the story

part 1 - preparation
the stage

part 2 - project
the city
the neighborhoods
the connections
the site
the street
the station
the phases
the space

part 3 - appendix
Chicago is a city that has constantly fought congestion and traffic. Although it has made many attempts to remedy this problem, it has also done things that have contributed to the issue. From closing L stops to limiting bus routes and time tables, the city has created an automobile culture that is putting a strain on the overall infrastructure. In recent years the city has decided that it wants to limit this automobile congestion, especially in the central business area (the Loop). To do this it has raised parking prices to discourage people from driving as well as improved CTA bus routes and train stations along the northern lines, but much less as been done to promote an alternative to driving on the south side, especially between I-94 and the lake. This project will address these issues as well as those of neighborhood connectivity on the south side of Chicago.
This project is a community center/transportation hub serving as the anchor to a transit oriented development within a proposed alternative transportation network.

This project is about making Chicago friendlier to people who utilize alternative transportation. It will focus on improving bike and bus routes on the South Side of Chicago helping to connect this part of the city with the central business area and beyond. This idea of connectivity will also help interconnect the South Side neighborhoods in a transit sense as well as creating a community connection beyond basic transportation needs. It will encourage people to walk, bike, and take public transportation from all areas of the city. It will also promote community activity and growth. This project will help alleviate congestion in the densest parts of the city while also promoting the growth of part in the city in need of development.
The project itself is based on the idea of how creating a transportation node development in a specific location can serve as the anchor to a network of transportation types that will help connect the city. This location will be around the 51st Green Line Stop because it shows a need for both development and connection with the surrounding neighborhoods and the rest of the city. Based on both the Chicago 2040 and Bike Chicago 2015 plans it is known that Chicago is committed to community development that is tied in with transportation alternatives that bring the city and its diverse neighborhoods together. While the existing public transit system coupled with current bike routes begins to address this issue, this project will propose a solution that brings the near South side neighborhoods together around a transit node that will also serve the rest of the city. Specific improvements will be made to the immediate area around the 51st street station that creates a vibrant street atmosphere and is centered on a multi purpose city building that will house a transportation hub as well as community program to provide for the needs of the surrounding neighborhoods. Further development of local bus routes will aid in connecting the nearby neighborhoods with one another as well as with the CTA train network. This will be the key to linking the downtown and North side areas with the South side. A look at the bike path network and a proposal for its improvement will add another dimension to the transportation alternatives while also creating a new market for tourism and recreation on the South side. The final piece of this project will be a study of automobile traffic and parking in the area. Automobile traffic is part of our society, but by developing a plan for alternatives it can be reduced to a secondary option if the new strategies create an easier transit experience.
goals
The project must develop a plan that encourages multiple types of transit other than automotive.

The project needs to create a sense of community and connectivity.

The project needs to build upon existing infrastructure and architecture to knit a comprehensive, connected urban fabric.

The project needs to create a type of transit node that is currently not available along the southern portion of the green line.

guiding principles
The project will promote sustainable transit and design through connecting existing public and active transit routes.

The project will create mixed use developments with program synergies.

The project will study different types of alternative transportation and implement them as necessary to bring people and communities together creating a transit node.

The project will preserve the neighborhood culture and style in both design and scale.

The project will develop a plan that encourages flow and helps combat congestion by giving options for travelers.
Most aspects of this project are in the public realm and will therefore be paid for with public funds collected through taxes, fees, bonds etc...however, the opportunity for TIF funding for private investors is available and should be considered with the intention that their work will help achieve the overall goal.
The overall feel and culture of the neighborhoods will be maintained.

Active and healthy lifestyles will be a focus of the community and its infrastructure.

Neighborhood as well as city wide connections will be made to create an active node.
large scale program
add bike lanes
add bus stops
add bus routes
add light rail

node scale program
widen sidewalks
eliminate curb cuts
add vegetation
add mixed use development
add grocery store
add community center
add housing

building scale program
community space
police station
city offices
transit center
## Program Analysis

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<th></th>
<th>Number</th>
<th>Area per Item (sf)</th>
<th>Total Area (sf)</th>
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<tbody>
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<td><strong>Police Station</strong></td>
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<tr>
<td>Lobby/Waiting</td>
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<td>Front Offices</td>
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<tr>
<td>Locker Rooms</td>
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<td>600</td>
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<tr>
<td>Storage</td>
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<tr>
<td>Misc.</td>
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<td><strong>Open Retail Space</strong></td>
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<td><strong>City Offices</strong></td>
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<td><strong>Transit Center</strong></td>
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<tr>
<td>Misc.</td>
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<td><strong>Building Net</strong></td>
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<td><strong>Mechanical Factor</strong></td>
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<td><strong>Building Gross</strong></td>
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</table>
Urban Neighborhood

Address: 319 E. 51st Street
Date Established: August 29, 1892
Most Recent Renovation: 1997
Distance to Loop: 28850 ft
Travel Time to Loop: 15 min
Average Weekday Riders: 1,106
TIF Area: 122.49 acres
Abandoned or Dilapidated Area: 71,313 sf
Population: 3,428
Per Capita Income: $15,179
Unemployment Rate: 22%
Individual Poverty Rate: 40%
Local Activity Center

Address: 944 W. Armitage Avenue
Date Established: June 1, 1900
Most Recent Renovation: 2008
Distance to Loop: 15500 ft
Travel Time to Loop: 13 min
Average Weekend Riders: 3,874
TIF Area: 4.86 acres
Abandoned or Dilapidated Area: N/A
Population: 11,557
Per Capita Income: $67,070
Unemployment Rate: 12%
Individual Poverty Rate: 7%

Business Zoning

B1
B2
B3
the connections

proposed bus changes

chicago commuter transit design
the connections

proposed phase 1 light rail loops

chicago commuter transit design
the site

chicago commuter transit design
the site

chicago commuter transit design
the site

4900 sf Empty Lot
4 abandon store fronts (all 1663 sf)
6650 sf x 1 Abandon Store Front
2450 sf x 1 Loan Store
3600 sf Empty Lot
1750 sf x 1 Office
9000 sf x 1 All Abandon 4 downstairs separate rental areas now being turned into a restaurant (construction has not started)
6300 sf Empty Lot
6000 sf x 2 Office
2000 sf Parking Lot
13500 sf Empty Lot
7000 sf Empty Lot
6300 sf Empty Lot
5000 sf Empty Lot
9600 sf Empty Lot
14000 sf Empty Lot
4900 sf Empty Lot
854 sf x 1 Community Garden
379 sf x 1 Abandon
379 sf x 1 Abandon
1750 sf x 1 Office
2450 sf x 1 Loan Store
2450 sf x 1 Abandon Store Front
3850 sf x 1 Day Care
14000 sf Empty Lot
3850 sf x 1 Day Care
9100 sf x 3 2 Level Res. 1 Level Mix (Salon, Business, Fast Food, 2 Abandon all approx. 1520 sf
2400 sf x 1 Loan Store
8100 sf x 1 Grocery Store
6300 sf Empty Lot
6300 sf Empty Lot
6300 sf Empty Lot
8000 sf x 1 3150 Appliance Store/3150 Medical Clinic
8000 sf x 1 3000 sf Hair Salon
1000 sf Church
4000 sf Abandon
3500 sf x 3 1 Level Barber College
2 Levels Res.
9600 sf x 1 3500 sf Empty Lot
6300 sf Empty Lot
6300 sf Empty Lot
5625 sf Community Garden
8100 sf x 1 Grocery Store
8000 sf x 1 3000 sf Hair Salon
1000 sf Church
4000 sf Abandon
3500 sf x 3 1 Level Barber College
2 Levels Res.
9600 sf x 1 3500 sf Empty Lot
5625 sf Community Garden
6300 sf Empty Lot
6300 sf Empty Lot
8000 sf x 1 3000 sf Hair Salon
1000 sf Church
4000 sf Abandon
3500 sf x 3 1 Level Barber College
2 Levels Res.
9600 sf x 1 3500 sf Empty Lot
5625 sf Community Garden
6300 sf Empty Lot
the site
chicago commuter transit design
the street

existing street conditions

proposed multi-lane traffic

chicago commuter transit design
the street

existing street conditions

proposed bike lane

chicago commuter transit design
the street

existing street conditions

proposed bike lane with median

chicago commuter transit design
the street

existing street conditions

proposed bike lane with grade level light rail

chicago commuter transit design
the street

existing street conditions

proposed shared bus lane with grade level light rail

chicago commuter transit design
the street

existing street conditions

proposed bike lane with two way light rail

chicago commuter transit design
the street

existing street conditions

proposed shared bus lane with light rail and widened sidewalks and bioswales

chicago commuter transit design
the station

chicago commuter transit design
the station

chicago commuter transit design
the phases

phase 1 (0-5 yrs)
the phases

phase 2 (5-10 yrs)
the phases

phase 3 (10-20 yrs)

chicago commuter transit design
the space

chicago commuter transit design
the space
the space

chicago commuter transit design
the space

chicago commuter transit design
the space
tempe transportation center

architect: architekton and otak
location: tempe, az
square footage: 40,300 sf
cost: $18.1 million
completion: dec. 2008

program:
- bus plaza
- city offices
- leasable retail space
- waiting areas
- community area
- indoor bike storage
- locker rooms

chicago commuter transit design
bath spa bus station

architect:    wilkinson eyre
location:    bath, uk
square footage:    13,000 sf
cost:        $20 million
completion:  june, 2009

program:
bus plaza
offices
leasable retail space
waiting areas
locker rooms
mcdonalds cycle center

architect: muller and muller
location: chicago, il
square footage: 15,900 sf
cost: $3 million
completion: june 2004

program:
indoor/outdoor bike storage
police annex
locker rooms
rental office
retail space
williamsburg community center

program:
- gymnasium
- classrooms
- art studios
- computer lab
- auditorium

architect: pasanella + klein stolzman + berg
location: brooklyn, ny
square footage: 20,500 sf
cost: $6 million
completion: 2000s

chicago commuter transit design
books
  fundamentals of urban design hedman, richard 1984
  classic readings in urban planning stein, jay 2004
  nature, polis, ethics: chicago regional planning donnelly,
    stratchan 1998
  placemaking olin, laurie 2008

plans
  purdue west lafayette campus master plan
  PATCO transit-oriented development master plans
  study
  chicago riverwalk main branch master plan
  jersey city redevelopment plan
  bayfront redevelopment plan
  bike chicago 2015
  chicago 2040
  city of austin master plan
  chicago's bike lane design guide
  plan of chicago
  chicago transit authority station typology

articles
  tempe transportation center arch record building types study online
  bath spa bus station arch record building types study online
  williamsburg community center arch record building types study online
  mcdonalds cycling center arch daily online
  optimizing public transit quality and system access planning and
    design 2005
  futurama: transportation in transition planning 2009
  public interest architecture metropolis 2008