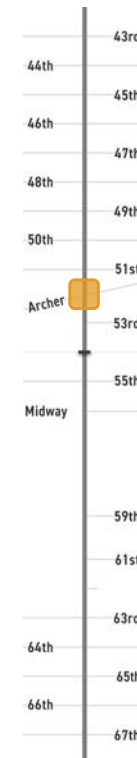


Lack of placemaking

Faded crosswalks

Curb ramps do not point in the direction of crosswalks at the southwest and southeast corners

Wide crossings for pedestrians and bicyclists



Opportunity for minor community identifier gateway

and a future feasibility study would be needed.

Intersection capacity analysis, the west turn lane on Archer cannot be removed. Markings and a bike box provide better visibility of bicyclists to drivers of turning vehicles.

Eliminate right turn lane on north leg of intersection

Implement decorative crosswalks

Opportunity for placemaking with a plaza, potential Divvy station (pending further study), and community identifiers



Redirect curb ramps in the direction of the crosswalk at the southwest and southeast corners

Install bicycle crossing markings through the intersection if bike route is implemented

67TH STREET & CICERO AVENUE

This intersection has several design concerns that if improved could increase the overall intersection safety and experience for all modes. It is a high crash hotspot, and has caused several pedestrian, vehicular, and truck-involved fatalities. Vehicular traffic experiences heavy congestion in all directions with long queue lengths at each leg of the intersection, and buses currently face slow travel speeds.

As a southern gateway to the corridor, this intersection could use some further safety improvements and placemaking elements to welcome all who enter this portion of the Cicero Avenue Corridor from the south. Adjusting signal timing for minor capacity improvements could also improve safety and congestion.

Community Engagement

The area south of Midway Airport was indicated as a segment that is relatively more successful than the rest of the corridor; however, there is still opportunity for improvement, especially for safety.

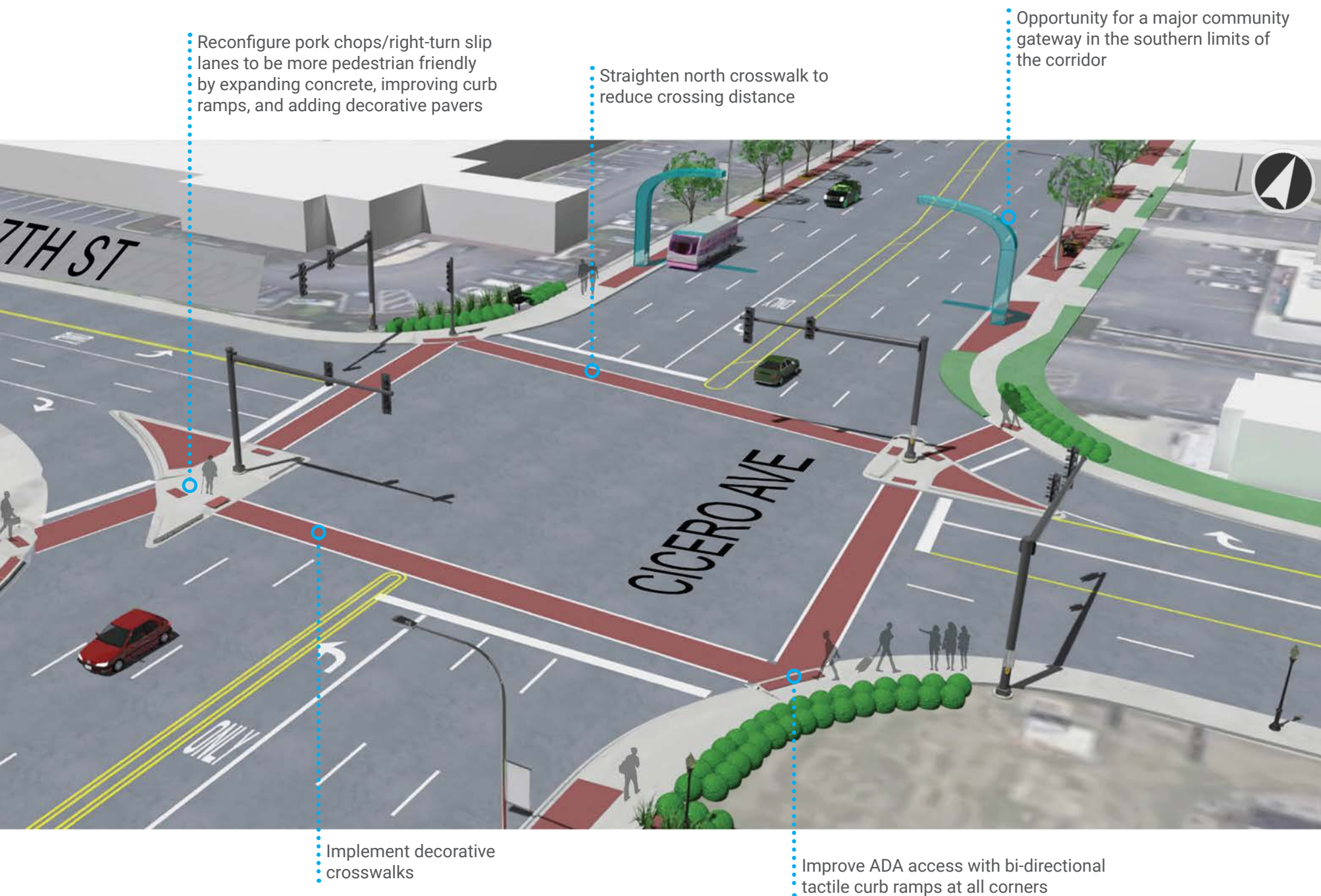
Note: These are concept graphics only

POTENTIAL

EXISTING



and a future feasibility study would be needed.







Placemaking Themes

RECOMMENDATIONS

A placemaking theme can help unify and create a cohesive corridor identity. The themes displayed and described in this chapter were developed through a robust community engagement process and understanding of past plans and community efforts.

The following themes were created to address a need for placemaking, create a vibrant commercial corridor that serves the surrounding community, leverage Cicero Avenue as a gateway to Chicago via Midway Airport, and increase development potential.

The branding and placemaking options seen on the following pages are further illustrated with street-level concepts to show the potential applicability of streetscape elements.

Development of Placemaking Themes

Three placemaking themes were created through a comprehensive development process which included the review and integration of previous study and plan insights, community engagement findings, and review of aspirational imagery. The findings were translated into three distinct themes (or families) of placemaking elements to support the visual identity of the Cicero Avenue Corridor.

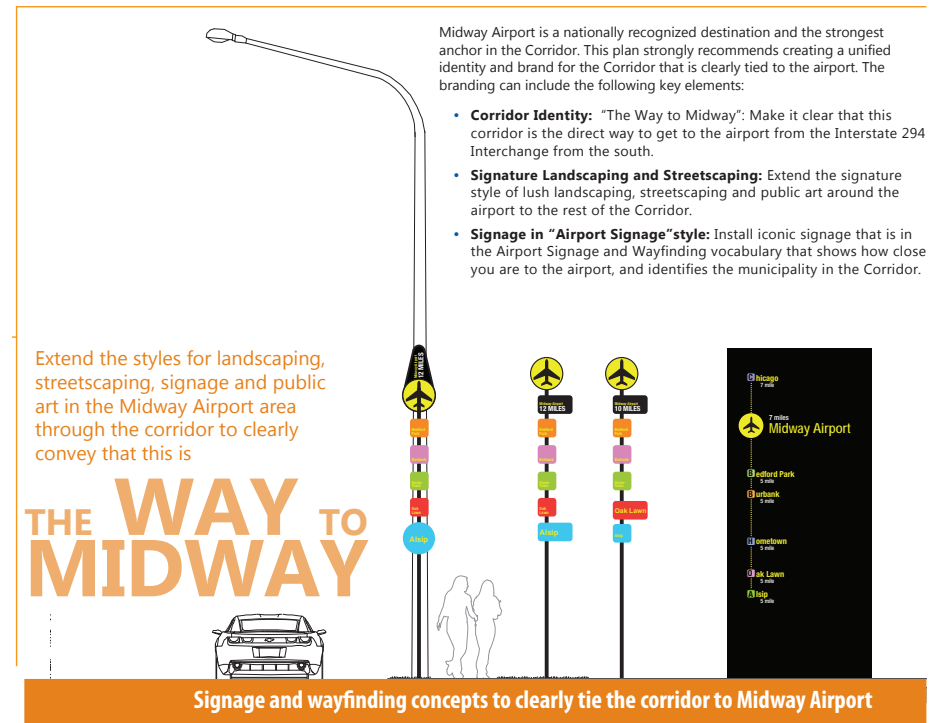
Previous Studies and Plans. The Cicero Avenue Corridor Plan by the Southwest Conference of Mayors (2014) called for one clear cohesive corridor identity, branded as “The Way to Midway.” The Gateway to Midway committee’s 2017 improvement plan for the corridor recommended decorative streetlights with banners touting all of Chicago’s cultural institutions and major events as well as a grand decorative “Welcome to Chicago” sign in the northern portion of the corridor.

Ideas from the Southwest Conference of Mayor’s Cicero Avenue Corridor Plan



7-4 | CICERO AVENUE CORRIDOR PLAN | DECEMBER 2014

Community Vision. The community expressed a strong desire to feature the community assets, including the airport, businesses, homes, established organizations, and diversity. The corridor is a gateway to Chicago and associated amenities such as banners and art were identified as methods for enhancing the corridor. Community preferences on urban design themes and elements were captured via a virtual community meeting and an online survey.



DECEMBER 2014 | CICERO AVENUE CORRIDOR PLAN | 7-5

Theme 1: The Way to Midway

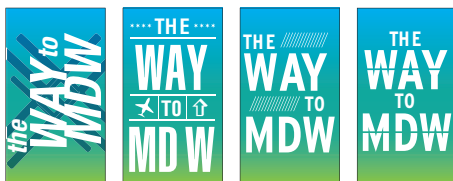
COMMUNITY INSIGHTS

- Corridor is direct way to get to airport
- Signage and wayfinding should clearly tie corridor to Midway Airport
- "Midway Airport is part of a neighborhood, you can walk to it"

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION



Brand. Midway Airport X-shaped runway and aeronautics

Color Palette. Transition from earth to sky

Theme 2: The Gateway to Chicago

COMMUNITY INSIGHTS

- "Corridor is a gateway to Chicago"
- Highlight Chicago's institutions and major events
- "Area is quintessentially Chicago"

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION



Brand. Iconic Chicago landmarks and infrastructure

Color Palette. Chicago flag

Theme 3: Connected Communities

COMMUNITY INSIGHTS

- "Celebrates our diverse cultures"
- "Not one ethnic group, it is truly a mix"
- Feature the community's assets (airport, businesses, homes, and established organizations)

ASPIRATIONAL IMAGERY



BRANDING / COLOR INSPIRATION



Brand. Diverse community and assets

Color Palette. Open space, sky, Lake Michigan and Midway Orange Line

Placemaking Toolbox Recap

The placemaking toolbox provides an overview of the different types of streetscape elements and examples of identifiers found in various Chicago neighborhoods. These also served as inspiration for what is possible along Cicero Avenue. Major identifiers function as gateways, while minor identifiers can help reinforce the theme. Light pole identifiers also provide opportunities for identity and street furniture can further enhance pedestrian-oriented spaces. The diagram to the right shows potential locations for the major and minor identifiers at important intersections. All improvements would need to be coordinated with the City's [Streetscape Design Guidelines and Landscape Design Ordinance](#).

1 Major Identifier



2 Minor Identifier



3 Light Pole Identifier

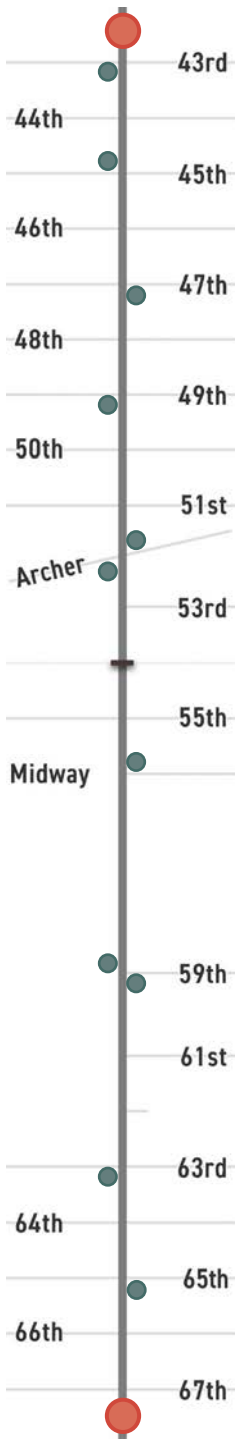


4 Street Furniture



Proposed Placement of Identifiers

Legend	
Community Identifier	Identifier Type
Major	Gateway
Minor	Obelisks and Monuments



Cicero Avenue Placemaking Themes

The following pages in this section detail three main components that help illustrate each theme. These components include:

- 1. Major Identifier:** These identifiers function as gateways or entrances to the corridor and would be located near the northern and southern extents (43rd Street and 67th Street).
- 2. Minor Identifier / Streetscape Elements:** Minor identifiers (e.g., obelisks) help reinforce the theme and add to a visually appealing environment as one moves throughout the corridor. Streetscape elements like light pole identifiers and street furniture also provide an opportunity to create identity while also providing functional spaces.
- 3. Street Level Views:** Four different street level views are shown for each theme that incorporate all the elements mentioned previously (e.g., minor gateway, streetscape elements). The purpose of these views is to show what it might feel like to walk or drive down the study corridor if all the elements were built. The four street level views highlight changes to the look and experiences in the sidewalk space and bus stops/plazas:

- **Pedestrian Space, View 1:**

- » Expanded pedestrian spaces that increase the room available for pedestrians.
- » New or enhanced pedestrian amenities like trees, lighting, site furniture, and community identifiers.
- » Buffer zones are created by the amenities mentioned above. These buffers allow pedestrians to be shielded from heavy traffic and reinforce the idea that this area's identity as not just belonging to motorists.

- **Pedestrian Space, View 2:**

- » Expanded sidewalks give pedestrians their own realm which separates them from traffic.

- » Furniture zones create a buffer with several streetscape elements (e.g., trees, lighting, furniture, and identifiers).
- » Trees provide shade and soften urban surfaces.

- **Plazas / Bus Stops, View 1:**

- » Expanded sidewalks, new plazas/placemaking, and bus stops create opportunities to facilitate movement and enjoyment of pedestrian spaces.

- **Plazas / Bus Stops, View 2:**

- » Bicycle facilities can include bike racks and bike lanes on cross streets

Note: These themes and their related streetscape elements are meant to represent ideas that could be implemented along the corridor and to identify a preferred vision for how the community would like to see the future of Cicero Avenue. They do not reflect final design concepts or structures to be built as is, rather they are to be used as a starting point for future design development in later stages of the implementation process.



Example of an existing neighborhood light pole identifier along Cicero Avenue



Theme 1 THE WAY TO MIDWAY

The first theme is The Way to Midway and was inspired by the study corridor's direct relationship with Midway Airport and the influence it has on the area, locally and to the broader City of Chicago. The theme was first established in the Cicero Avenue Corridor Plan by the Southwest Conference of Mayors (2014) which recommended a cohesive corridor identity branded as "the Way to Midway". The designs and elements in this version of the theme mirror aeronautical structures typically associated with flight and airports, and are intended to feel and look light and airy.



The lightpole identifier references the shape of the Midway airport airfields as a local tie-in. The street furniture alludes to aeronautical themes like airplane wings (bike rack), suspension in the air (bench), and an airplane fuselage (waste receptacle).

Streetscape Elements

Minor Identifier

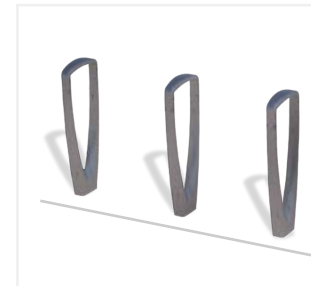
Potential Color Options



Light Pole Identifier



Street Furniture



- Brushed chrome, metallic and modern furniture
- Furniture shapes are reminiscent of aeronautical design like plane wings and visually implying suspension in the air



The Way to Midway is centered around movement through the corridor, by car, plane, or as a pedestrian. This sculptural form implies movement towards or away from the airport. A median major identifier would be significantly less cost to implement than the over the roadway option.

The Way to Midway Major Identifier (Gateway) is light and airy, to reference aeronautical, wing-like floating structures. The transparent material carries light, which could be programmable to different colors based on holidays or events. This proposed color scheme references the transitions of people from earth to sky and back again. This option would be more expensive but much more noticeable as a gateway than the median option.

Major Identifier Median option



Major Identifier Over the roadway option



Theme 1 THE WAY TO MIDWAY

SIDEWALK SPACE

View 1



SIDEWALK SPACE

View 2



**Refer to page 54
for an explanation
of each view*

PLAZAS / BUS STOPS

View 1



PLAZAS / BUS STOPS

View 2



Theme 2 THE GATEWAY TO CHICAGO Option 1: Historical

The second theme is the Gateway to Chicago. There were two options developed for this theme based on Chicago's past and present. The first option is rooted in historical elements to help showcase Cicero Avenue's importance to the city such as the iconic moveable bridges that adorn the Chicago River as well as the historical buildings seen throughout the city. The design is meant to celebrate the rich history and infrastructure feats the City of Chicago has cultivated over its long history.

community preference
#2

The minor identifier has the same forms as the larger identifier (over-the-road gateway) to reinforce the overall historical theme. The light pole identifier pulls elements from the Chicago flag. The street furniture shapes give a classic, traditional feel that implies gates and fences, of crossing between thresholds.

Streetscape Elements

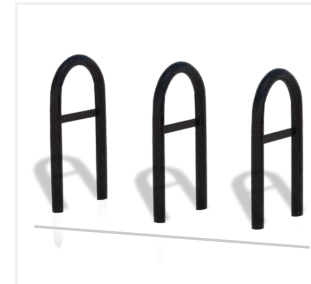
Minor Identifier



Light Pole Identifier

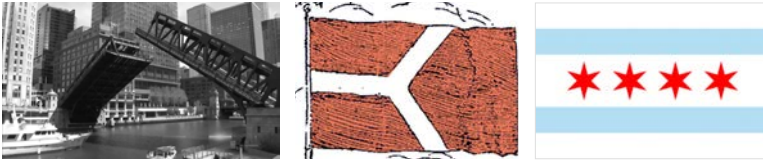


Street Furniture



- Classical iron work furniture gives a historical feel and implies gates and fences, crossing between thresholds
- Furniture shapes are rooted in a more traditional look that nods to Chicago's past





The major identifier pulls from the history of the city, with forms borrowed from Chicago bridges, skyscrapers, the skyline, and the Chicago flags (see above, the original flag on the left and the modern day flag on the right). The Gateway to Chicago lights up at night, just like the city, because there is always activity in this corridor, at all hours of the day and night.

Major Identifier



Community Engagement

The Gateway to Chicago (historical) theme was the second most preferred design. Community members like this theme since it “represents a culmination of the City of Chicago, Midway Airport, and Chicago residents all together”. Some residents thought “the Midway Airport in itself is a gateway to the city for travelers all around the world, which makes the Cicero Avenue Corridor a welcoming introduction to the City of Chicago”. However, “Chicago residents utilizing this corridor will also benefit, and the surrounding neighborhoods can be linked together under the distinguished title as The Gateway to Chicago”. Other thoughts include how the theme can “further bring more pride to the Cicero Avenue Corridor community, as Chicagoans are typically proud of our beautiful city”.

Theme 2 **THE GATEWAY TO CHICAGO** Option 1: Historical

SIDEWALK SPACE

View 1



SIDEWALK SPACE

View 2



**Refer to page 54
for an explanation
of each view*

PLAZAS / BUS STOPS

View 1



PLAZAS / BUS STOPS

View 2



Theme 2 THE GATEWAY TO CHICAGO Option 2: Modern

The second option for the Gateway to Chicago theme has a more modern feel to showcase the City of Chicago as a modern and progressive city. The concepts use more modern materials and forms that still pull inspiration from the Chicago skyline, flag, and modernized infrastructure newer to the city, such as illustrating the reflection of the metallic skyline in Lake Michigan.

community preference
#1

The minor identifier shares some of the same forms as the larger identifier (e.g., skyline, colors). The light pole identifier is the same as the other Gateway to Chicago option, but the street furniture instead has a clean, metallic look that has a higher specular reflection which modernizes the feel.

Streetscape Elements

Minor Identifier



Light Pole Identifier



Street Furniture



- Shiny, metallic furniture gives a modern feel
- Furniture shapes are slightly more organic giving a more refreshed look





While still incorporating some of the industrial feel as the first option, this major identifier feels lighter by drawing inspiration from more modernized infrastructure seen throughout the city (e.g., 41st Street Pedestrian and Bicycle Bridge, North Halsted Street Bridge). Elements from the current Chicago flag help root the feature to the city, while the top wing implies motion and a connection to Midway.

Major Identifier

Community Engagement

The Gateway to Chicago (modern) theme was identified as the top preferred urban design theme for the Cicero Avenue Corridor. This theme “feels fresh” with many liking the profile of the skyline design since it is “almost like a preview of the real skyline, of our skyscrapers, that people see once you hop on the Stevenson and head downtown”.



Theme 2 **THE GATEWAY TO CHICAGO** Option 2: Modern

SIDEWALK SPACE

View 1



SIDEWALK SPACE

View 2



**Refer to page 54
for an explanation
of each view*

PLAZAS / BUS STOPS

View 1



PLAZAS / BUS STOPS

View 2

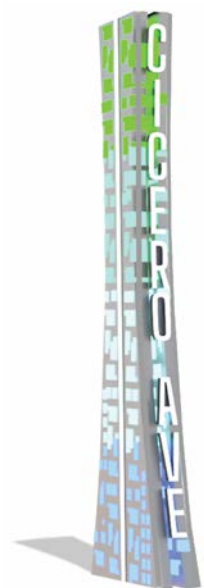
Theme 3 **CONNECTED COMMUNITIES**

The Connected Communities theme represents how this portion of Cicero Avenue connects to many diverse neighborhoods (including Archer Heights, Clearing, Garfield Ridge, West Elsdon, and West Lawn) and land use types (such as commercial, transportation, residential, and industrial) along and near the corridor. The idea behind this theme is to highlight how all aspects of this section of Cicero Avenue makes it a unique area in Chicago since it serves residential neighborhoods, various business communities, Midway Airport, and all those who use a variety of transportation modes to travel to and move through the corridor.

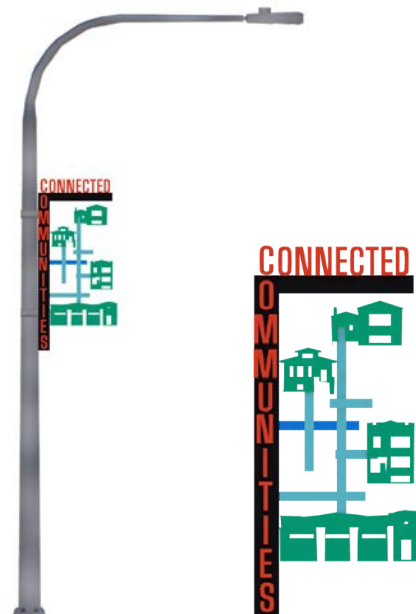
The minor identifier reiterates the plan view concept design shown on the major identifier. The imagery used for the light pole identifier represents the many different uses along the corridor. There is potential for the light pole identifiers to reflect neighborhood names depending on where they are placed.

Streetscape Elements

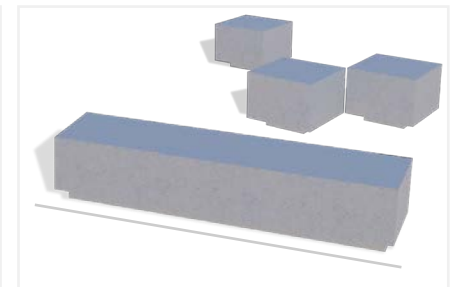
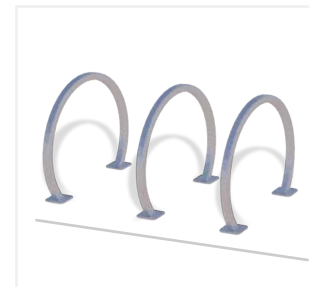
Minor Identifier



Light Pole Identifier



Street Furniture



- A mix of square, concrete benches, and circular, silver bike racks gives a mix of modern and traditional
- Benches could also serve as buffers in pedestrian areas



This theme is centered around recognizing the many communities the Cicero Avenue connects, including those it directly passes through like Garfield Ridge and Clearing and those directly adjacent to the corridor like Archer Heights, West Elsdon, and West Lawn.

Community Areas



The major identifier is meant to reflect the multiple communities which comprise the corridor. The shapes on the sides represent the neighborhoods in plan view or from above, while the transparent, lit features on the tops shows how people are constantly moving within the corridor.

Major Identifier



Theme 3 **CONNECTED COMMUNITIES**

SIDEWALK SPACE

View 1



SIDEWALK SPACE

View 2



**Refer to page 54
for an explanation
of each view*

PLAZAS / BUS STOPS

View 1



PLAZAS / BUS STOPS

View 2





SPEED
LIMIT
30

THE RESOURCE
NOW HIRING!
773-912-6210
www.ResourceEmployment.com

A photograph of a brick building with a stop sign and a pet groomer sign. The stop sign is red with white text. The pet groomer sign is yellow and blue with the text 'PET GROOM' and '773-838-1'. The building has a brick facade and a white downspout.

Site Development

RECOMMENDATIONS

Land use and site development recommendations for Cicero Avenue were created through an extensive analysis of physical conditions, the market, community input, and best practices in design and development.

Site Development Process

The site development process included the following elements and steps:

1. Identify a range of sites along the corridor that have the potential for future development or redevelopment based on their condition and the findings from a market study: vacant land, vacant or underutilized buildings, or sites susceptible to change.
2. Corridor observations and market study interviews to inform impediments to development along the site, notably Midway Airport's impact with Height Overlay Zones and Runway Protection Zones.
3. Narrow site selection for further study based on location, condition, ownership, suitability to meet community needs, and usefulness in advancing strategic goals. Site development scenarios are organized by catalytic sites – sites that present a unique, strategic opportunity for economic development; and prototypical sites – sites used as prototypical locations for recommendations and strategies that can be applied across the corridor.
4. Examine overall site building massing, orientation, and scale; land use mix and density; transportation connections and opportunities; pedestrian and biking experience and connectivity; parking and loading needs; site and area access and circulation; area buffers/land use transitions; gateway/signage/special element opportunities; open space/and park connections; site and surrounding corridor landscape character; and key development metrics (square footages, density, parking ratios, site coverage, etc.).
5. Produce site development scenario concepts and character examples to visualize the above based on market conditions, public input, and existing conditions along the corridor.
6. Produce building design guidelines to present City expectations around recommended building form, massing, site and public way development.

Character Zone Site Type Opportunities

- Potential land uses were proposed for opportunity areas in each of the distinct 'character zones.' These proposed site types are applicable to various Character Zones but are not tied to specific site locations. Therefore, changes to the zoning map are not recommended as a part of this study. However, there may be some instances in which implementing a site type on a specific future development or redevelopment opportunity site would require changes to the existing zoning on a case-by-case basis.
- **Northern Gateway.** Current site types with opportunities for change include vacant land, susceptible to change (not highest or best use), and vacant buildings. Potential uses for these opportunity sites include commercial (retail, dining, restaurant or café), office, lodging, mixed-use, and open space.
- **Community Commercial Zone.** Current site types with opportunities for change include vacant land, susceptible to change (not highest or best use), and vacant buildings. Potential uses for these opportunity sites include commercial (retail, dining, restaurant or café, service), office, mixed-use, and open space.
- **Midway Airport Zone.** Current site types with opportunities for change include vacant land. Potential uses for these opportunity sites include commercial (dining), office, and open space.
- **Southern Gateway.** Current site types with opportunities for change include vacant land, susceptible to change (not highest or best use), and vacant buildings. Potential uses for these opportunity sites include commercial (retail, dining, restaurant or café), office, and open space.

Impediments to Development

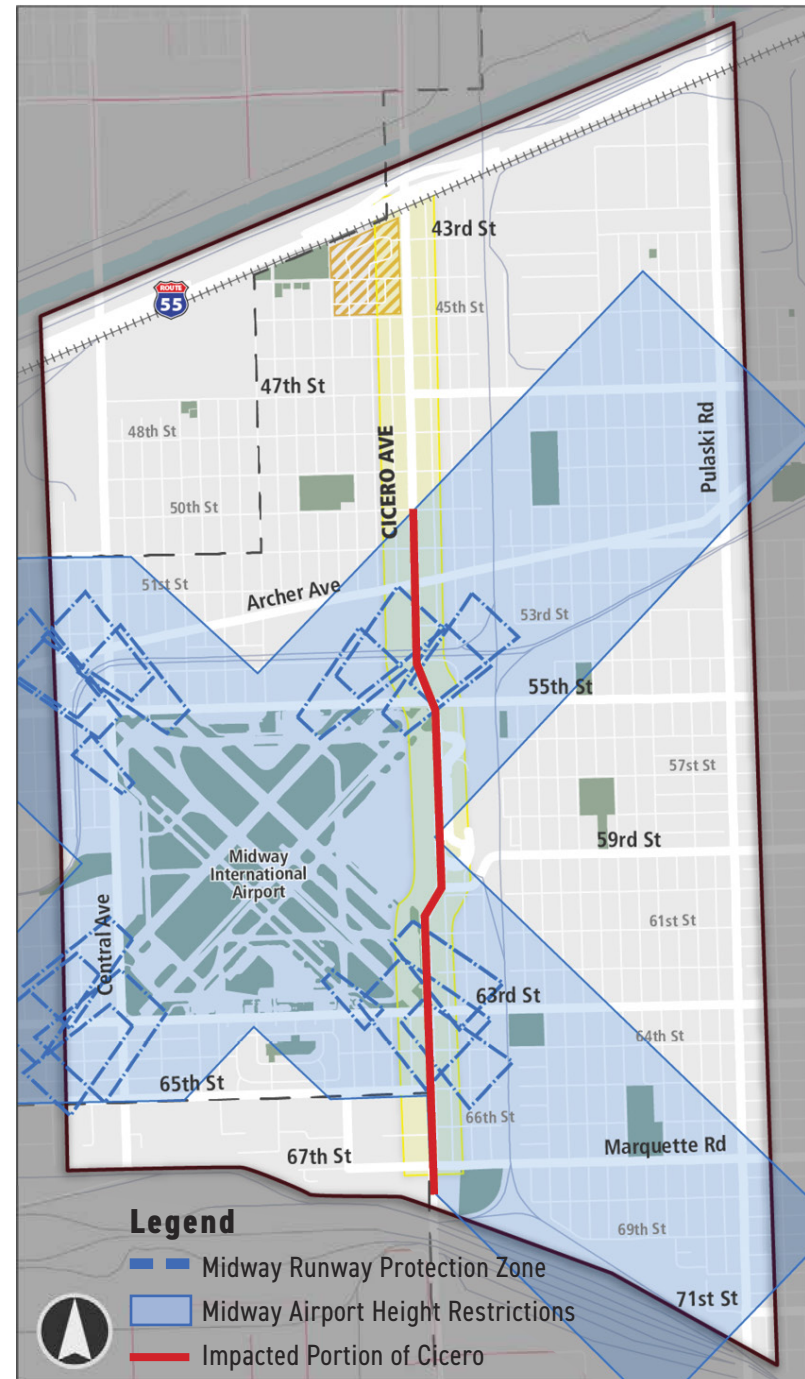
Due to Midway's central location along the corridor, two types of restrictions, the Midway Airport Height Overlay Zone and the Midway Airport Runway Protection Zone, impact development. The map on the right highlights in red portion of Cicero Avenue impacted by these restrictions.

Types of Restrictions:

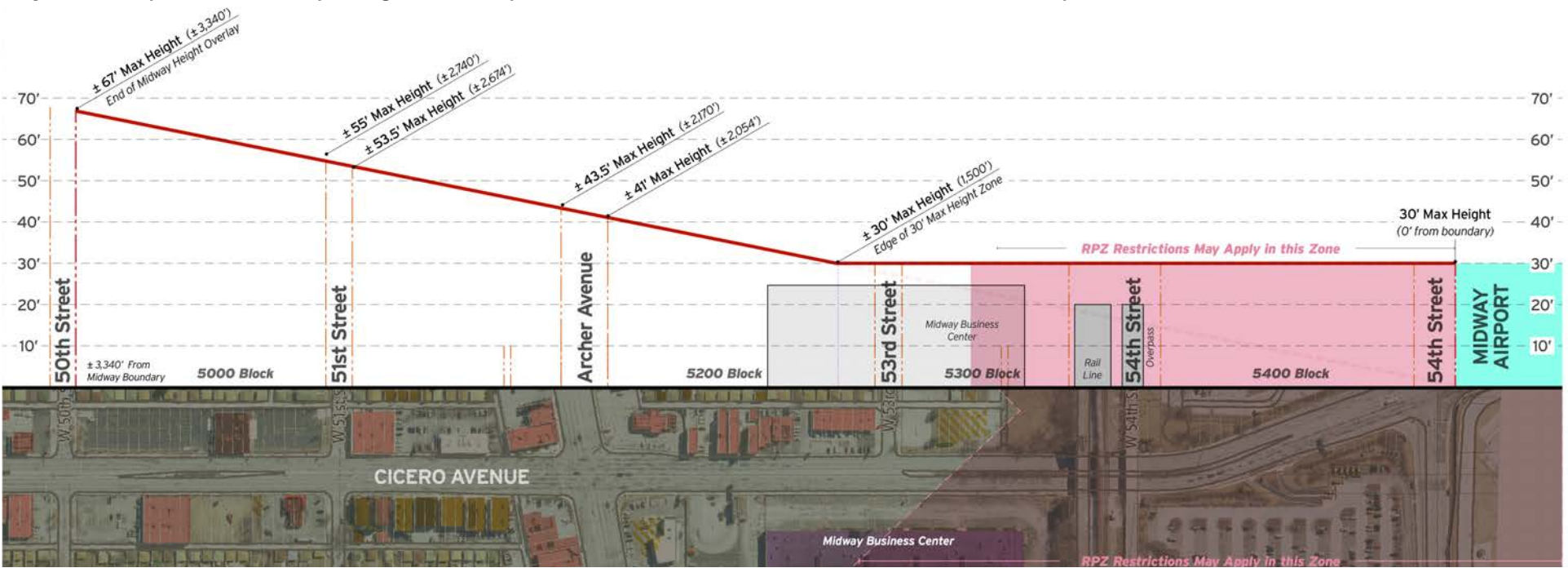
- **Midway Airport Height Overlay Zone.** The Midway Airport Height Overlay Zone restricts the heights of buildings and structures within the Airport's approach and departure zones, as shown by the blue box. Restrictions include a maximum building height of 30 feet extending in all directions from the runways, then increases one foot for every 50 feet of distance from the Airport.
- **Midway Airport Runway Protection Zone (RPZ).** Generally, the Runway Protection Zone drastically limits uses at the immediate end of runways to avoid concentrations of people or buildings that fall in the direct path of planes taking off and landing. This includes restrictions on residences and places of public assembly, churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons. Parking and open space are two of the few uses acceptable within RPZ. The RPZ boundaries are depicted as dashed blue lines.

The graphic on the following page illustrates in elevation the height restrictions along Cicero Avenue to showcase the direct impact Midway Airport will have on future development.

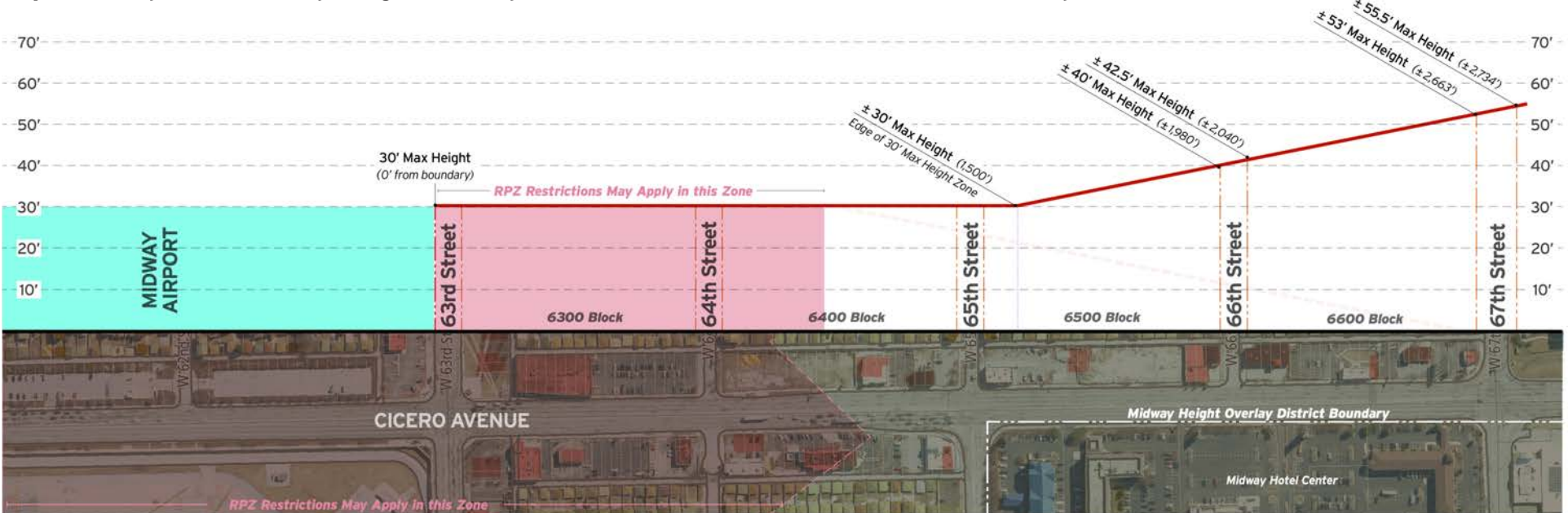
Midway Restrictions



Impact Analysis of Midway Height Overlay Zone and RPZ Restrictions, North of Midway



Impact Analysis of Midway Height Overlay Zone and RPZ Restrictions, South of Midway



Potential Redevelopment Opportunities

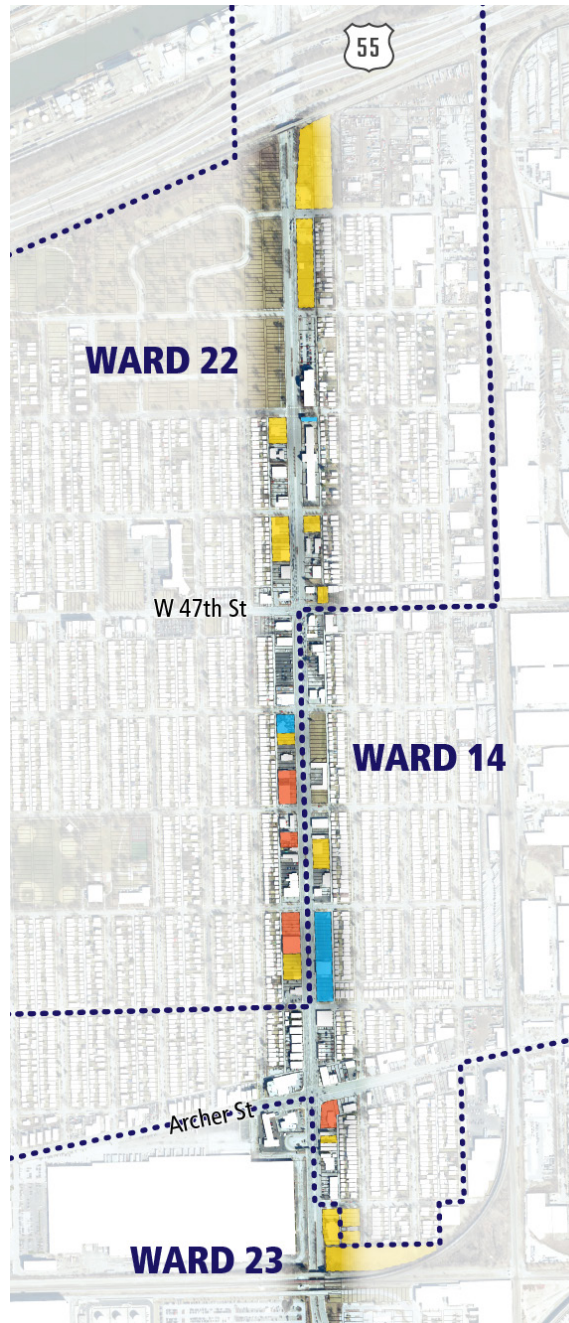
Based on an understanding of the impediments to development and the distinct character zones along the corridor, a range of sites were identified that have potential for future development or redevelopment. These sites of interest, depicted to the right, are organized by one or more of the following characteristics:

- Vacant Land
- Vacant or Underutilized Building
- Other/susceptible to Change (not highest or best use)

The appendix to this document includes a matrix of all sites of interest with additional detail about each site's location, size, ownership, zoning, character zone, ward, and suitable uses.

The following pages outline conceptual site development scenarios for vacant and underutilized properties along the corridor. These are not actual developments that are occurring, but are simply meant to illustrate best practices for site design and land uses along the corridor. Scenarios 1 and 2 deal with specific, catalytic development sites along Cicero Avenue; the remaining scenarios are applicable at several locations on the corridor.

Sites of Interest



Northern portion of study area



Southern portion of study area

Site 1: 43rd + Cicero Catalytic Site

Located between I-55 to the north, Cicero Avenue to the west, and 43rd street to the south, this catalytic site presents a unique opportunity to establish a key gateway into the Cicero Avenue Corridor. Deemed catalytic due to several contextual factors including discussions of a potential Metra Station adjacent to the site and the new LeClaire Courts development approved on the western side of Cicero Avenue. Both will influence and spur new development at this site with the potential for a Transit Oriented Development (TOD).

Based on the market analysis and extensive community engagement, this development concept proposes a development anchored by a large hotel development at the northeastern corner of 43rd Street and Cicero Avenue. Active commercial uses front Cicero Avenue with a large big box retailer at the northeastern corner of the site. A network of pedestrian connections and open spaces are key to supporting this level of development and promoting a rich pedestrian experience.

Concept Highlights:

- A New Hotel Development.** A new hotel development with ground floor commercial or other activity generating uses anchors the corner of Cicero Avenue and 43rd Street.
- B New Retail.** Additional active commercial uses hold the street wall along Cicero Avenue.
- C New Big Box Opportunity.** New big box retail at the northeastern corner of the site along I-55 due to high visibility location and to act as a sound barrier from the highway.
- D Shared Parking.** Parking confined to the interior of the site and generously landscaped to buffer from the residential neighborhoods to the south.
- E New Neighborhood Open Space.** New open space tucked behind the new retail and hotel to provide the neighborhood and visitors community gathering space.

- F Pedestrian Connections.** A network of pedestrian connections through the site to Cicero Avenue provide users a safe and comfortable route within the site.
- G New Road.** The extension of Keating Avenue north through the site with streetscape improvements could complement the proposed Cicero Avenue streetscape character.

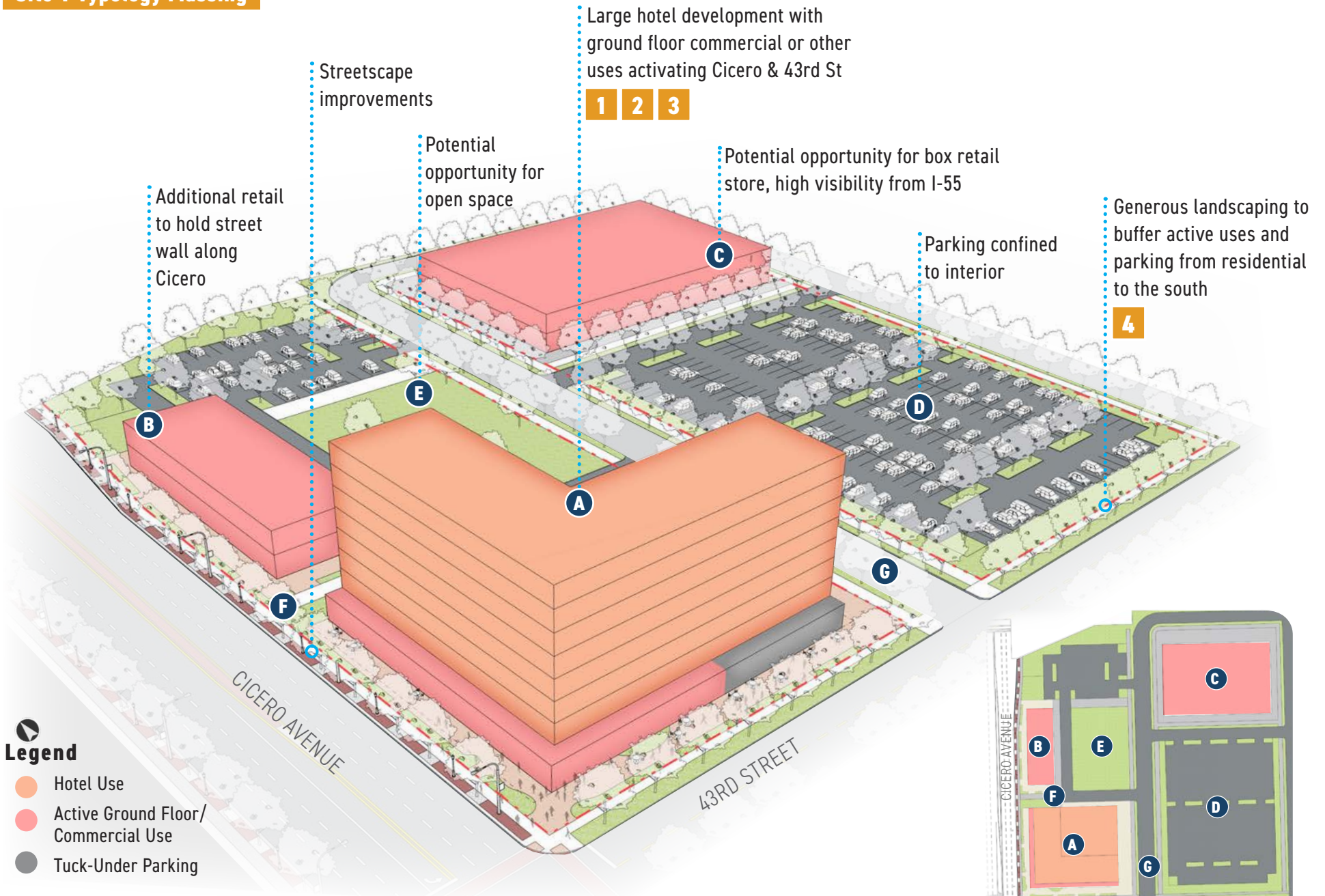
Concept Details

Character Zone	Northern Gateway
Site Type	• Vacant Land
Potential Uses	• Retail, including big box • Dining • Lodging • Mixed-Use

Character Examples



Site 1 Typology Massing



Site 1 Concept Plan

Site 2: 53rd + Cicero Catalytic Site

The Runway Protection Zones and Midway Height Restrictions directly impact the type of development that can occur on the 53rd Catalytic Site. Based on the market analysis and community input, this concept envisions a new office park anchored by a food and beverage use at the corner of 53rd Street and Cicero Avenue. Shared parking is accessed off 53rd Street by a shared street with enhanced pedestrian connections throughout the site, creating a welcoming and pedestrian focused environment. A large neighborhood open space completes the site, providing new amenity for the nearby residents.

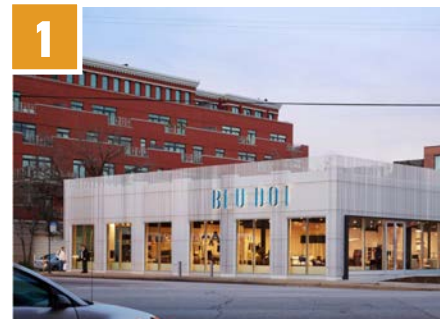
Concept Highlights:

- A New Food and Beverage Use.** New one-story (30' max) food and beverage use anchoring the southeast corner of 53rd Street and Cicero Avenue.
- B New Office Use.** New one- to two-story (30' max) office or related use at the back of site.
- C Shared Street Access.** Access to site off 53rd Street with parallel parking and improved streetscape and pedestrian experience such as street trees, wide sidewalks, and landscaping.
- D New Neighborhood Open Space.** New half-acre open space at the southeastern corner of the site oriented towards the adjacent residential neighborhood. A system of trails and trees provides recreation for residents, employees, and visitors.
- E Pedestrian Connections.** A network of pedestrian connections through the site connecting Cicero Avenue to provide users safe and comfortable access throughout the site.
- F Building Setbacks.** Building setbacks from the public right-of-way allow additional landscape buffering and pedestrian realm enhancements along 53rd Street and Cicero Avenue.

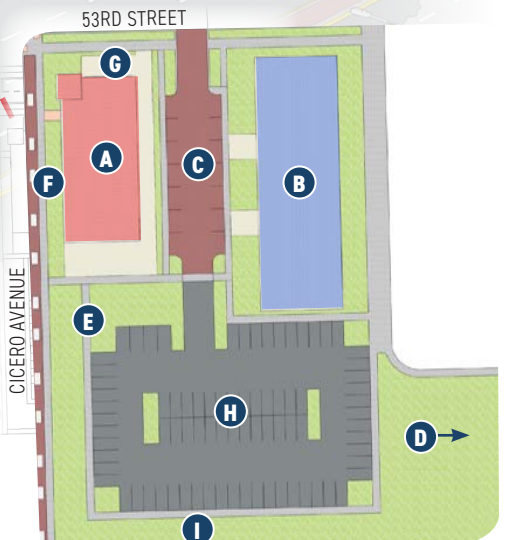
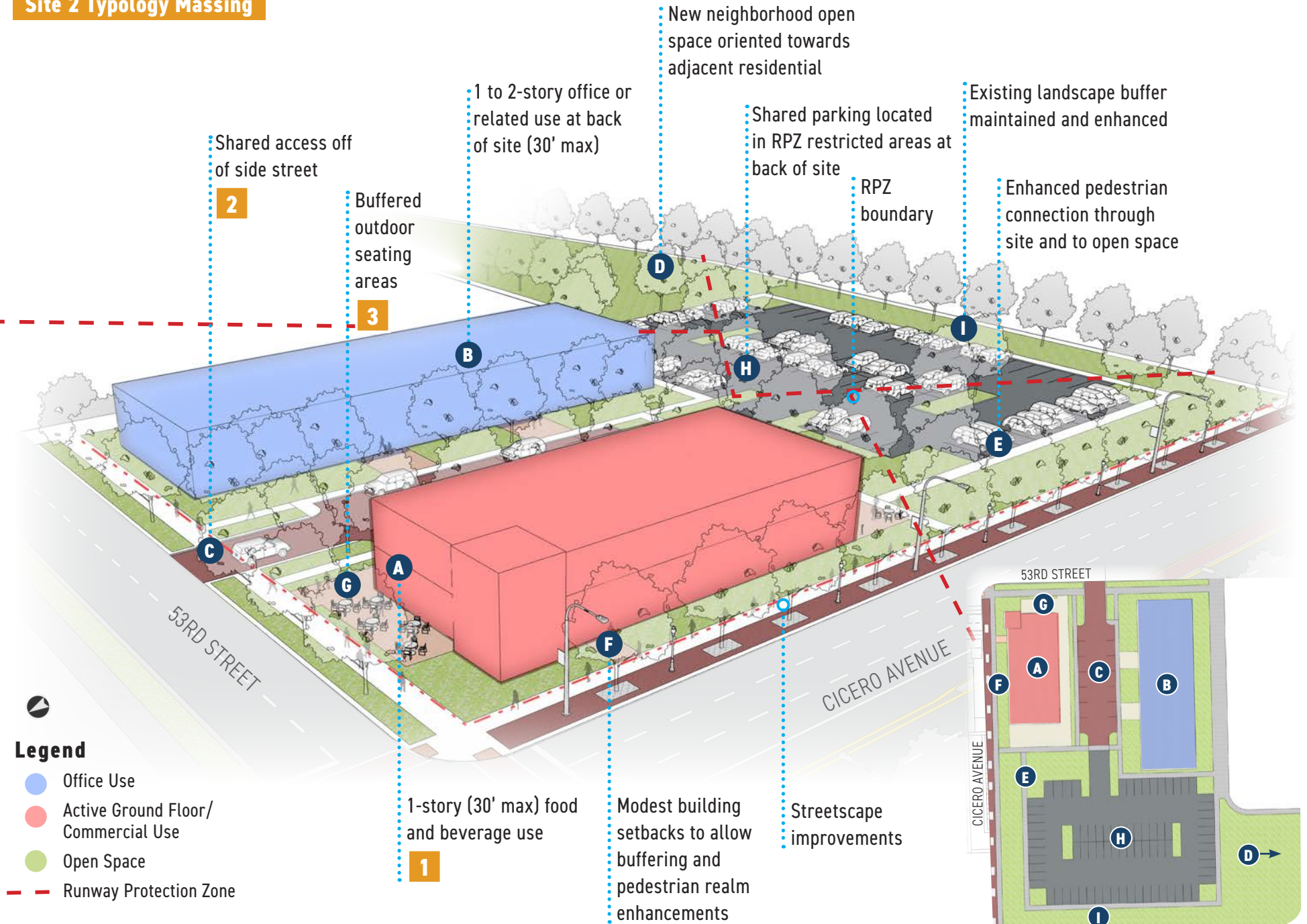
- G Outdoor Seating.** Buffered outdoor seating along the new food and beverage use creates an inviting environment for users and enhances the character for visitors.
- H Shared Parking.** Approximately 100 shared parking spaces to fill out the site within the RPZ zone is generously landscaped to buffer from the new uses and Cicero Avenue.
- I Landscaping Buffer.** Enhanced and maintained landscaping buffer along the railroad tracks to create a barrier from the new uses.

Concept Details	
Character Zone	Midway Airport Zone
Site Type	• Vacant Land
Potential Uses	• Commercial, Dining • Office • Open Space

Character Examples



Site 2 Typology Massing



Site 2 Concept Plan

Site 3: Strip Center Adaptive Reuse

This site development typology envisions the adaptive reuse of an existing strip center. The market analysis suggests smaller, independent retailers will be looking for older spaces with lower rent and smaller square footage and that larger retail spaces along Cicero Avenue will be converted to non-retail uses. Given these conditions, Site 3 envisions the conversion of a dated strip center into a live/work space with subdividable active commercial uses fronting Cicero Avenue and eight rear units for residential, office, or studio space. The market analysis supports office use, particularly smaller service and medical businesses in retail centers and strip malls along the corridor. Parking is buffered with landscaping to support aesthetically pleasing frontage and the nature of live/work promotes the diversification of businesses along the corridor, findings expressed throughout the community engagement process.

Concept Highlights:

- A Adaptive Reuse.** Conversion of an existing one-story strip center into a live/work space with rear units and subdividable ground-floor commercial use fronting Cicero Avenue. Rear units converted for residential, office, or studio space.
- B Shared Street.** New shared street with parking spaces and a two-way drive that accommodates automobiles while also enhancing the pedestrian realm.
- C Landscape Buffering.** Enhanced frontage conditions with more greenery and decorative fencing separating the private and public realm.
- D Side Lot Parking.** New side parking lot with potential for outdoor gathering and additional amenities if space exists.
- E Alley Improvements.** Opportunities for alley improvements and activation to support new rear-uses.

F Pedestrian Connections. A network of pedestrian connections through the site connecting Cicero Avenue to provide users a safe and comfortable route within the site.

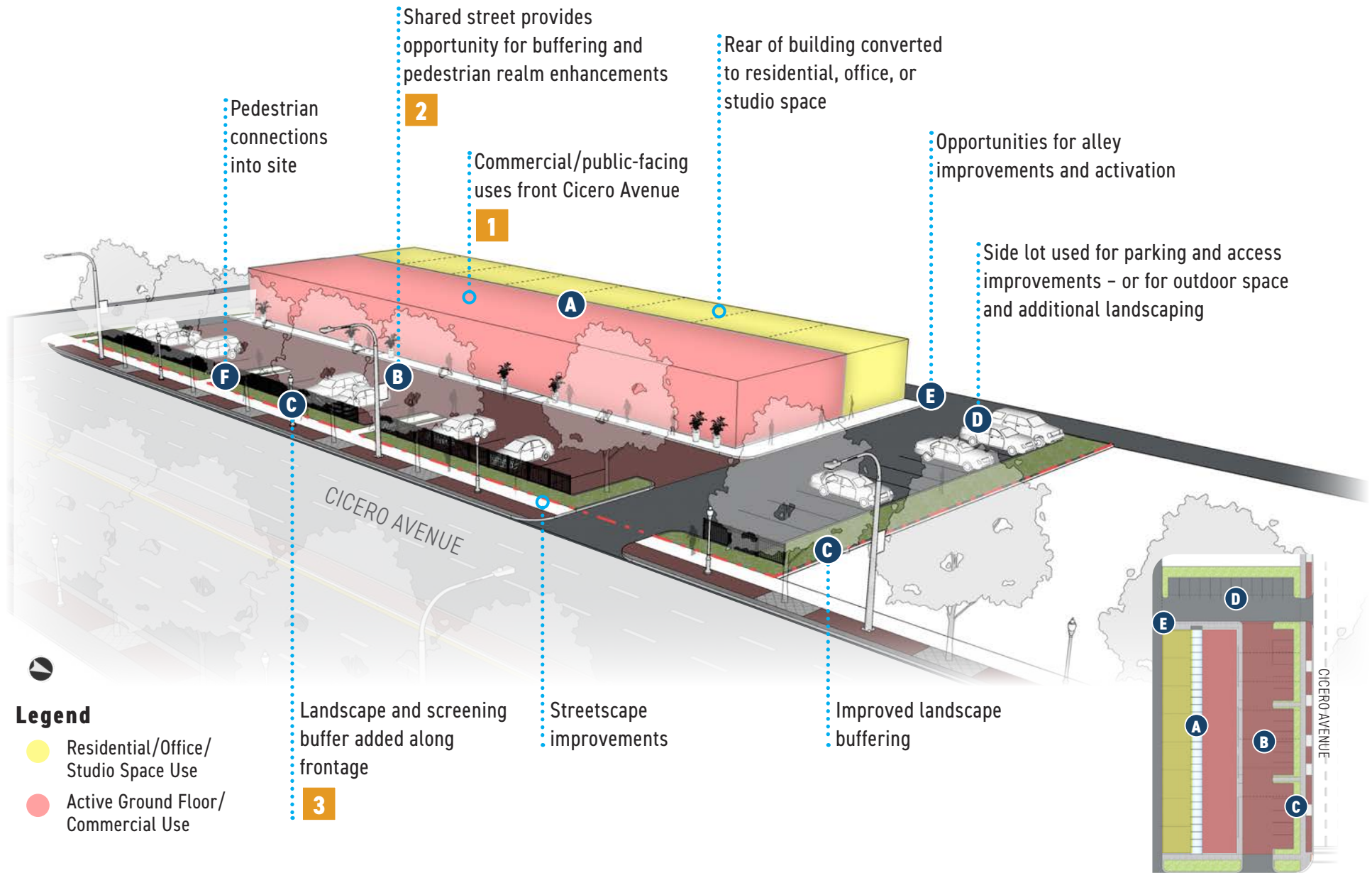
Concept Details	
Character Zone	<ul style="list-style-type: none">• Northern Gateway• Community Commercial
Site Type	<ul style="list-style-type: none">• Vacant Land• Susceptible to Change
Potential Uses	<ul style="list-style-type: none">• Retail and services• Small-Scale Office Space• Live/Work

Character Examples



Site 3 Typology Massing

community preference
#3



Site 4: Larger Corner, Shallow Lot

This prototypical site explores best practices for larger corner, shallow lots. The concept envisions maintaining aesthetically pleasing frontage conditions with an enhanced pedestrian realm and parking accessed from the side street to limit curb cuts along Cicero Avenue. Building placement with intentional setbacks is critical to providing expanded pedestrian areas with enhanced amenities.

In terms of use and character, the community supports additional dining, entertainment, retail, and open space north of Midway and development that more broadly reflects a multi-use, pedestrian-oriented, higher density (3-5+ stories) size and scale. The market analysis supports neighborhood-oriented retail and restaurant space, smaller service and medical offices, and multi-family residential/mixed-use development on vacant land, similar in scale to Cicero Senior Lofts, along the corridor north of Midway.

Development Scenario Highlights:

- A New Mixed-Use Development.** New four-story mixed-use development anchors the corner of the lot with ground-floor commercial and community amenity space fronting Cicero Avenue and residential units on the upper stories.
- B New Open Space Opportunities.** Thoughtful building site placement with deeper setbacks and carve-outs between uses establishes spaces for seating and gathering.
- C Building Setbacks.** Modest building setbacks along Cicero Avenue allows for buffering and pedestrian realm enhancements to improve pedestrian safety and comfort.
- D Parking and Alley Access.** Tuck-under parking on the first floor of the mixed-use development. Building parking and loading is accessed from the rear alley off a side street to limit curb cuts along Cicero Avenue.

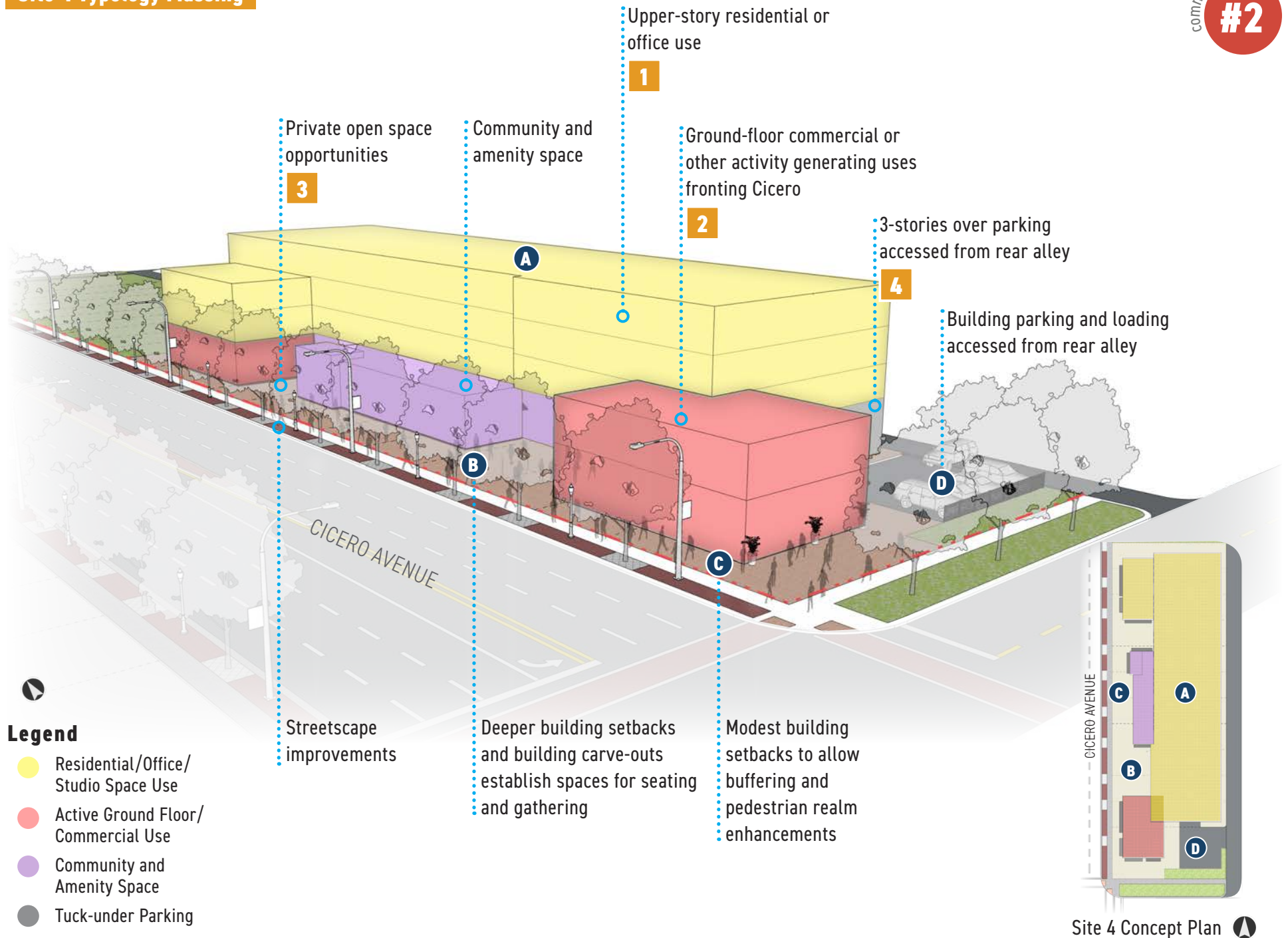
Development Scenario Details	
Character Zone	<ul style="list-style-type: none">• Northern Gateway• Community Commercial
Site Type	<ul style="list-style-type: none">• Vacant Land• Susceptible to Change
Potential Uses	<ul style="list-style-type: none">• Commercial – Retail and Service• Office Space• Mixed-Use including Residential

Character Examples



Site 4 Typology Massing

community preference
#2



Site 5: Larger Midblock, Shallow Lot

This prototypical site explores best practices for larger midblock, shallow lots. Enhancing the streetwall along Cicero Avenue by positioning buildings along Cicero and reserving parking for between or behind buildings is critical to best site layout practices.

In terms of use and scale, the market analysis suggests neighborhood-oriented retail and restaurant space can be supported along the corridor. The community supports diversification of businesses along the corridor including more retail shopping, dining, entertainment, and open space.

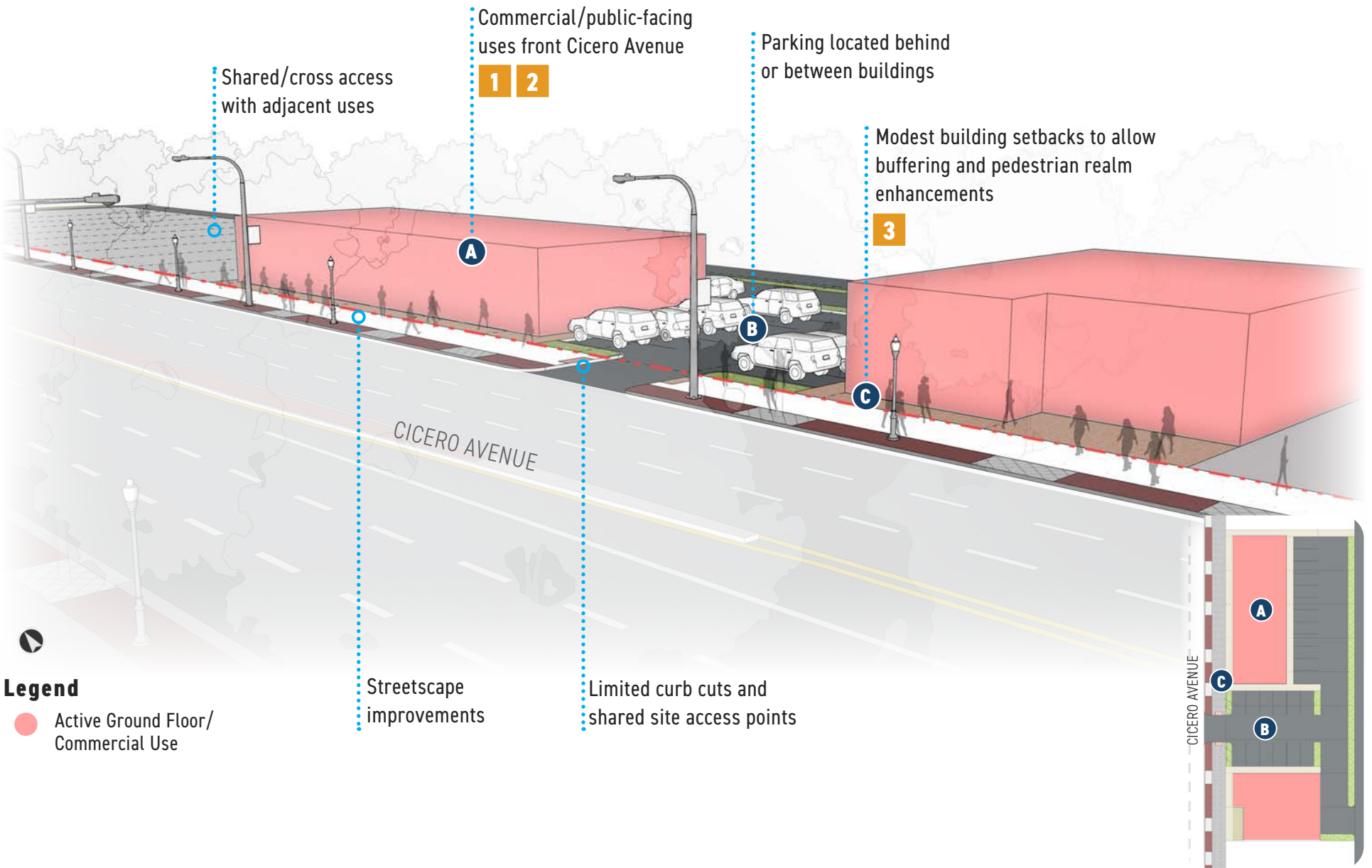
Concept Highlights:

- A New Commercial.** New one-story commercial spaces fronting Cicero Avenue to create a streetwall along the public right-of-way.
- B Parking.** Parking is located behind and/or between the buildings and can be accessed from a shared curb cut off Cicero Avenue and from rear alleys. This limits curb cuts along Cicero, creating a safer and more comfortable environment for pedestrians.
- C Building Setbacks.** Modest building setbacks along Cicero Avenue allows for buffering and pedestrian realm enhancements to improve safety and comfort.

Concept Details	
Character Zone	<ul style="list-style-type: none">• Northern Gateway• Community Commercial• Southern Gateway
Site Type	<ul style="list-style-type: none">• Vacant Land• Susceptible to Change
Potential Uses	<ul style="list-style-type: none">• Commercial - Retail, Dining• Limited Office Space



Site 5 Typology Massing

Site 5 Concept Plan 

Site 6: Smaller Infill Lot

This prototypical site explores best practices for smaller infill lots. Anchoring new infill at the corners of Cicero Avenue and cross streets is critical to activating the pedestrian realm. Locating parking behind or between buildings and limiting curb cuts along Cicero Avenue increases safety and comfort for pedestrians. The market analysis suggests where larger surface lots are underutilized, and especially at corners, smaller retail/ dining infill could be supported along the corridor. The community also supports infill of vacant land along Cicero Avenue and more diversified dining and retail stores with outdoor seating along the corridor.

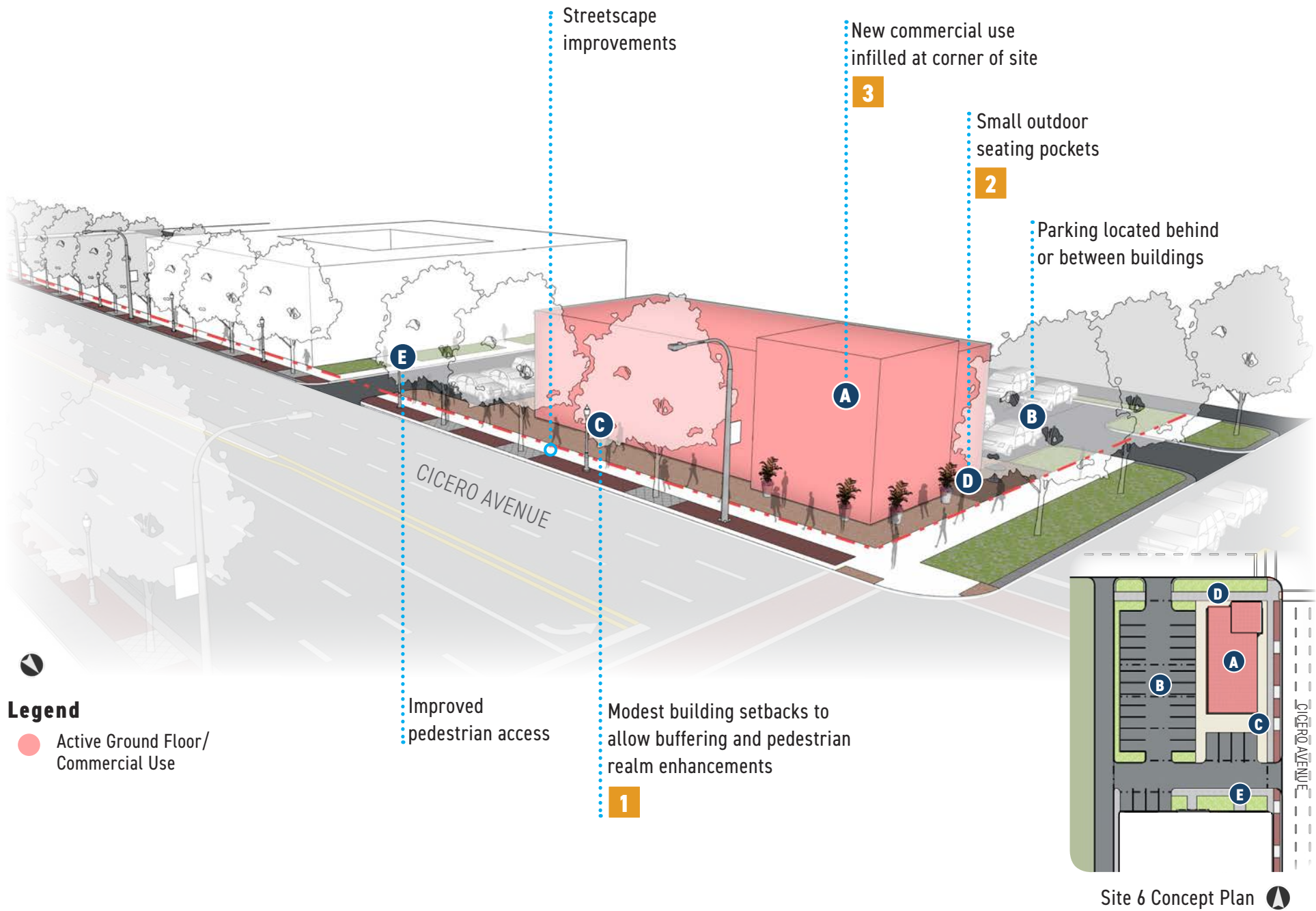
Concept Highlights:

- A New Commercial Infill.** New one-story infill use redevelops and anchors the corner of an existing parking lot.
- B Parking.** Parking is located behind or between buildings with shared access from side street and Cicero Avenue. Potential for a rear alley access is also possible where the opportunity exists.
- C Building Setbacks.** Modest building setbacks along Cicero Avenue allows for buffering and pedestrian realm enhancements to improve safety and comfort.
- D Outdoor Seating.** New buffered outdoor seating along the new commercial use creates new and inviting environments and enhances the character for patrons.
- E Pedestrian Connections.** A network of pedestrian connections through the site connecting Cicero Avenue provides users a safe and comfortable route within the site.

Concept Details	
Character Zone	<ul style="list-style-type: none"> Northern Gateway Community Commercial Southern Gateway
Site Type	<ul style="list-style-type: none"> Vacant Land Vacant Building Susceptible to Change
Potential Uses	<ul style="list-style-type: none"> Commercial - Dining, Retail, Services Limited Office Space



Site 6 Typology Massing



Site 7: Adaptive Reuse

This prototypical site explores the adaptive reuse of an existing commercial building into a food and beverage use with parking replaced with an activated outdoor dining patio. The community expressed a desire throughout the process to see the reinvigoration of underutilized and vacant buildings. They also wish to see more green space and outdoor dining to reflect the vibrancy of the area. The market supports neighborhood-oriented retail and restaurant space along the corridor.

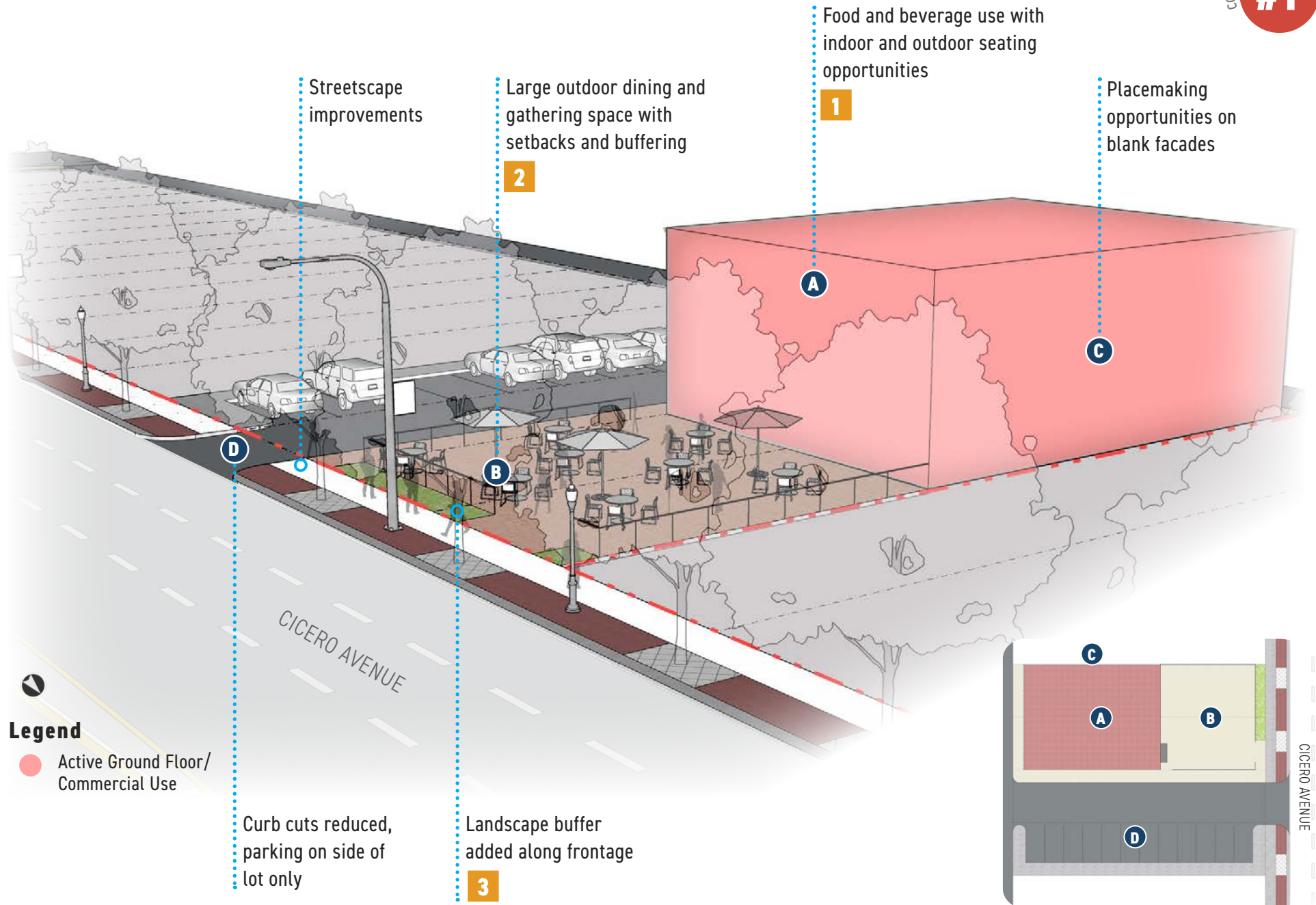
Concept Highlights:

- A Adaptive Reuse.** Conversion of an existing one-story use into a food and beverage use fronting Cicero Avenue.
- B Outdoor Dining.** Parking spaces in front of existing use converted to an outdoor dining patio. A decorative fence and lush landscaping buffer the patio from Cicero Avenue and also enhance the pedestrian realm.
- C Placemaking.** Potential for murals and unique interventions to the existing façade exist to enhance and promote better character along Cicero Avenue.
- D Parking.** Curb cuts are reduced to one access with parking spaces on the side of the lot only.

<i>Concept Details</i>	
Character Zone	<ul style="list-style-type: none"> • Northern Gateway • Community Commercial • Southern Gateway
Site Type	<ul style="list-style-type: none"> • Vacant Building • Susceptible to Change
Potential Uses	<ul style="list-style-type: none"> • Restaurant or café • Limited Office Space



Site 7 Typology Massing

A red circle with the text "community preference" curved along the top edge and "#1" in the center.Site 7 Concept Plan 

DEVELOPMENT DESIGN GUIDELINES

The site development scenarios in this study present recommendations for opportunity sites that could accommodate new development and reinvestment along Cicero Avenue. The following development design guidelines build off the site development scenarios to help define best practices for the desired physical character of future development and provide a roadmap for new development, site layout, and public improvements along Cicero Avenue. The development design guidelines are a complement to other city resources and regulations.

Collectively, the development design guidelines aspire to achieve the following guiding principles.

- Prioritize pedestrian activation and experience in new development and Corridor reinvestment.
- Ensure amenities and enhancements within the private realm are compatible with and supportive of the proposed streetscape character in the public right-of-way.
- Coordinate public spaces within private developments with the Cicero Avenue proposed streetscape and urban design recommendations of this study.
- Encourage placemaking initiatives in the public and private realm where they can be viewed and enjoyed by pedestrians.

The development design guidelines are organized into six categories:

- **Public Space.** Improvements to the pedestrian environment within the private realm
- **Program.** Suggested uses that complement the surrounding context
- **Site Design.** Building orientation, layout, open space, parking, access, and service

- **Massing.** Bulk, height, and form of a building
- **Façade.** Architectural elements of a building's exterior
- **Sustainability.** Enhancements that seek to reduce negative environmental, sociocultural, and human health impacts

Implementation:

All new development and redevelopment along Cicero Avenue, from Interstate I-55 to 67th Street, should adhere to the following development design guidelines. The purpose of the guidelines is to provide developers, architects, and property owners a reference tool to align any new plans or proposals along the corridor including commercial, residential, and mixed-use development with desired design and development patterns. These guidelines are flexible in nature to allow room for thoughtful and creative design but general compliance with the overall intent is required to integrate compatible design into Cicero Avenue.

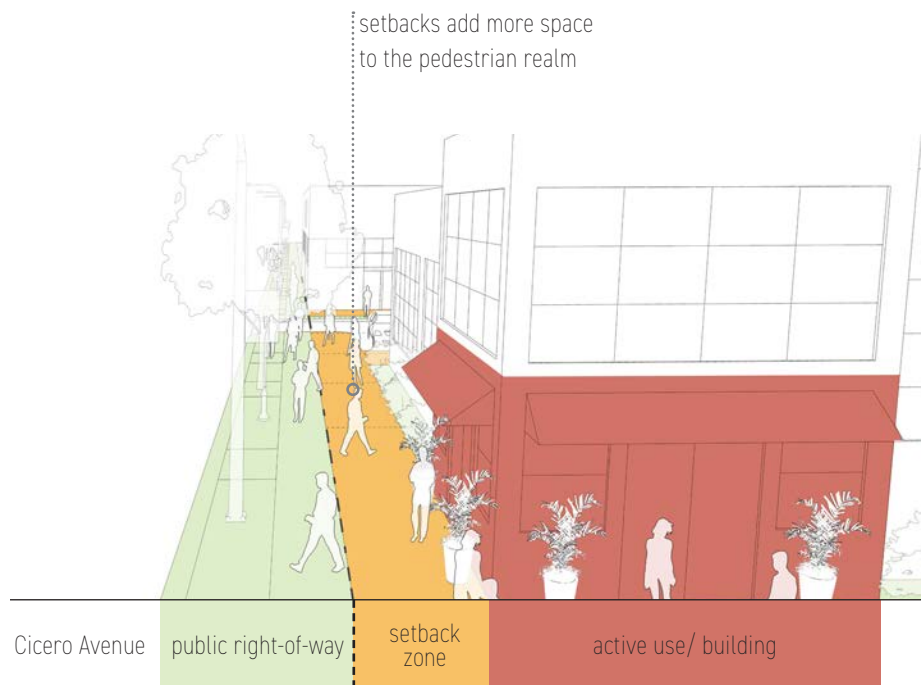
Other city design resources, restrictions, and regulations that apply to any development project include, but are not limited to, CDOT's Rules and Regulations for Construction in the Public Way, Streetscape Guidelines, ADA Standards, Street and Site Plan Design Standards, Design Excellence Principles, Neighborhood Design Guidelines, Landscape Ordinance, Zoning Ordinance, Complete Streets Guide, and Midway Airport Height Overlay Zone and Midway Airport Runway Protection Zone (RPZ).

Public Space

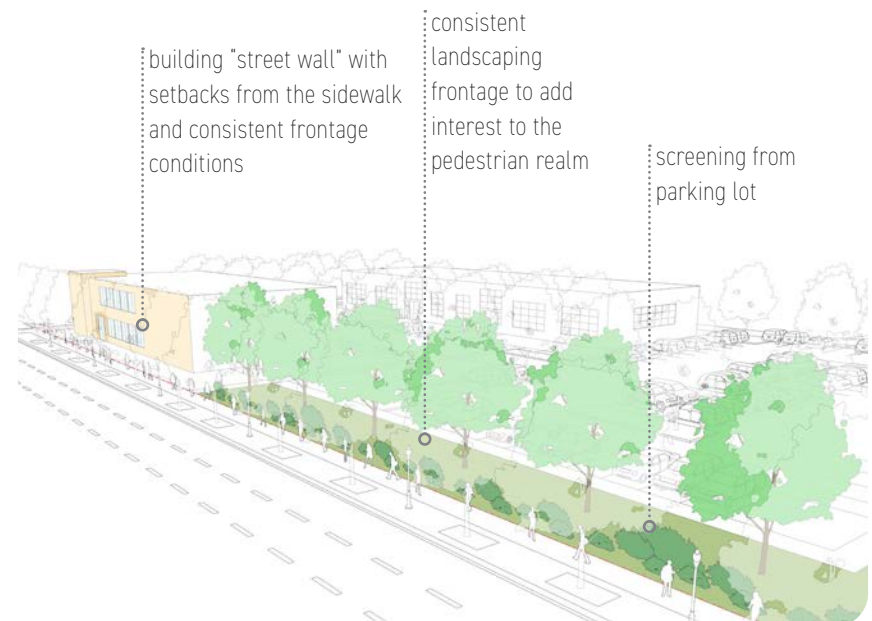
Public space focuses on unifying elements of the public and private realm including landscaping, buffering, furnishings, and open spaces. Public spaces should work collectively to foster neighborhood activity and establish Cicero Avenue as a pedestrian-friendly corridor.

Building Setbacks. Building setbacks from the public right-of-way will allow more space in the pedestrian realm, promoting safety and comfort for users.

- The setback zone, as illustrated below, should be 5-10 feet wide as space allows within the private development parcel.



Consistent Landscaping Frontages. Ensure consistent landscaping frontage conditions where a building "street wall" does not exist to support pedestrian activity and comfort.



Active Uses. Encourage active ground floor uses with placemaking elements such as public art, seating, and landscaping that connect the interior and exterior of buildings.

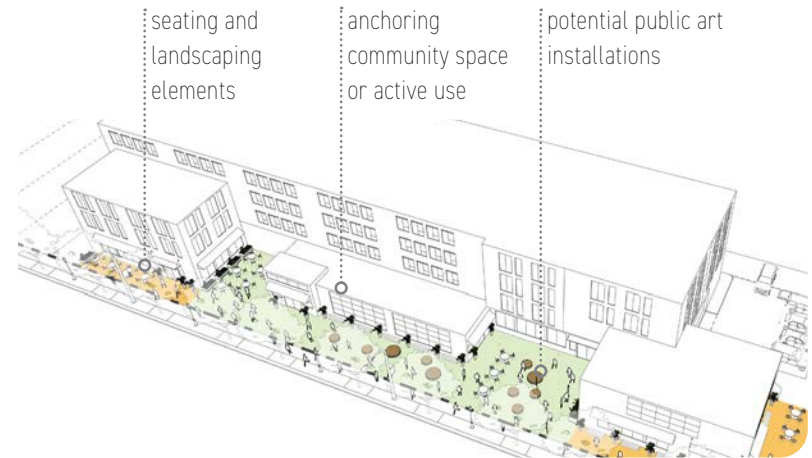


Site Landscaping. Incorporate landscape areas near active uses such as main entrances, public spaces, and amenity areas to enhance the public realm.

- Increase landscaping areas to define edges, enhance and direct views, and promote pedestrian use and enjoyment.

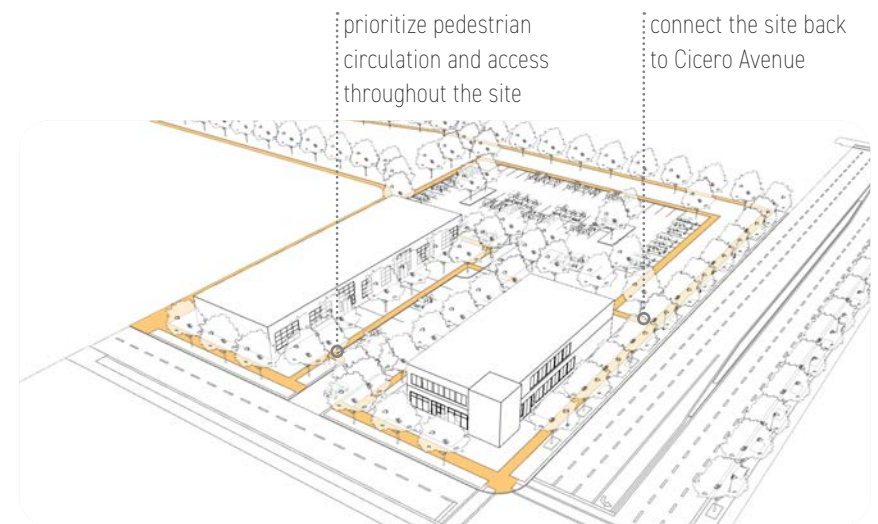


Placemaking. Utilize placemaking efforts to attract users such as public art, landscaping, seating, and programming.



Pedestrian Connections. Enhance pedestrian connections through and between sites to improve pedestrian safety and comfort along the corridor.

- Sidewalks and pedestrian pathways must be well maintained and include safe, clear travel ways throughout the entire year.
- Boost pedestrian activity through public and private realm accommodations.

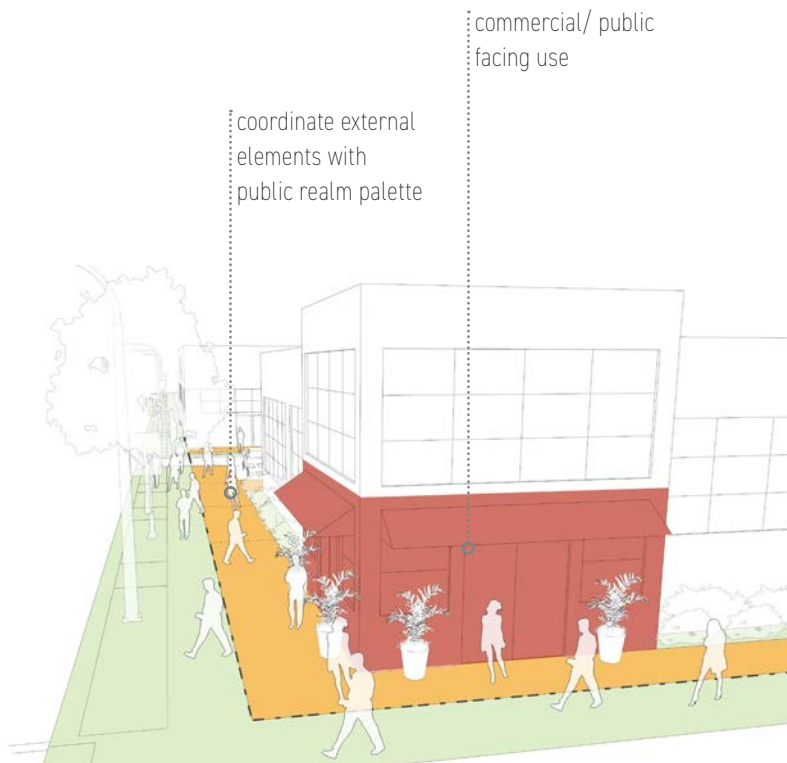


Program

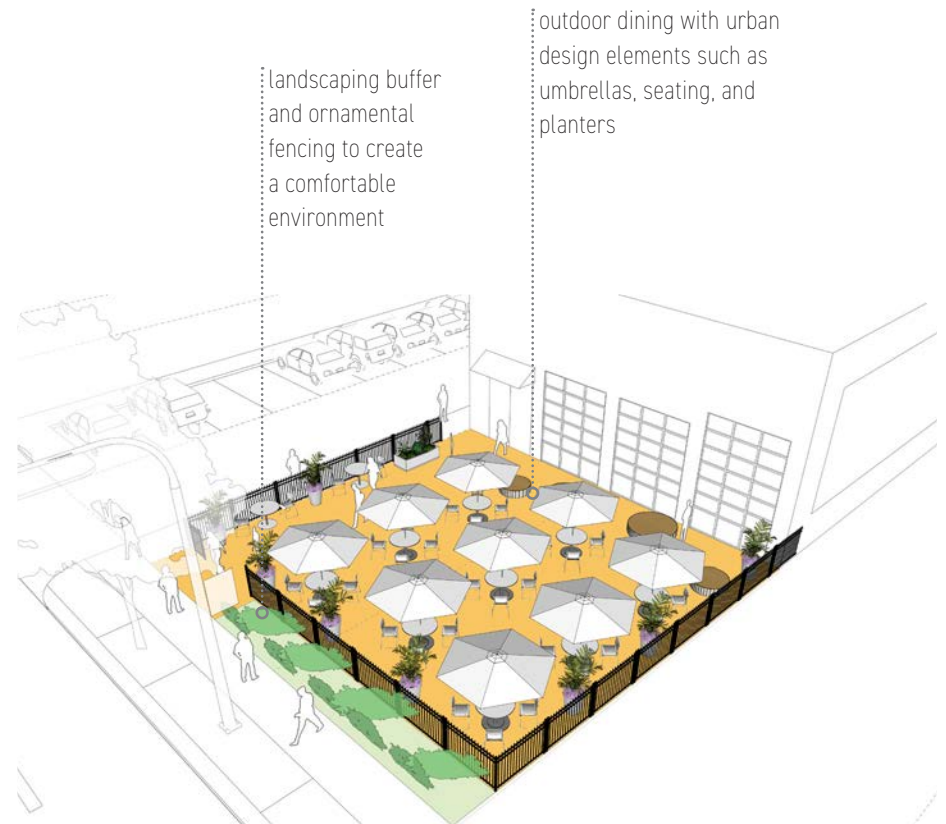
Program influences how the community will interact with, occupy, and use space. Program guidelines seek to improve the day-to-day life of both residents and the community and activate Cicero Avenue.

Active Uses. Locate commercial and public facing uses at ground level along Cicero Avenue to engage and activate the pedestrian realm.

- Center placemaking efforts around a community space or active use to activate and program a space or development.



Seating and Dining Pockets. Incorporate thoughtful dining spaces and seating pockets into building setbacks and carve-outs, underutilized parking lots, and interior street networks when possible.

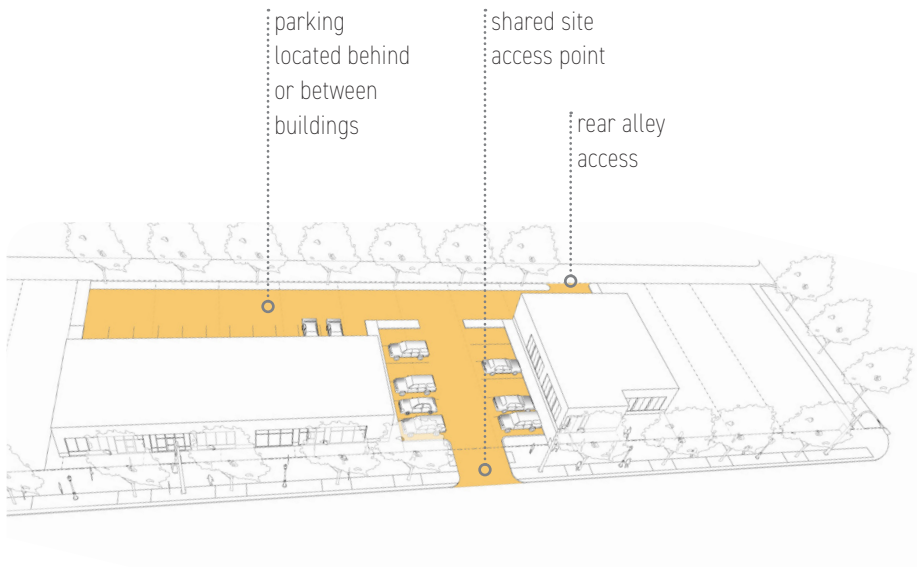


Site Design

Site design addresses building orientation, layout, open space, parking, access, and service to ensure an appropriate relationship between development and the surrounding context. Site design is critical to establishing the desired character along Cicero Avenue and promoting corridor specific best practices for development.

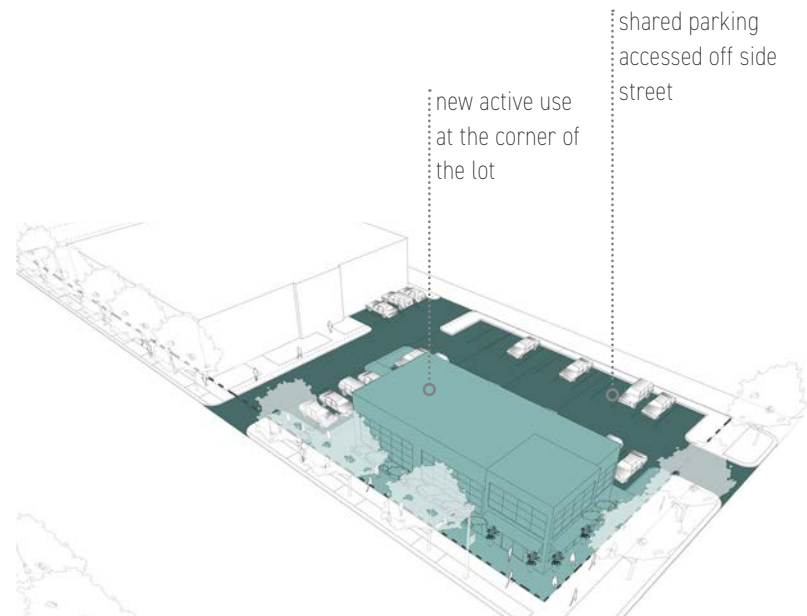
Site Parking. Locate parking, loading, and service areas behind or between buildings utilizing the rear alley for access when possible.

- Limit and consolidate curb cuts and encourage shared site access points to minimize impacts on pedestrian and public realm users.
- For new development consider parking within buildings.



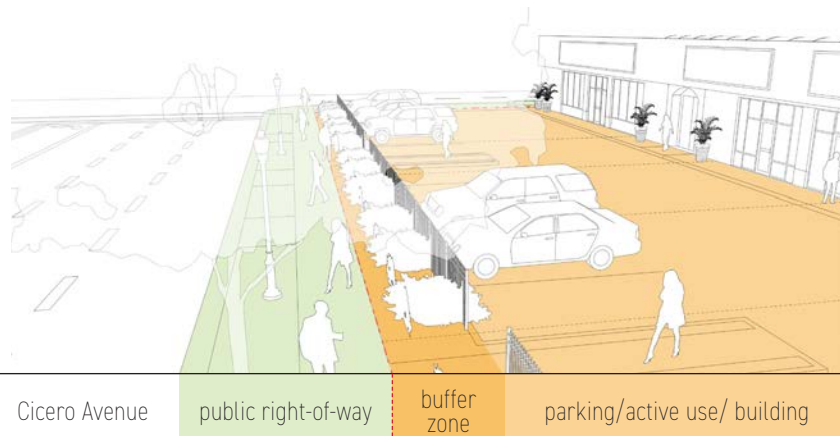
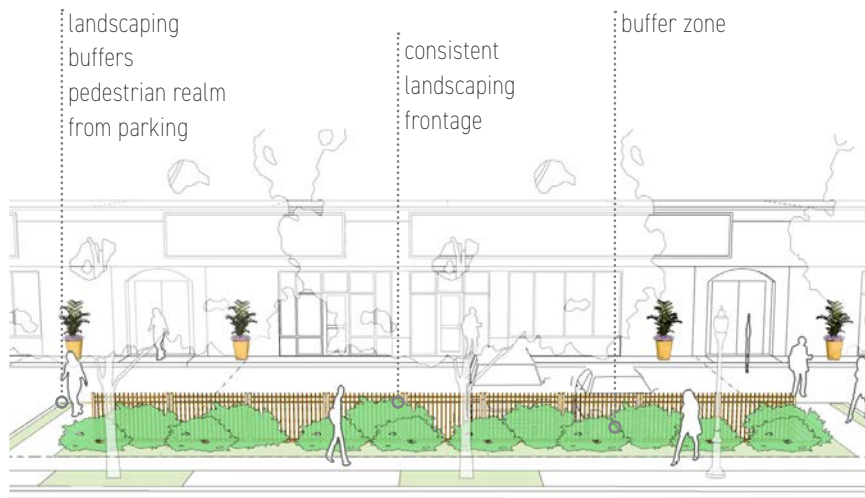
Infill. Support the infill of larger lots, particularly vacant and underutilized sites, to promote density, urban activity, and efficient mobility.

- Encourage the maintenance and activation of vacant lots in the short term to enhance the character and vibrancy of the corridor. Temporary activations can enhance the character of the corridor and promote the future use of these spaces.

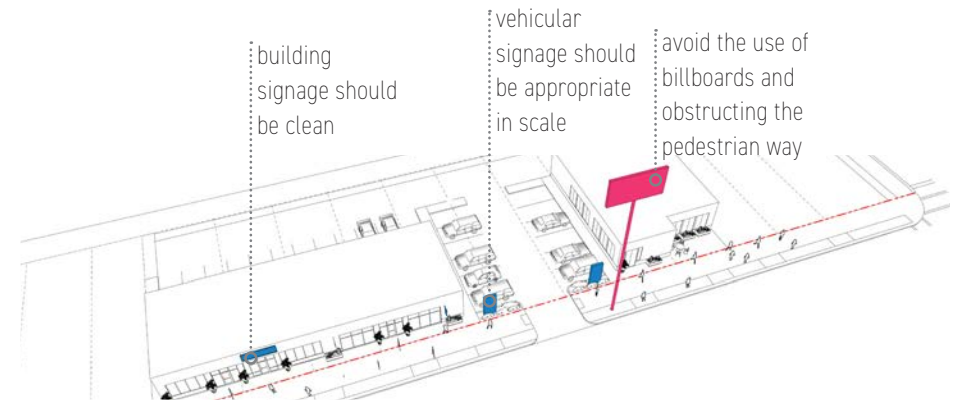


Landscaping Buffer. Include landscaping to buffer around the edges of parking lots, especially when located near the public right-of-way, and at loading and service areas.

- Functional elements of sites and buildings (i.e. receptacles, HVAC equipment) should also be screened to minimize visual impacts and other nuisances. Use consistent screening design throughout the corridor for unified appearance.
- The Chicago Landscape Ordinance provides guidance to standards for landscape buffers.



Signage and Security. Avoid sign clutter, especially when it obstructs views of interior spaces and activities. Signage should be used to contribute to the neighborhood character and identity by using color, style, scale, and architectural integration appropriate to the context.



Accessibility and Safety. Design welcoming and equitable entrances, such as integrating accessible routes artfully into main entries. Take care to use surface materials that are both accessible (e.g. navigable and durable materials, high contrast at thresholds, etc.) as well as thoughtfully woven into the overall design from the beginning.

- Incorporate elements that promote the wellbeing, comfort, and safety of users occupying and moving through the public and private realm.



Massing

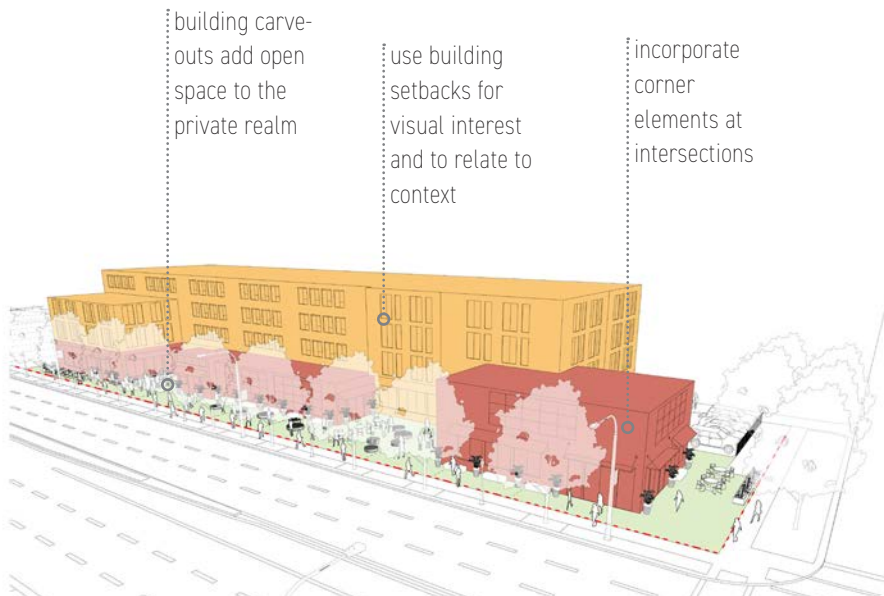
Massing refers to the height, bulk, form, and density of a building. While underlying zoning sets the baseline density standards, the following guidelines serve to promote consistency with the adjacent context, including Midway Airport, the Midway Airport Height Overlay Zone, and the Midway Airport Runway Protection Zone.

Building Carve-outs. Building carve-outs within building massing will create pockets of open space within the private realm.

Building Form. Incorporate additional architectural details and massing when a building is located at high visibility intersections.

Height. New development should respond to surrounding context and existing buildings. Adhere to zoning ordinance and regulations for overall height limits.

- Base street-facing building height on adjacent building heights to adhere to a unified street character.
- Building step-backs should be employed at designated heights to reduce the visual impact of larger-scale developments.



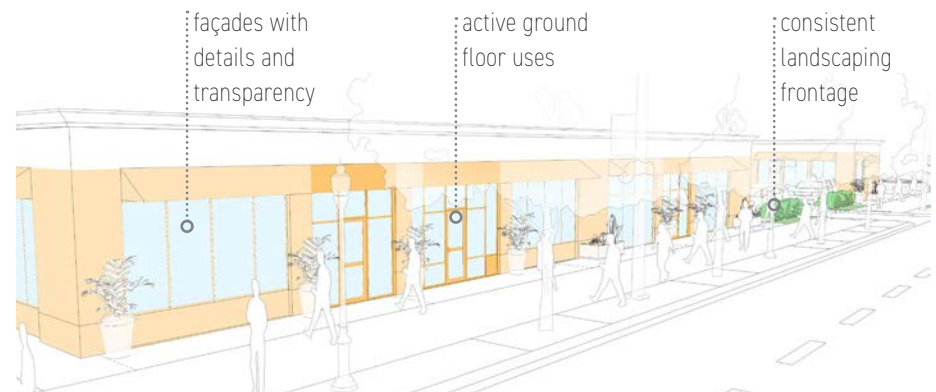
Facade

Facades are the exterior faces of a building. Façade guidelines promote a cohesive physical character along the corridor and encourage visual interest in the built environment.

Façade. Incorporate building façades with architectural details and transparency to connect the interior and exterior and provide eyes on the street.

- Clearly identify building entrances as seen from the street using elements such as architectural details, awnings, or canopy structures.
- On ground floor frontages, introduce transparency and visual interest to contribute to the street's vitality. For retail, ground floor frontages should be primarily clear, non-reflective windows that allow views of indoor commercial space or product display.
- For spaces inviting the public indoors (e.g. retail, restaurants, community uses, etc.), identify opportunities to increase permeability between the sidewalk and the indoors. This may include strategies such as doors that can stay open in nice weather and making indoor activities visible from outside.

Materials. All facades that are visible to the public should be treated with materials, finishes, and architectural details that are of high-quality, durable, and appropriate for use on the primary street-facing façade.



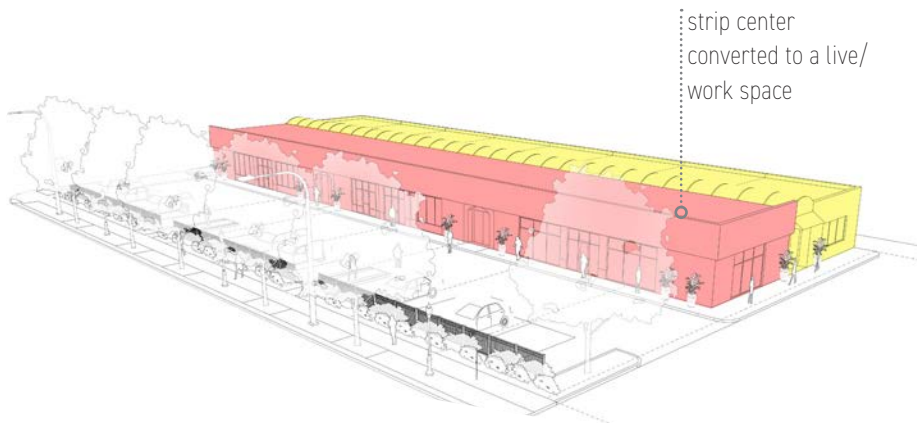
Sustainability

Sustainability guidelines seek to optimize sustainability, resilience, environmental health, and human well-being at all phases of development.



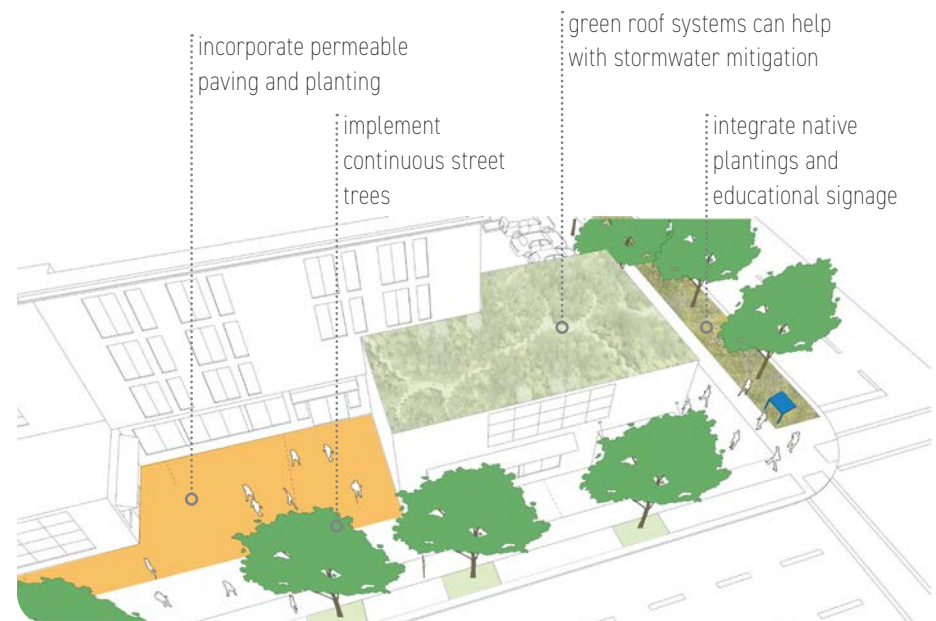
Adaptive Reuse. Consider repurposing existing buildings along Cicero Avenue for new active uses such as restaurants, live/work, and neighborhood serving retail or office.

- Repurposing existing buildings is a strategy that can promote sustainable development and result in interesting design solutions to enhance the neighborhood character.



Sustainable Design. Incorporate and incentivize elements and best practice measures that promote sustainability including continuous street trees, native plantings, decreased impermeable surfaces, and stormwater management practices.

- Encourage continuous street trees and native plants in planting beds, planters, and open space.
- Decrease the amount of impermeable surfaces by introducing landscape islands and beds in and around parking lots and permeable/porous paving instead of asphalt.
- Incentivize stormwater best management practices including bioswales, green roof systems, rainwater harvesting, and permeable/porous paving.
- Celebrate sustainable landscape design through native plantings and stormwater features.



Electrification and Electric Vehicles



Significant national and local momentum is building in support of transportation electrification. Electrifying vehicles has great potential to improve local air quality, mitigate climate change, and reduce operating costs for drivers and businesses. The Chicago area is a prime market for electric vehicles (EV). Planning for EV charging infrastructure in new developments is easier and cheaper during construction than retrofitting a site later. For this reason, Chicago City Council amended the Zoning Code in 2020 to require developments of certain sizes to be EV Ready ([EV Readiness Ordinance 2020](#)). This ordinance requires new construction of a residential building with 5 or more units and on-site parking to have 20% of parking spaces EV Ready, and in non-residential buildings with 30 or more parking spaces to provide 20% of parking spaces as EV ready. Developers can comply with the ordinance by taking a step further and installing charging stations.

EV charging infrastructure availability at sites along the Cicero Avenue Corridor provides an opportunity to further some of the Chicago Climate Action Strategies delineated in the *2022 Chicago Climate Action Plan*.

- Enable electric freight loading docks at commercial and industrial buildings, addressing new buildings by 2025 and existing buildings by 2030.
- Support equitable electrification of ride-hail and taxi fleets by 2030.
- Enable 100% electrification of delivery fleets by 2035.
- Enable 2,500 new public passenger electric vehicle charging stations by 2035.

For new commercial and industrial buildings, electric vehicle chargers must be considered during initial design and construction stages where implementation is easiest and most cost-effective. Existing commercial and industrial buildings should be evaluated for loading dock electrification, workplace charging for employees, and opportunities to offer the public or visitors charging access. As 70% of public electric vehicle chargers are in 3 community areas, and 47 community areas have no public electric vehicle chargers, the Chicago

Climate Action Plan has a goal to increase equitable distribution. The city can coordinate with building owners in low- and middle-income communities to enable the installation of public passenger vehicle charging stations. For more information, see the [2022 Chicago Climate Action Plan](#). Additional resources are available from the Illinois Alliance for Clean Transportation.







Next Steps



One of the goals of this study is to have an implementation plan for potential recommendations. Changes to the corridor will take time, funding, and further study to determine the best feasible solutions. This section provides cost estimates, identifies funding and grant opportunities, and details additional city resources to help plan next steps in transforming Cicero Avenue.



COST ESTIMATES FOR ENGINEERING AND CONSTRUCTION

This section details the estimated costs for Phase I engineering to implement the recommendations discussed throughout this document. Material needs and geometric assumptions to reconstruct the roadway are included below. Cost estimate totals are provided for full corridor restoration only and full corridor restoration plus each of the various placemaking elements (identifiers).

The following list includes the factors used to determine cost estimates by character zone:

Overall for the Corridor: 660 ft/block, 25 blocks in total, 8 blocks per mile

Northern Gateway and Community Commercial Zone

I-55 to 53rd Street

- ROW: Varies 100'-120'
- 78' Curb-to-Curb
- 12' Median Width
- Trees in Proposed Medians

Midway Airport Zone

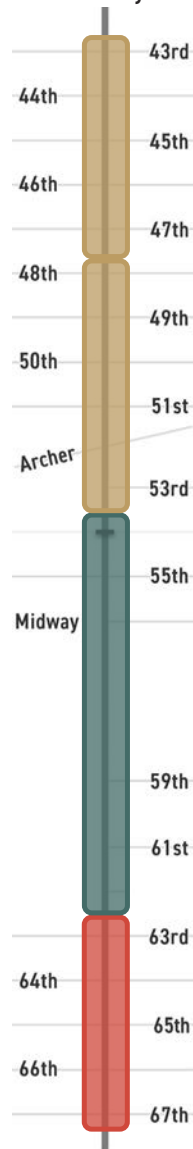
53rd Street to 63rd Street

- ROW: Varies 120'-150'
- Curb-to-Curb Width Varies
- Medians to Remain
- PCC Pavement Patching as Needed
- All Lighting to Remain

Southern Gateway

63rd Street to 67th Street

- ROW: Varies 110'-130'
- 78' Curb-to-Curb
- 12' Median Width
- Trees in Proposed Medians



Civil Item Assumptions

- All asphalt sections assumed to be resurfaced
- Reconstruction assumed from proposed curb to right-of-way
- Bumpouts added on all side streets when possible (excluded when driveways are present)
- Existing medians are removed entirely before proposed medians are constructed
- All turn lanes to remain except southbound right turn lane at Archer Avenue and northbound right turn lane at 47th Street
- All existing curb to be removed in order to narrow Cicero Avenue.
- Class C Patching for all HMA surface removal (5% Type II, 5% Type III, & 10% Type IV)
- 20% of Concrete Pavement in Midway Zone to be replaced
- Six new catch basins per block with 39' of Storm Sewer per catch basin
- All driveways to be removed and replaced (no driveway closures)
- All Turn Lane Storage Length to remain the same

Landscaping Assumptions

- All trees within medians to be removed and new trees to be planted
- Each tree (not in median) to have a 5'x10' tree pit
- 52 existing tree in medians
- 4 Bike Racks per block
- 1 Trash Receptacle every 300'
- 2 Benches per block
- Proposed Trees spaced 25' C-C
- CDOT structural soil: 675 CF per 6 trees, not in median
- Plaza spaces based on available space in ROW

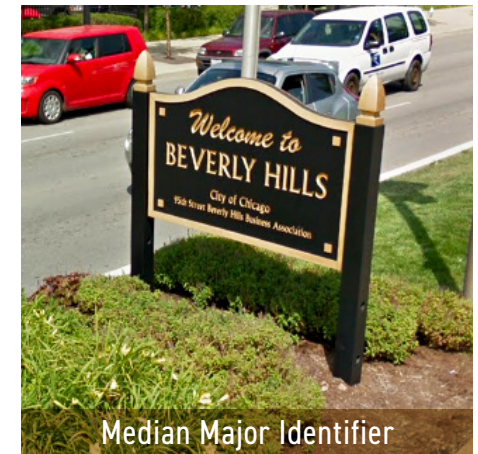
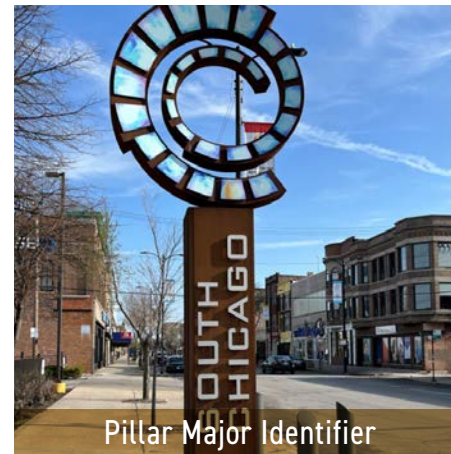
Major Identifiers

- A major identifier is a gateway to the corridor at either the north or south ends of the corridor (or both)
- The cost estimates are broken out by corridor segment and major identifier type. Note that placemaking and landscaping elements such as street furniture, plaza spaces, minor identifiers (e.g. obelisks) and median improvements would be included in all of the options except Corridor Restoration (No Improvements). The types of major identifiers shown in the estimates include:
 - Over-the-Road Major Identifier(s)
 - Pillar Major Identifier
 - Median Major Identifier
 - No Major Identifiers (*although this option would still include minor identifiers and other placemaking and landscaping elements*)

For more descriptions of the above major identifiers, see Improvements Toolbox section.

Minor Identifiers

- 11 minor identifiers (for locations, see the Placemaking Theme Recommendation section on page 53)



Recommended Construction Phasing

By Corridor Segment

Phase 1

Northern Gateway and Community Commercial Zone (I-55 to 53rd Street): Biggest impact on neighborhood connectivity, safety and development potential



Phase 2

Southern Gateway (63rd Street to 67th Street): Opportunities for pedestrian safety and landscaping improvements, but not as big a need to attract new development – fewer vacant and under-utilized parcels



Phase 3

Midway Airport Zone (53rd Street to 63rd Street): Recently reconstructed and relatively less neighborhood foot traffic and fewer development opportunities

Major Gateway(s)

Potential additional phase (if not installed in the first and second phase): Implement the major identifier(s) (gateway) after all other corridor improvements have been made

Construction Costs

Option	Construction Cost	Design Engineering Cost	Phase III Engineering Cost	Total Cost	Total Cost per Block
--------	-------------------	-------------------------	----------------------------	------------	----------------------

Northern Gateway and Community Commercial Zone

Corridor Restoration	\$19,945,133	\$3,590,124	\$3,989,027	\$27,524,284	\$2,646,566
1. Two Over-the-Road Major Identifiers	\$25,789,409	\$4,642,094	\$5,157,882	\$35,589,385	\$3,422,056
2. Pillar Major Identifier	\$24,057,409	\$4,330,334	\$4,811,482	\$33,199,225	\$3,192,233
3. Median Major Identifier	\$23,913,409	\$4,304,414	\$4,782,682	\$33,000,505	\$3,173,125
4. One Over-the-Road Major Identifier	\$24,707,409	\$4,447,334	\$4,941,482	\$34,096,225	\$3,278,483
5. No Major Identifiers	\$23,624,409	\$4,252,394	\$4,724,882	\$32,601,685	\$3,134,777
Range for Improvement Options				\$32,600,000 - \$35,600,000	\$3,100,000 - \$3,400,000

Midway Airport Zone

Corridor Restoration	\$12,299,980	\$2,213,996	\$2,459,996	\$16,973,973	\$1,632,113
1. No Major Identifiers	\$16,813,987	\$3,026,518	\$3,362,797	\$23,203,302	\$2,231,087
Range for Improvement Options				\$23,200,000	\$2,200,000

Southern Gateway

Corridor Restoration	\$8,014,568	\$1,442,622	\$1,602,914	\$11,060,104	\$2,304,188
1. Two Over-the-Road Major Identifiers	\$14,603,724	\$2,628,670	\$2,920,745	\$20,153,139	\$4,198,571
2. Pillar Major Identifier	\$12,872,724	\$2,317,090	\$2,574,545	\$17,764,359	\$3,700,908
3. Median Major Identifier	\$12,727,724	\$2,290,990	\$2,545,545	\$17,564,259	\$3,659,221
4. One Over-the-Road Major Identifier	\$12,438,724	\$2,238,970	\$2,487,745	\$17,165,439	\$3,576,133
5. No Major Identifiers	\$12,438,724	\$2,238,970	\$2,487,745	\$17,165,439	\$3,576,133
Range for Improvement Options				\$17,200,000 - \$20,200,000	\$3,600,000 - \$4,200,000

All Estimates Include:

- Lighting Costs: Replace all lighting except in the Midway Section (from 53rd to 63rd).
- -Signal Improvement Costs:
 - Full Signal Replacement costs \$500k per intersection (43rd, 47th, 50th, and Archer) (4)
 - Partial Signal Improvements cost \$200k per intersection (55th, Midway Exit, 59th, 61st, 63rd, 65th, 66th, and 67th) (8)
- Full Curb & Gutter Construction (Roadway Narrows)
- 20% Pavement Patching
- 20% of Concrete Pavement in Midway Section to be Reconstructed
- Replacement of all Driveways and Signage
- Miscellaneous Drainage Items

Streetscape Alternative Estimates:

- 1 Trash Receptacle every 300', 2 Benches per block, 4 Bike Racks per block, and 1 Light Pole Identifier per street light
- Trees spaced 25' apart (all median trees replaced)
- Increased landscaping at all intersections
- 11 Minor Gateways

Corridor Restoration Estimate:

- Assumes Full Curb & Gutter restoration, Full Bus Pad Restoration, Full Sidewalk and Parkway Restoration, and 2' of full reconstruction adjacent to Curb & Gutter restoration

Notes

- 30% Contingency (20% design and 10% inflation)
- 6% Added for Mobilization (after contingency)
- 5% Added for Traffic Control and Protection (after contingency)
- 18% Added to Construction Cost for Design Engineering Cost
- 20% Added to Construction Cost for Phase III Engineering Cost
- See Overall Cost Estimate Tab for Details

FUNDING

Below are grant programs that can be pursued to assist in funding the next stages of the Cicero Avenue Corridor project, from future engineering feasibility studies through construction. Some of the grants would be applicable corridor-wide, and some would be applicable to specific spot improvements, such as bus stops. Funding sources primarily include safety, pedestrian and bike facilities, and freight related grant programs. The freight grants are relevant as Cicero Avenue is one of Cook County's top truck routes, as identified in the Connecting Cook County Freight Plan (2018), and is a key connection to major industrial areas. The safety and multimodal grants are relevant as the recommendations in this study seek to improve safety for all users of the roadway as a strategy to increase livability.

Some notes in regards to pursuing the funding source in the tables on the following pages:

- When "City" is listed in the "Eligible Applicants" column, it is only an indication that the city is directly eligible for funding. However, for many of these programs, the city may partner with the State as Cicero Avenue is a State-owned facility affecting the city.
- An asterisk * indicates potential priority programs that can be used on projects within city boundaries, but would require partnership with an organization that is eligible for the funding, such as IDOT and the Army Corps. For example, HSIP funding can address safety issues on state roadways so the city may work with IDOT on applying their funding to Cicero Avenue, as a state route.



Chicago Metropolitan
Agency for Planning



Regional
Transportation
Authority



Program Name	Eligible Applicants	Funding Type	Awarding Agency	Program Description (as copied from NOFO or other grant source)
Surface Transportation Block Grant Program (STP) – Local	City*	Federal	CMAP	The Surface Transportation Block Grant Program promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.
Illinois Transportation Enhancements Program	City	State and Federal	IDOT	The goal of the Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities.
Motor Fuel Tax Program	City	State	IDOT	The Motor Fuel Tax is a tax on the operation of a motor vehicle on public highways and of operation of recreational watercraft on the water based on the consumption of motor fuel. A portion of the proceeds from this tax are allotted to counties, townships, and municipalities.
Illinois Competitive Freight Program (Funded by National Highway Freight Program, ID 19)	City	Federal	IDOT	Administered by IDOT using federal funds, the competitive grant program is designed to implement the goals of the Illinois State Freight Plan to improve safety, boost efficiency and grow the economy. Successful proposals will include plans to reduce bottlenecks, improve freight-related safety, increase intermodal accessibility to freight corridors and enhance efficiency through the strategic deployment of technology.
Local REBUILD ILLINOIS Bond Program	City	State	IDOT	The grants may be used by LPAs only for those purposes. To qualify to be funded with REBUILD Illinois grant proceeds, a project will need to be a bondable capital improvement. In general, transportation improvement projects with an average useful life of greater than or equal to 13 years will be considered bondable capital improvements.

Eligible Uses (as potentially relevant to Cicero Avenue)	Eligible Project Phases	Max Award	Grant %	Local Match %	Last Call for Projects	Last Application Due Date	Call for Projects Frequency
The Surface Transportation Block Grant Program is available for the roughly one million miles of Federal-aid highways, for bridges on any public road, and for transit capital projects. Project types include (but are not limited) to structure, roadway, complete streets and off-street trails, great separations and vertical clearance, traffic signal modernizations, and transit priority projects.	Engineering and Construction	N/A	80	20	1/31/2022	3/1/2022	Every two years
Pedestrian/Bicycle Facilities, Streetscapes, Historic Preservation and Rehabilitation of Historic Transportation Facilities, Vegetation Management in Transportation Rights-of-Way, Archaeological Activities Relating to Impacts from Implementation of a Transportation Project, Storm Water Management, Control and Water Pollution Prevention or Abatement Related to Highway Construction or Due to Highway Runoff. All ITEP funded projects must have all phases of work fully obligated within four years of the award notification letter or funds will be rescinded.	Planning, Engineering, Construction	\$3,000,000	80-90	10-20	7/27/2022	9/30/2022	Every 2 Years (even numbered)
Local public agencies must work with IDOT for annual general maintenance programs and the expenditures of MFT funds on other eligible uses. MFT funds can be used to construct and maintain roads, traffic controls, street lighting, storm sewers, sidewalks and other pedestrian paths, off-street parking facilities and much more.	Engineering and Construction	-	-	-	NA	NA	Awarded monthly
<p>"Eligible projects shall contribute to the efficient movement of freight on the NHFN, and be identified in a freight investment plan included in a SFP (required in FY 2018 and beyond). NHFP funds may be obligated for one or more of the following:</p> <ul style="list-style-type: none"> - Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. - Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance. - Efforts to reduce the environmental impacts of freight movement. - Environmental and community mitigation for freight movement. - Geometric improvements to interchanges and ramps. - Traffic signal optimization, including synchronized and adaptive signals. - Work zone management and information systems. - Additional road capacity to address highway freight bottlenecks. - Any surface transportation project to improve the flow of freight into and out of a freight intermodal or freight rail facility is an eligible project." 	Planning, Engineering, Construction	\$54,000,000	80	20	2/16/2018	4/6/2021	Uncertain
IDOT is authorized to use these Funds to make grants "for planning, engineering, acquisition, construction, reconstruction, development, improvement, extension, and all construction-related expenses of the public infrastructure and other transportation improvement projects."	Planning, Engineering, Construction	-	-	-	NA	NA	NA

Program Name	Eligible Applicants	Funding Type	Awarding Agency	Program Description (as copied from NOFO or other grant source)
Access to Transit Program	City	Federal	RTA	The RTA Access to Transit program supports small-scale capital projects that improve pedestrians' and bicyclists' access to public transportation.
Surface Transportation Program (STP) - Shared Fund	City*	Federal	CMAP	The shared fund was established for the purpose of supporting larger-scale regional projects that address regional performance measures and the goals of ON TO 2050. Project eligibility is focused on projects of significant cost and multijurisdictional projects in 8 categories that address federal performance measures and priorities of ON TO 2050: bicycle and pedestrian barrier elimination, bus speed improvements, bridge rehabilitation or reconstruction, highway/ rail grade crossing improvements, road reconstruction, road expansion, corridor or small area safety, transit station improvements (including bicycle and pedestrian access to stations), and truck route improvements.
Truck Access Route Program	City	State	IDOT	The purpose of TARP is to help local governments upgrade roads to accommodate 80,000 pound truck loads.
Rebuild Downtowns & Main Streets Capital Grant (Potential one-time Covid program)	City	Federal	DCEO	The Rebuild Downtowns & Main Streets Capital Grant Program ("Rebuild Downtowns & Main Streets") will provide grants of up to \$3 million to support improvements and encourage investment in commercial corridors and downtowns that have experienced disinvestment, particularly in communities hardest-hit by COVID-19.
Highway Safety Improvement Program	City*	Federal	IDOT	The Highway Safety Improvement Program provides States with critical safety funding that is used to save lives and prevent serious injuries on all public roads. The Highway Safety Improvement Program is based on a performance-driven process that identifies and analyzes highway safety problems and advances highway safety improvement projects that have the greatest potential to reduce fatalities and serious injuries.
Safe Streets and Roads for All	City	Federal	USDOT (OS)	The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.
Pilot Program for Transit Oriented Development	City/CTA	Federal	USDOT (FTA)	The Pilot Program for Transit Oriented Development Planning is a discretionary grant program that helps support Federal Transit Administration's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.

Eligible Uses (as potentially relevant to Cicero Avenue)	Eligible Project Phases	Max Award	Grant %	Local Match %	Last Call for Projects	Last Application Due Date	Call for Projects Frequency
Small-scale capital projects that improve pedestrians' and bicyclists' access to public transportation, such as bus stop and station improvements.	Engineering and Construction	Cat A: \$1,000,000 and Cat B: \$50,000	90	10	3/25/2022	5/20/2022	Bi-annual
Project eligibility is focused on projects of significant cost and multijurisdictional projects in 8 categories that address federal performance measures and priorities of ON TO 2050: bicycle and pedestrian barrier elimination, bus speed improvements, road reconstruction, road expansion, corridor or small area safety, transit station improvements (including bicycle and pedestrian access to stations), and truck route improvements.	Engineering and Construction	N/A	80	20	1/6/2021	3/5/2021	Funding is awarded for multiple years (currently 2022-2024 is programmed). Next funds scheduled to be available 2025).
Project eligibility is focused on projects of significant cost and multijurisdictional projects in eight categories that address federal performance measures and priorities of ON TO 2050: bicycle and pedestrian barrier elimination, bus speed improvements, road reconstruction, road expansion, corridor or small area safety, transit station improvements (including bicycle and pedestrian access to stations), and truck route improvements.	Engineering and Construction	N/A	80	20	1/6/2021	3/5/2021	Annual
"Projects must be located in a commercial corridor or downtown area with multiple public-facing commercial establishments. Eligible projects include -- but are not limited to -- new construction or rehabilitation of the following: • Roads, parking, and sidewalks • Broadband infrastructure • Water/Sewer infrastructure • Public spaces, such as parks and plazas, including lighting and landscaping • Sustainable investment in or modernization of structures in disrepair • Mixed-use development or transit-oriented development housing"	Engineering and Construction	\$3,000,000	100	0	9/10/2021	1/1/2022	-
Safety projects on all public roads.	Engineering and Construction	\$2,000,000	90	10	4/12/2022	6/17/22	Annual
The term "eligible project" means a project: (A) to develop a comprehensive safety action plan; (B) to conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan; or (C) to carry out projects and strategies identified in a comprehensive safety action plan.	Planning, Engineering, Construction	\$30,000,000	80	20	5/16/2022	9/15/2022	Annual
Grants may be made for site specific and comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Planning	~\$1,000,000	80	20	5/27/2022	7/15/2022	Annual

RESOURCE REFERENCE GUIDE

This Resource Reference Guide provides information on city tools and resources available to community stakeholders that can help in their efforts to promote growth, improve and foster investments along Cicero Avenue.

If you want to invest in a property...

Chicago PACE

Chicago PACE makes it possible for owners and developers of commercial properties to obtain low-cost, long-term financing for energy efficiency, sustainability and renewable energy infrastructure deployed in new or existing buildings. The program allows energy efficient infrastructure elements and some associated costs to be financed with no money down and then repaid as a benefit assessment on the property tax bill over a term that matches the useful life of improvements. For some projects, that can be as long as 25 years. For more information, visit the official Chicago PACE website or call 312.940.3722.

Website: <https://www.chicagopace.org/>

Low-Income Housing Tax Credits (LIHTC)

LIHTC is a public-private partnership in which investors provide equity for low-income rental properties in exchange for a federal tax credit over several decades. Without the equity generated from the credit, affordable rental housing projects do not yield sufficient funds to remain financially viable. The City of Chicago Department of Housing (DOH) receives a limited number of these housing tax credits to allocate based on its population. LIHTC is the most significant resource for creating affordable housing in the United States today, making it highly competitive.

If your project contemplates use of city financing for an affordable housing component, you are strongly encouraged to schedule an intake meeting with DOH management and staff. Please use the linked intake form, found on the website.

Website: <https://webapps1.chicago.gov/eforms/housingdevelopment>

Neighborhood Opportunity Fund

The Neighborhood Opportunity Fund (NOF) receives funds from downtown development in order to support commercial corridors in many of Chicago's neighborhoods. There are two categories of NOF – small and large – with different grant amount limits. Business and property owners may apply for grant funding that will pay for the development or rehabilitation of real estate and projects that support new or expanding businesses or cultural assets. More information can be found in the Neighborhood Opportunity Fund program manual and at the following website.

Website: <https://neighborhoodopportunityfund.com/>

New Markets Tax Credits

Commercial or industrial development of property can benefit by attracting investment from a qualified Community Development Entity (CDE). The investment can consist of loan or equity participation. Residential projects are not eligible. The New Markets Tax Credits (NMTC) program works by providing investors in a qualified CDE with a federal tax credit worth up to 39% of the initial investment. In order to qualify as a CDE, the entity must be a corporation or partnership whose mission is to provide investment capital or services for low-income persons or communities. All of the money invested in the CDE must be used for investments in low-income communities.

In order to find a qualified CDE partner for your development, go to the U.S. Treasury's Community Development Financial Institutions Fund website below.

Select the link to the NMTC program and then scroll down to supplemental resources. You can download lists of qualified CDEs by name or by state.

Website: www.cdfifund.gov/programs

Property Tax Incentives (Classes: 7a, 7b, etc.)

The Class 7a Property Tax Incentive Classification (Class 7a) and Class 7b Property Tax Incentive Classification (Class 7b) were created by the Cook County Board of Commissioners to encourage the full utilization and new construction of commercial buildings in areas in need of commercial development. The Class 7a is for projects in which the development costs do not exceed \$2,000,000.00. The Class 7b is for projects in which the development costs exceed \$2,000,000.00.

In Cook County, commercial properties are assessed at an assessment level of twenty-five percent (25%). Properties classified as Class 7a or Class 7b receive a reduced assessment level of ten (10%) percent of fair market value for the first ten years, fifteen (15%) percent for the eleventh year, and twenty (20%) percent for the twelfth year. The assessment returns to the full 25 percent (25%) level in the thirteenth year. While a certified ordinance from the City of Chicago supporting a Class 7a or Class 7b classification is required from the City of Chicago, such classification is ultimately determined by the Cook County Assessor. More information can be found in the Cook County Real Property Assessment Classification Ordinance.

Other property tax incentives (Class 6b, C, L) are available, depending on the particular type of development project you are pursuing. Please refer to the Cook County Assessor's website for more information these incentives.

Website: <https://www.cookcountyassessor.com/incentives-special-properties>

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a special funding tool used by the City of

Chicago to promote public and private investment across the city. Funds are used to build and repair roads and infrastructure, clean polluted land and put vacant properties back to productive use, usually in conjunction with private development projects. Funds are generated by growth in the Equalized Assessed Valuation of properties within a designated district.

TIF assists development projects by using the increased property tax revenue generated by these projects. TIF may provide reimbursement for eligible development costs such as land acquisition, site preparation, environmental remediation, building rehabilitation and repair, public infrastructure, professional fees, leasing commissions, up to 30% of the construction period interest costs, and job training. New construction is not an eligible expense except for development of low-income housing.

See below for detailed information about the city's individual TIF districts, including plans, annual reports, redevelopment agreements and recent news. For more information and to download the TIF Program Guide, visit the website.

Website: <https://www.chicago.gov/city/en/depts/dcd/provdrs/tif.html>

If you want to improve your existing business...

Chicago Recovery Grant Application for Community Development

The City of Chicago and Mayor Lori E. Lightfoot are committed to strengthening local business corridors and enhancing neighborhood vitality. Throughout 2021, the Department of Planning and Development (DPD) has supported a diverse set of projects that brought more than \$500 million in development investment to Chicago's neighborhoods.

The Chicago Recovery Plan provides additional opportunities for the city to invest in catalytic local development, expanding upon DPD's existing investments and support.

DPD is now accepting applications for grant funding to support local commercial, mixed-use, and light manufacturing development. All are welcome to apply. City staff will prioritize projects in areas of Chicago where there is a history of disinvestment or limited private investment.

Website: https://www.chicago.gov/city/en/depts/dcd/provdrs/ec_dev/svcs/chicago-recovery-grant-application.html

Enterprise Zone Program

The City of Chicago has six Enterprise Zones. The primary purpose of Enterprise Zones are to stimulate economic growth and neighborhood revitalization by offering state and local tax incentives to companies expanding or relocating within depressed areas. A full description of the Enterprise Zone Program Incentives may be found on the website.

Website: <https://illinois.gov/dceo/ExpandRelocate/Incentives/taxassistance/Pages/EnterpriseZone.aspx>

Local Industrial Retention Initiative (LIRI)

DPD funds several not-for-profit organizations as delegate agency partners for the Local Industrial Retention Initiative (LIRI) program. LIRI agencies provide assistance to industrial businesses primarily in the City's Industrial Corridors with the purpose of retaining those businesses in the city and supporting the Industrial Corridors. LIRI agencies assess businesses, identify resources, provide project support and act as counselors and ombudsmen to resolve a variety business issues.

These interventions lead to completed projects, job retention and creation, leveraging public and private financing and neighborhood development. Examples of how agencies help businesses include: identifying and securing funding for property, business and workforce development; finding the right location and filling key property vacancies; attaining permits and business

licenses and acting as a liaison with city departments; helping find resources to grow businesses such as expanding sales both locally and internationally; and providing guidance on city and policy issues that impact industrial companies.

For more information, call 312.744.1867.

Neighborhood Business Development Centers (NBDC)

The City of Chicago, Department of Business Affairs and Consumer Protection (BACP), provides hyper-local support to business owners and start-up entrepreneurs through the Neighborhood Business Development Centers (NBDC) grant program, which funds Chicago-based nonprofit business service organizations, located throughout the city, to provide free business development assistance. Find the nearest, or most appropriate, NBDC delegate agency in the list and maps provided at the website below.

Website: <https://www.chicago.gov/city/en/depts/bacp/sbc/neighborhoodbusinessdevcenters.html>

Small Business Improvement Fund (SBIF)

The Small Business Improvement Fund (SBIF) provides grant funding for permanent building improvements and repairs across the city. Offered by the Department of Planning and Development to tenants and owners of industrial and commercial properties, SBIF grants are funded by Tax Increment Financing (TIF) revenues in designated TIF districts.

Program participants can receive grants to cover between 30% and 90% of the cost of remodeling work, with a maximum grant of \$150,000 for commercial properties and \$250,000 for industrial properties. The grant, which is administered by SomerCor on the City's behalf, does not have to be repaid. Applications must be submitted to DPD's program administrator, SomerCor. For additional program information or application assistance, visit the SomerCor website.

If you want to improve the public realm...

Special Service Area (SSA) Program

Special Service Areas, known as Business Improvement Districts or BIDs in other cities, are local tax districts that fund expanded services and programs through a localized property tax levy within contiguous areas. The enhanced services and programs are in addition to those currently provided through the city.

SSA-funded projects typically include but are not limited to: public way maintenance and beautification; district marketing and advertising; business retention/attraction, special events and promotional activities; auto and bike transit; security; façade improvements; and other commercial and economic development initiatives.

The city contracts with local non-profits, called Service Providers, to manage SSAs. Mayorally-appointed SSA Commissioners for each SSA district oversee and recommend the annual services, budget and Service Provider Agency to the city. There are currently 56 active SSAs in Chicago.

For more information call 312.744.1083.

Make Way for People Program

Make Way for People (MWFP) is a placemaking initiative that supports public-private partnerships to transform the public way through creative temporary tactical improvements and cultural programming such as People Spots (aka parklets), People Streets, People Plazas, and People Alleys. The program aims to create public spaces that cultivate community and culture in Chicago's neighborhoods. By converting neighborhood streets, sidewalks, plazas, and alleys into places for people to sit, eat, and play, the program helps create safe, walkable neighborhoods that support local business and strengthen a sense of place. In addition to improving street safety and promoting walkable communities, this initiative supports economic development for Chicago's local

businesses and neighborhoods. Additional information can be found in the program's website.

Website: <https://chicagocompletestreets.org/streets/mwfp/>

Bicycle Rack Program

The Bicycle Rack Program is managed by CDOT, and provides for the installation of bicycle racks throughout the City. The program receives independent requests for placement of bicycle racks. Bicycle racks can be requested through the city's website at bike parking. Criteria for bicycle rack placement can also be found on this website. Community groups can coordinate the placement of customized bicycle racks that reflect local identity and community character with CDOT.

Streelight Pole Banner Program

Banners are rectangular fabric signs that are mounted in flag fashion on one or two sides of the light standards along a streetscape. Banners can be changed seasonally or for special events. There are size constraints depending on the location and type of light pole. The installation of banners and banner arms are led by community groups through the banner permit program. The community installs the banners once it obtains a permit from CDOT's Division of Electrical Operations.

Tree Planting (Bureau of Forestry)

The Bureau of Forestry plants trees along the public right-of-way throughout the City of Chicago. There are many, increasingly important benefits from trees in this age of climate change to provide a cleaner, greener, resilient, sustainable environment. Some of the benefits of the Street Tree Planting Program include: improved air quality, reduction of smog greenhouse gases, and the "urban heat island" effect, noise abatement, increased psychological

well-being, improved aesthetics, increased property values, wildlife habitat, and stormwater attenuation. CDOT conducts street tree planting on arterial streets. The Street Tree Planting Program is divided into two seasons, the spring planting season beginning April 1st, and the fall planting season beginning October 1st. The exact timing of each season varies based on weather and ground temperatures.

Department of Cultural Affairs and Special Events (DCASE)

The Department of Cultural Affairs and Special Events (DCASE) is dedicated to enriching Chicago's artistic vitality and cultural vibrancy. This includes fostering the development of Chicago's non-profit arts sector, independent working artists, and for-profit arts businesses; providing a framework to guide the City's future cultural and economic growth; marketing the City's cultural assets to a worldwide audience; and presenting high-quality, free, and affordable cultural programs for residents and visitors. More information can be found at the below website.

Website: <https://www.chicago.gov/city/en/depts/dca.html>

Grants of Privilege (Chicago Department of Business Affairs and Consumer Protection)

A sign, canopy, awning, bench, or anything that extends over, under, or is on the public way, requires a Public Way Use Permit (Grants of Privilege) issued by the Department of Business Affairs and Consumer Protection (BACP) - Public Way Use (PWU) Unit. The process to obtain the permit requires City Council approval. There are many different types of public way uses, including Sidewalk Café and other placemaking initiatives.

Appendix



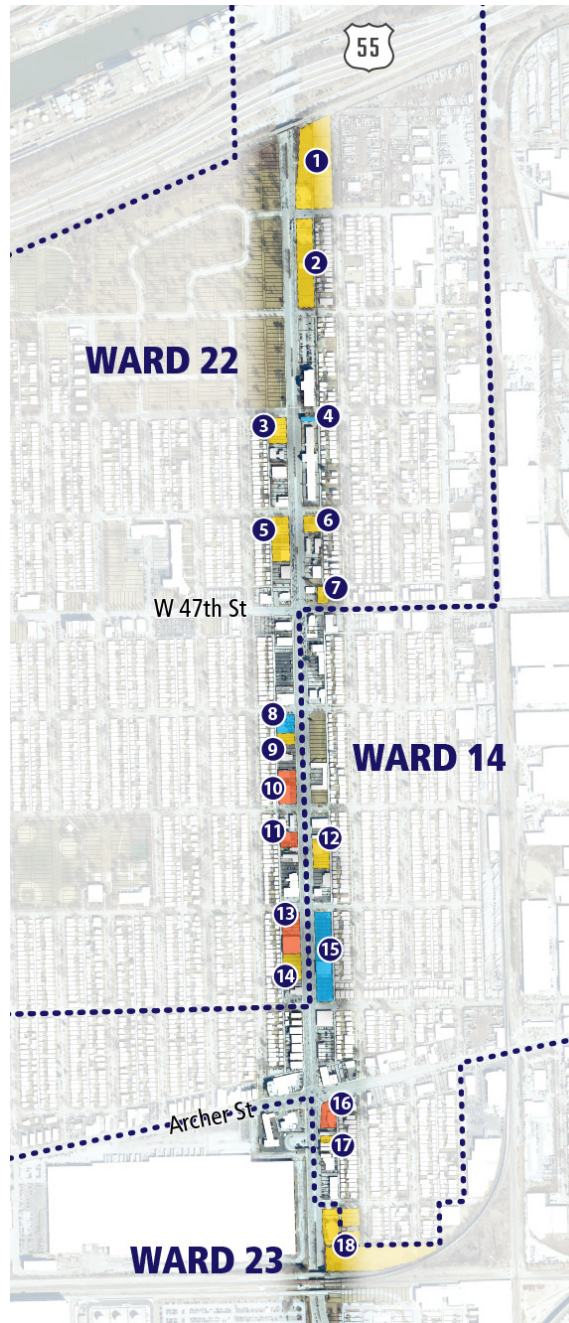
POTENTIAL REDEVELOPMENT SITES

Having an understanding of the impediments to development and the distinct character zones along the corridor, a range of sites were identified as having potential for future development or redevelopment. These sites of interest, depicted in **Exhibit 21**, are organized by one or more of the following characteristics:

- Vacant Land
- Vacant or Underutilized Building
- Other/Susceptible to Change (not of highest or best use)

The numbers on **Exhibit 21** correspond with more detailed information in **Table 1**.

EXHIBIT 1 | SITES OF INTEREST



Northern portion of study area



Southern portion of study area

SITES OF INTEREST MATRIX

Sites of Interest - Potential Redevelopment Opportunities										
#	Address	Size & Shape	Site Description	Location	Ownership	Zoning	Character Zone	Ward	Suitable Use	Site Development Scenario
		Parcel Area	Vacant land, vacant or underutilized buildings, other susceptible to change	Corner, Mid-block, Full-block	Private vs City		Northern Gateway, Commercial Corridor, Midway Airport, Southern Gateway		Guided by the market assessment, ECR, and public input	
1	4213-4259 Cicero Ave; 4200-1 4258 S Keating Ave	3.75 acres	vacant land	full-block	CHA owned along Cicero; private S Keating Ave	PD	Northern Gateway	22	suitable use: retail frontage and multi-family residential; additional land available to the east for redevelopment opportunities	1
2	4301-4355 Cicero Ave	1.5 acres	vacant land	full-block	City owned	B3	Northern Gateway	22		4
3	4506 Cicero Avenue	0.4 acres	vacant land	corner	private	B3	Northern Gateway	22		4, 6
4	4503 Cicero Ave	0.1 acres	vacant building	corner	private	B3	Northern Gateway	22		7
5	4618 Cicero Ave	0.8 acres	vacant land	half-block	City owned	B3	Commercial Corridor	22		4
6	4601-4607 Cicero Ave	0.3 acres	vacant land	corner	private	B3	Commercial Corridor	22		6
7	4748 W 47th St	0.13 acres	vacant land	midblock	private	B3	Commercial Corridor	22		6
8	4806-4810 Cicero Ave	0.3 acres	underutilized building	corner	private	C2	Commercial Corridor	22		5, 6
9	4812-4816 Cicero Ave	0.2 acres	vacant land	midblock	private	B3	Commercial Corridor	22		5, 6
10	4836-4856 Cicero Ave	0.6 acres	susceptible to change	corner	private	B3	Commercial Corridor	22		3
11	4912-4920 Cicero Ave	0.3 acres	susceptible to change / underutilized building	midblock	private	B3	Commercial Corridor	22		7
12	4919-4937 Cicero Ave	0.5 acres	vacant land	midblock	private	B3	Commercial Corridor	14	suitable use: retail, restaurant, multi-family residential	5
13	5018 Cicero Avenue	0.6 acres	susceptible to change	corner	private	B3	Commercial Corridor	22		6
14	5028-5042 Cicero Avenue	0.5 acres	vacant	midblock	private	B3	Commercial Corridor	22		5
15	5017-5053 Cicero Avenue	1.5 acres	vacant building	full block	private	C2	Commercial Corridor	14	suitable use; retail, restaurant, multi-family residential	4
16	5211-5217 Cicero Avenue	0.5 acres	susceptible to change	corner of key intersection	private	B3	Commercial Corridor	14		4, 6
17	5227-5229 Cicero Avenue	0.1 acres	vacant land / parking lot	midblock	City owned	B3		14		6
18	5301-5307 Cicero Avenue, 5300-5306 & 5316-5320 S Keating Ave, 5326 S Kilpatrick Ave	3.75 acres	vacant	full-block	private	C2	Midway Airport Zone	23 & 14	suitable use: hotel and restaurant but height restrictions	2
19	6328-6336 Cicero Avenue	0.2 acres	susceptible to change	midblock	private	B3	Southern Gateway	13		5, 7
20	6549 Cicero Avenue	0.1 acres	susceptible to change	corner	private	B3	Southern Gateway	13		6
21	6525-6547 Cicero Avenue	0.6 acres	vacant land	midblock	private	B3	Southern Gateway	13	suitable use: restaurant	5
22	6549-6555 Cicero Avenue	0.2 acres	susceptible to change	corner	private	B1	Southern Gateway	13		7