

Catalyst For Economic Development

Washington Park Chicago IL

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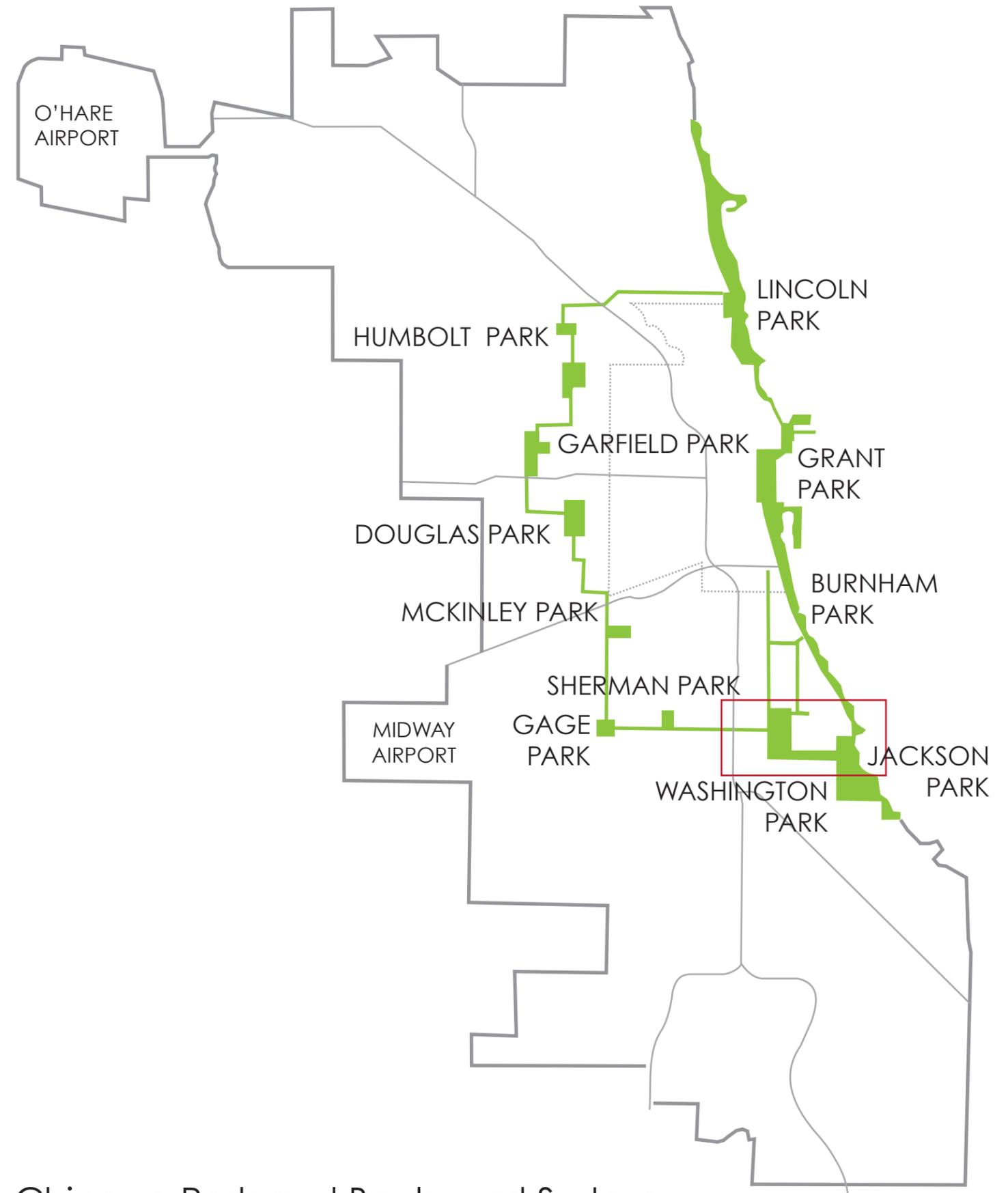
Elevator Statement

I propose to develop a comprehensive master plan that will be a catalyst for economic development in the Washington Park neighborhood of Chicago Illinois.

Case Statement

In an effort to increase the economic vitality and generate a positive identity for the Washington Park neighborhood it is proposed to establish a catalyst development that incorporates collaboration among multiple institutions. The comprehensive master plan includes an anchor development on the corner of Garfield Blvd. and Dr. Martin Luther King Drive operated by the University of Chicago to include a business incubator program along with park front high-rise housing. It is proposed that the CTA add a light rail line to connect the newly proposed campus and the main campus located in Hyde Park. It is also proposed that the Chicago Board of Education locate a community educational facility that includes a job training program, resource center and library. With the newly added educational and high-rise housing facilities along with local and regional transit connections it will become advantageous for private developers to increase the commercial, retail and residential density along Garfield Boulevard. Finally new housing throughout the neighborhood will take advantage of current vacancies to provide new open space networks connecting the neighborhood to the Chicago Park and Boulevard system, as well as connections to alternate modes of transportation.

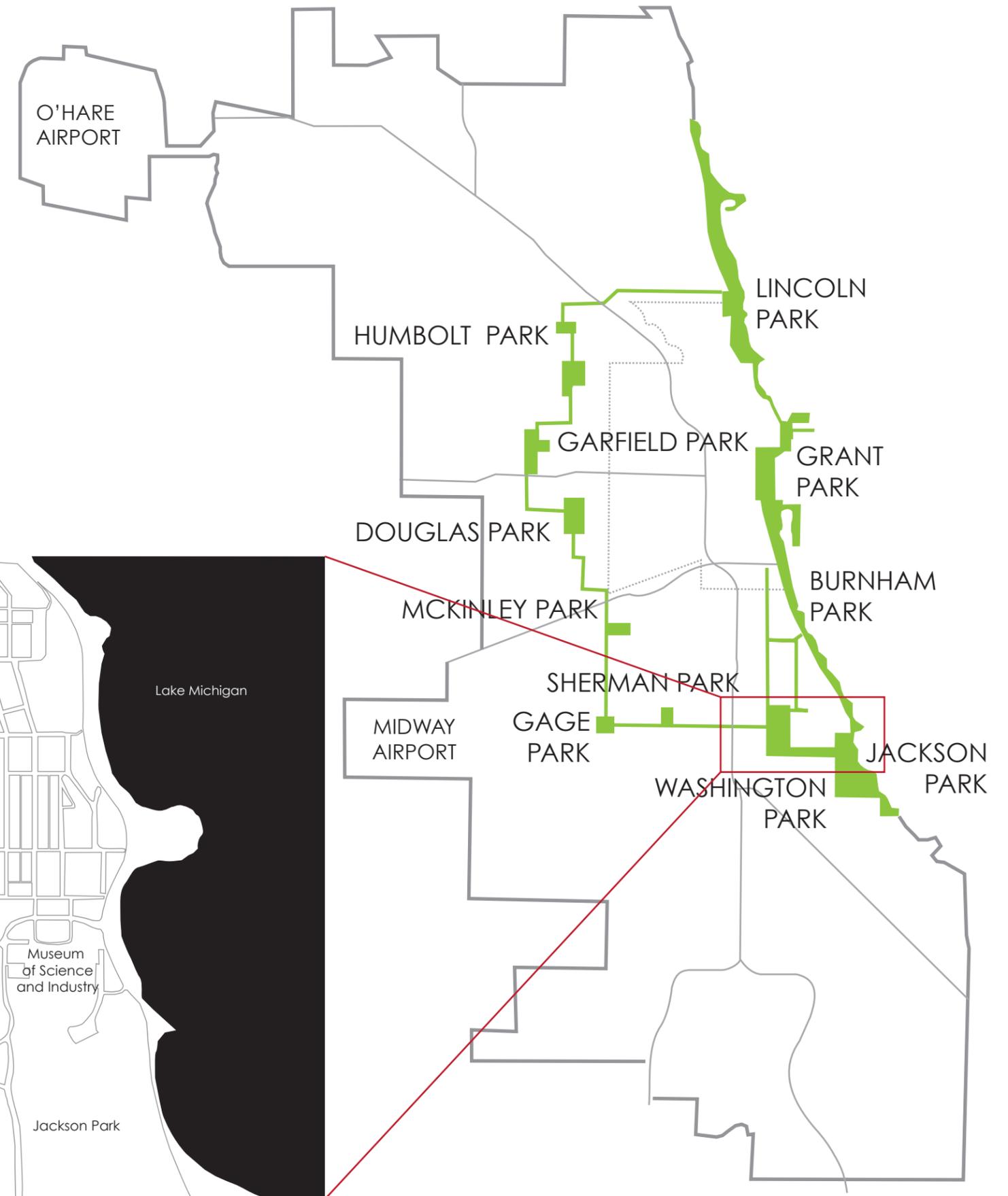
"Of these parks I have a vision. They are all improved and connected with a wide avenue extending to and along the Lake shore on the north and south, and so surrounding the city with a magnificent chain of parks and parkways that have not there equal in the world."
John S. Wright (Developer)



Chicago Park and Boulevard System

Washington Park

The Neighborhood of Washington Park is located on the south side of Chicago between 51st to 63rd Street and stretching east to west from Cottage Grove to the Dan Ryan Expressway. Some of the Key characteristics of the site include a 372 acre park designed by Frederick Law Olmsted in the 1870s. Also located through the neighborhood is Garfield Boulevard, a potentially grand boulevard that connects Washington Park to the larger network of parks and boulevards through Chicago. The CTA currently has two elevated train lines that both have stops in the neighborhood.



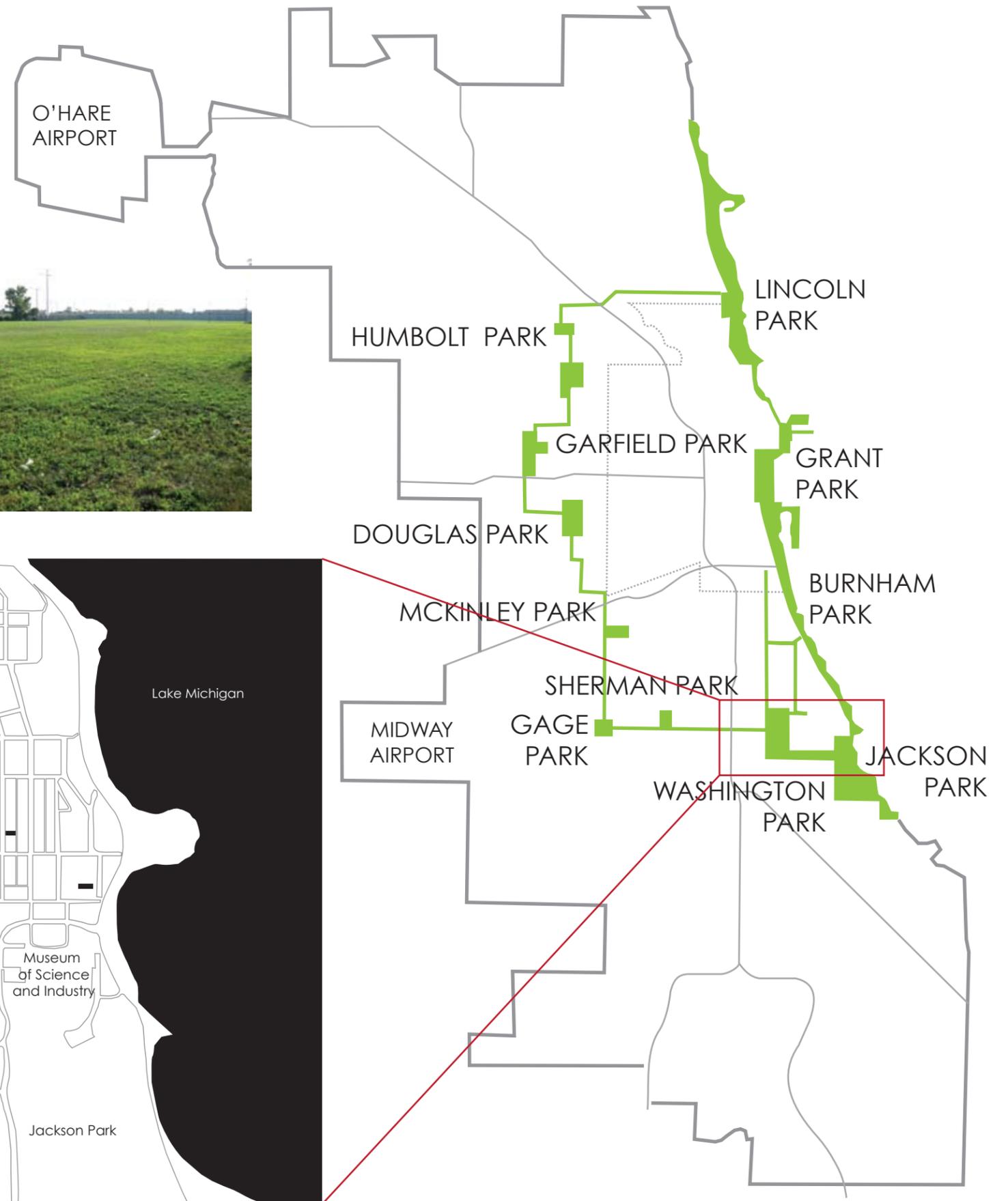
Washington Park

Even with its many amenities the neighborhood of Washington Park has had a declining land use trend which has negatively impacted the vitality and identity of the area. The map below shows an assessment of vacant land in the Washington Park area as compared to its easterly neighbor Hyde Park. In an effort to propose an increased vitality and positive identity for the neighborhood it is important to look at these vacancies as potential opportunity.

Examples of Vacant Lots

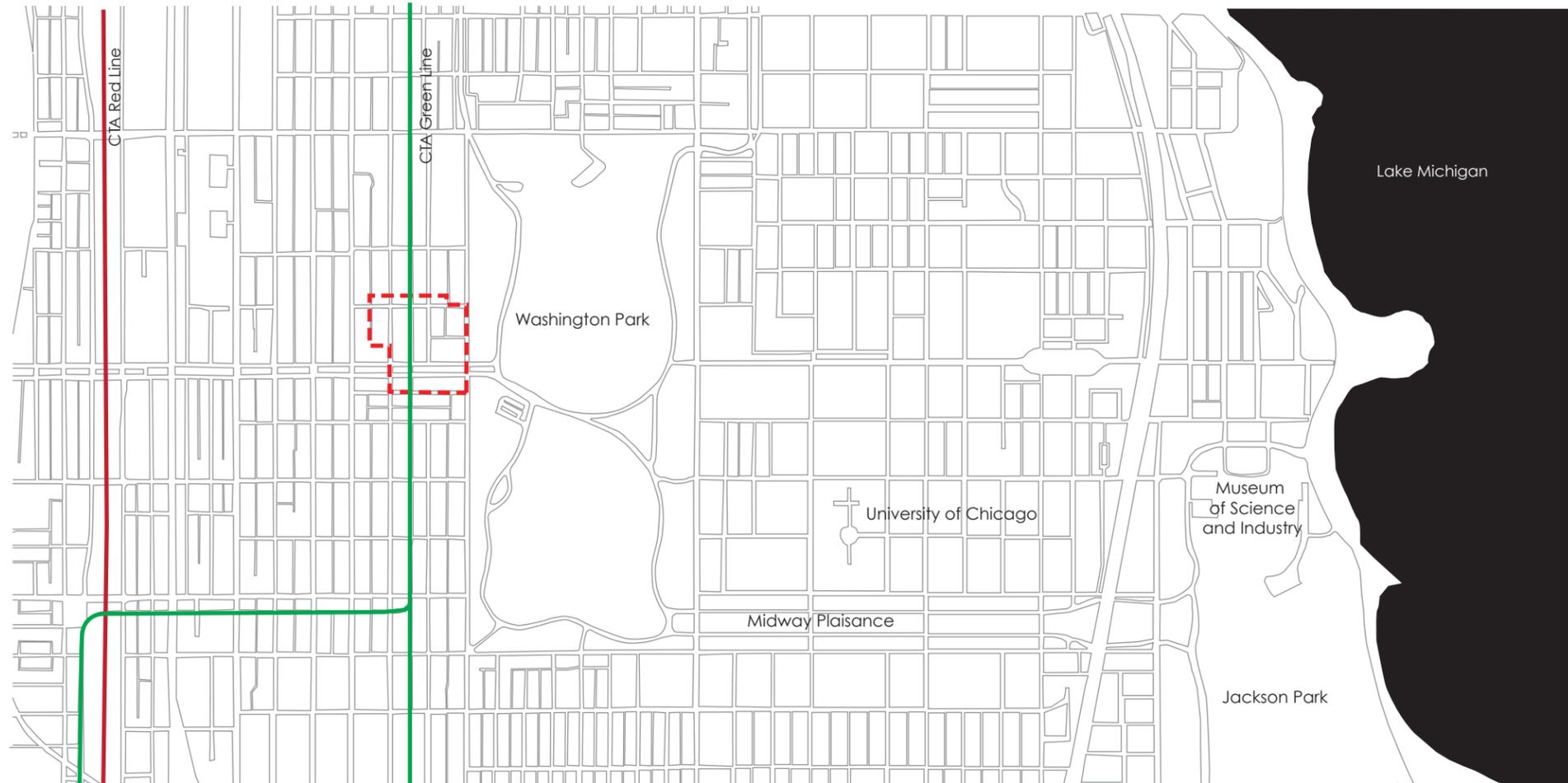
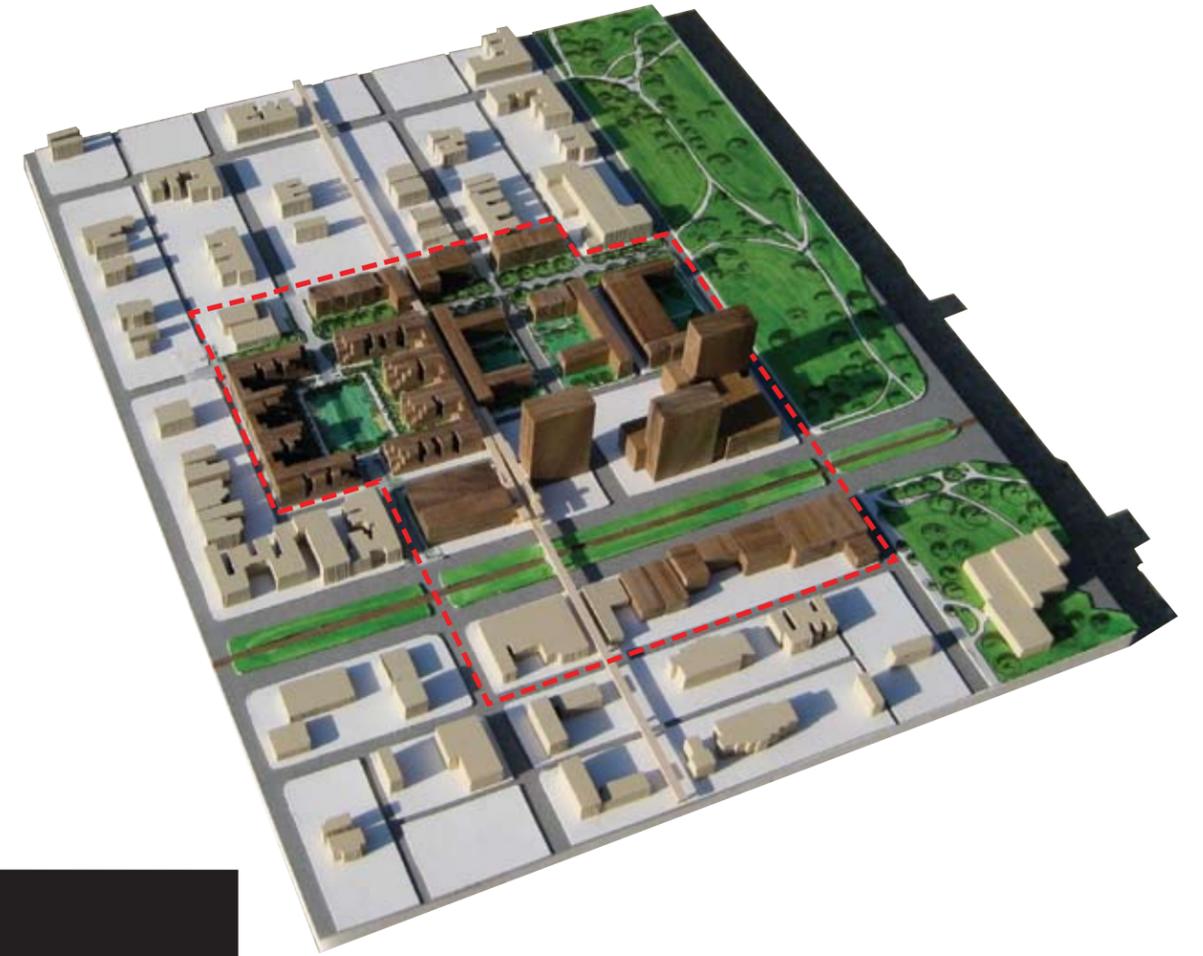


Opportunities Map



Site Focus

In looking at the Washington Park area, It is proposed to focus on a specific urban site within the neighborhood for the location of the catalyst for economic development. The site chosen is located between Martin Luther King Dr. and Indiana Ave, and stretching North to South between 53rd St. and 55th Pl. This area includes a portion of Garfield Boulevard, the 55th st. CTA Green line stop, and serves as one of the main entry points onto the University of Chicago's main campus.



Catalyst For Economic Development University of Chicago

In looking at ways to increase the economic viability and the positive identity of the Washington Park Neighborhood It is proposed to incorporate an anchor development on the corner of Martin Luther King Dr. and Garfield Boulevard. Being that the University of Chicago has been a strong institutional presence and have been able to provide a stable economic condition for the Hyde Park neighborhood , it is proposed that the University bridge westward across the park and establish an extension to their already expanding campus. The anchor development operated by the University of Chicago will be a mixed use development and will incorporate a business incubator program and park view high-rise residential towers that can be used as market rate, student and faculty housing. The importance of this development is that there will be a 24 hour presence on Garfield Boulevard and the park, as well as establishing a gateway development at the entry point into the University of Chicago.



Catalyst For Economic Development

Chicago Transit Authority

In an effort to rejuvenate the main boulevard in the neighborhood it is proposed that the CTA locate an on grade light rail transit system that will make an East to West transit connection between the main campus of the University of Chicago and the newly proposed satellite campus across the park. The proposed light rail transit system also has the ability to link both Hyde park and Washington park to the existing Red and Green CTA elevated trains, the existing 55th-57th street Metra stop as well as continuing toward the lake front and potentially extending out toward the Midway Airport. Other additions provided by the CTA include an updated platform for the Garfield green line stop and a shared commuter/residential parking structure. These additions will help transform the identity of the neighborhood into a walkable transit oriented area with significant links to open space networks as well as alternate modes of transportation to local and regional connections.



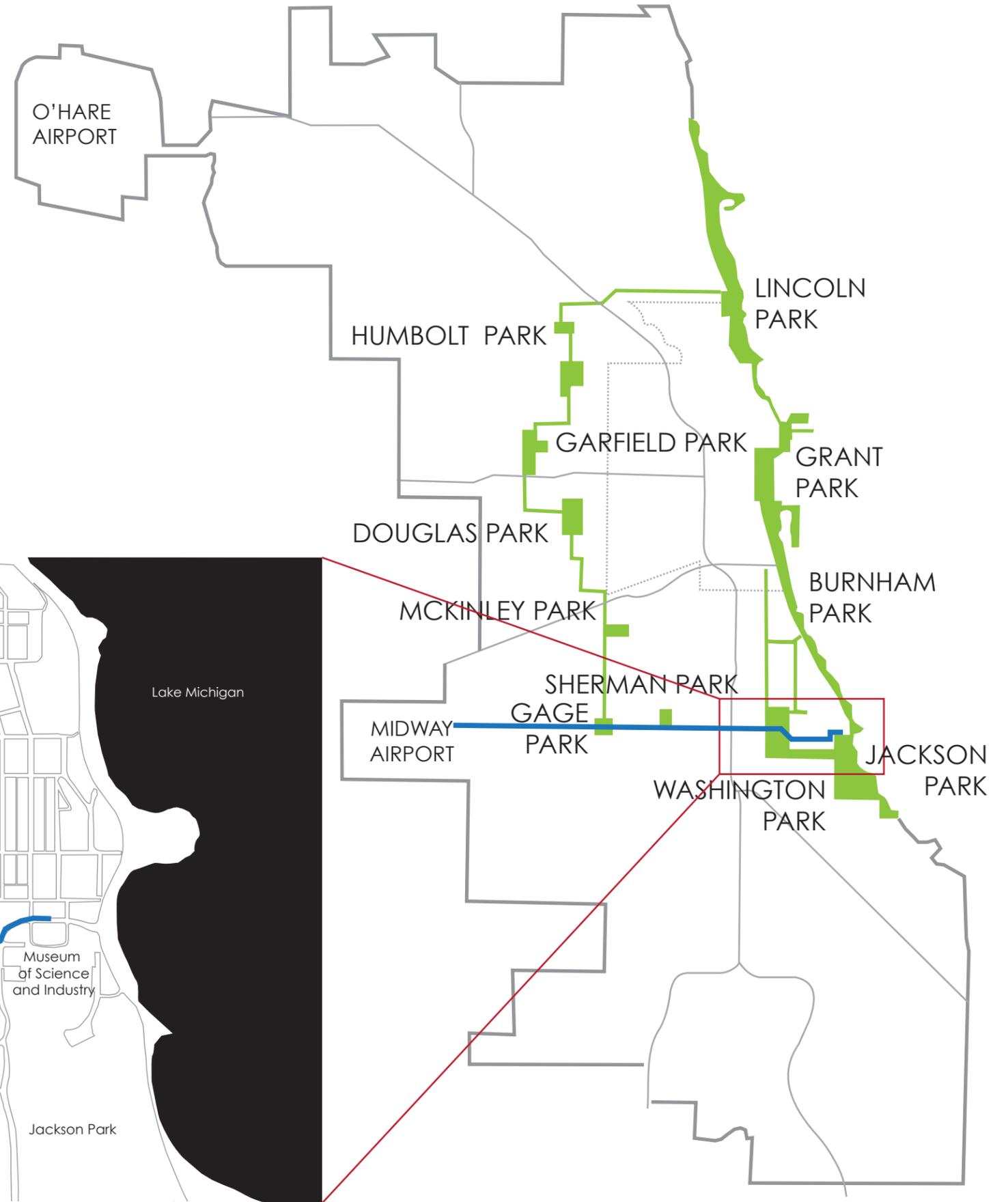
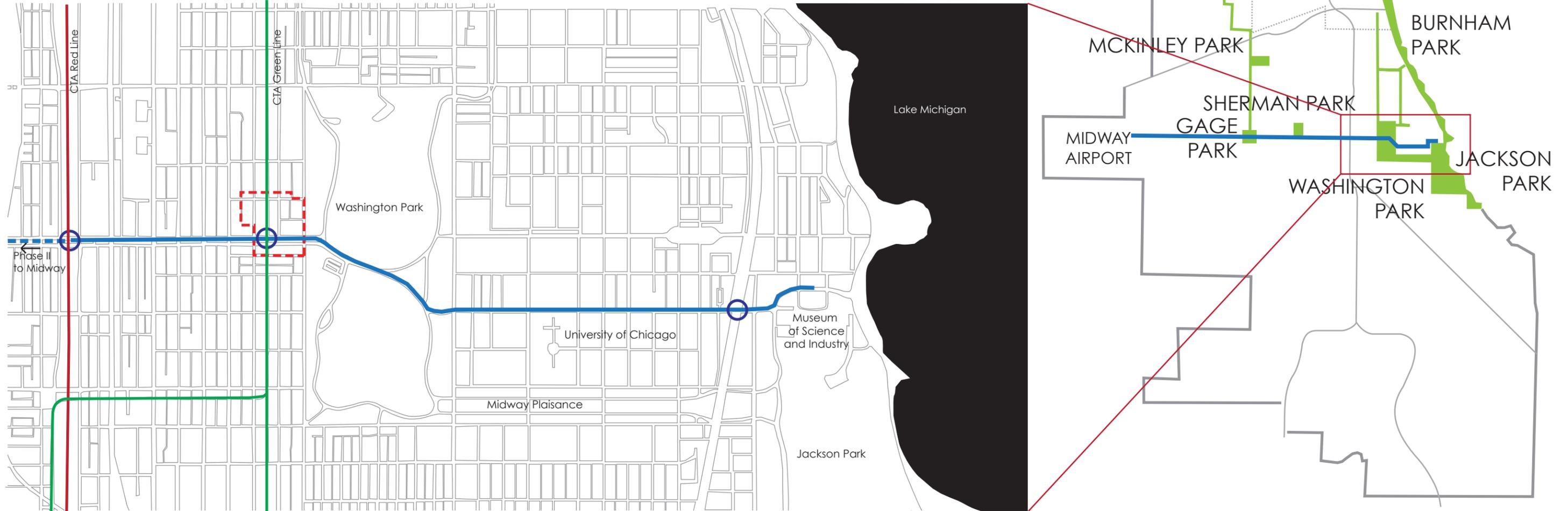
Catalyst For Economic Development

Chicago Transit Authority

The map below shows the addition of an on grade light rail transit system and its main connections to the existing elevated lines and Metra train. In addition to these connections the LRT has the potential to make an east to west connection from Hyde park to the Midway Airport.



Proposed Light Rail Transit System



Catalyst For Economic Development

Chicago Board of Education

With the intention of creating an educational corridor along Martin Luther King Drive, it is proposed that the Chicago Board of Education locate a community resource center tucked between the proposed University of Chicago site and an existing Chicago public school to the North. This facility will include a job training program as well as a neighborhood library with educational and career resources.



Catalyst For Economic Development Commercial Investment

As the area continues to develop and more people take advantage of the added amenities to the area it will become advantageous for private developers to increase the commercial, retail and residential density along Garfield Boulevard. The increase in commercial activity along the boulevard will add to the vibrancy of this corridor and will allow for the potential to expand the development beyond the initial site focus.



Catalyst For Economic Development Residential Investment

One of the main components of stabilizing the economic growth in a residential area is by providing the neighborhood with quality housing options that provide safety and personal enjoyment. In providing residential development in this site it is important to look at the generous amount of vacant land on the site as a potential for providing alternate arrangements and styles of housing type. With the ability to look at this area in its larger context and with the current and proposed amenities, the housing arrangement has a potential to provide a more local and personalized network as related to the park and boulevard networks and the proposed transit network. By relating the housing to these networks one is able to imagine a neighborhood that is more fully integrated to its surroundings, people will be able to take advantage of the transit and open space networks and will be able to rely more on amenities within a walking distance from where they live and work.



Catalyst For Economic Development Open Space Network

In order to complete the multi faceted approach to providing a catalyst for economic development it is necessary to make improvements to the existing infrastructure. By incorporating vacant lots into the arrangement of the educational, commercial and residential aspects of this plan it is possible to extend the existing Chicago parks and boulevard system into smaller localized open space networks. It is then possible to envision smaller semi-public parks that become additional amenities to the adjacent institutional or residential occupants. This extension to the park and boulevard system will provide an amenity that is not usually found in dense urban neighborhoods with similar proximity to the city center. The additional amenity is proposed to add an extra incentive for residence to move into the area and thus support the revitalization of the neighborhood. Although the adjacent map shows just a portion of the neighborhood it is possible to expand the network into the rest of the area giving each pocket of development a unique character and distinct identity.



Schemes for Residential Layout

In studying the arrangement of the residential layout it became clear that there were opportunities to create pockets of open space that could be included in the development and create an open space network. Also using the back or side of a building created an opportunity to mitigate sound created by the elevated CTA trains passing through the site



1)



2)



3)



4)



5)



6)



7)



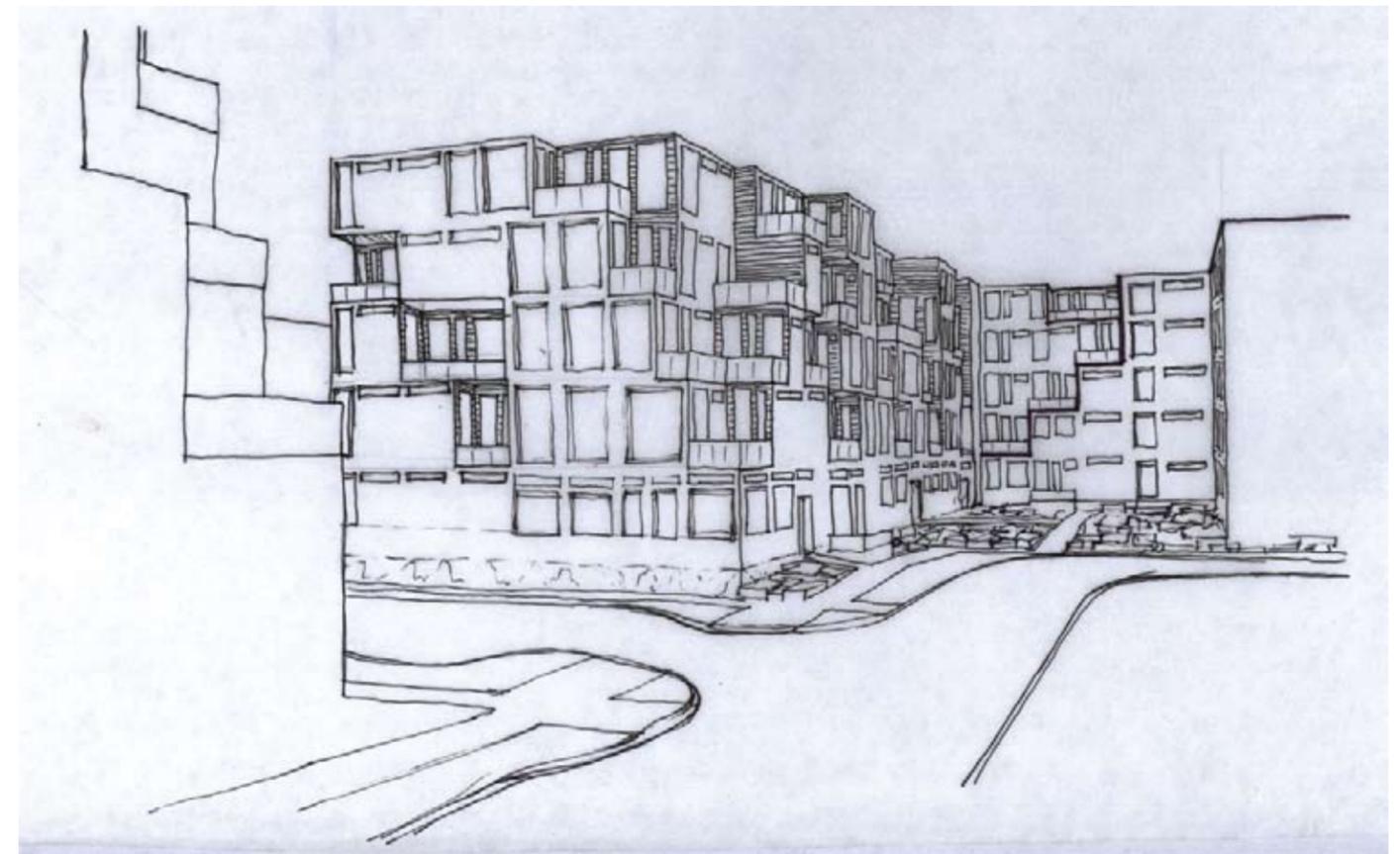
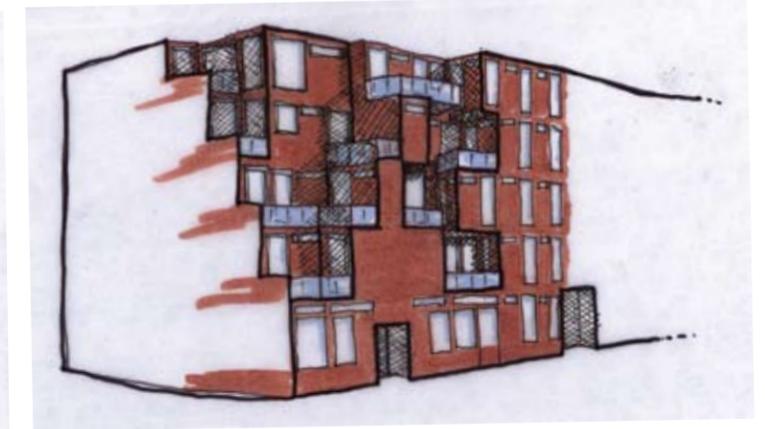
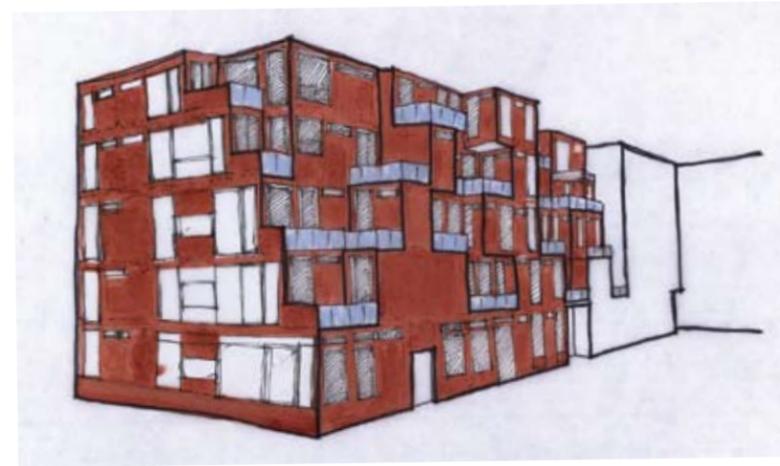
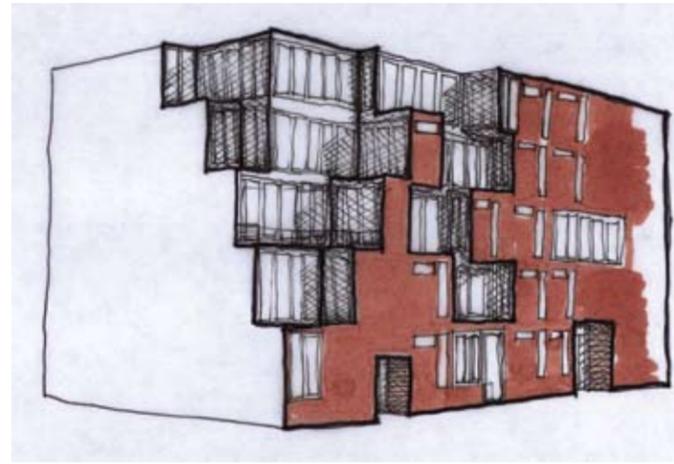
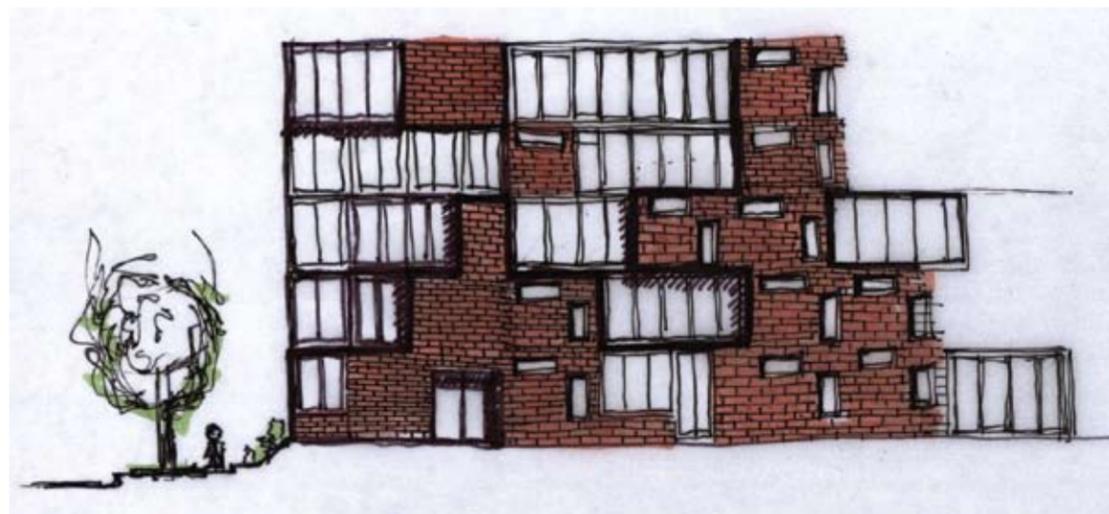
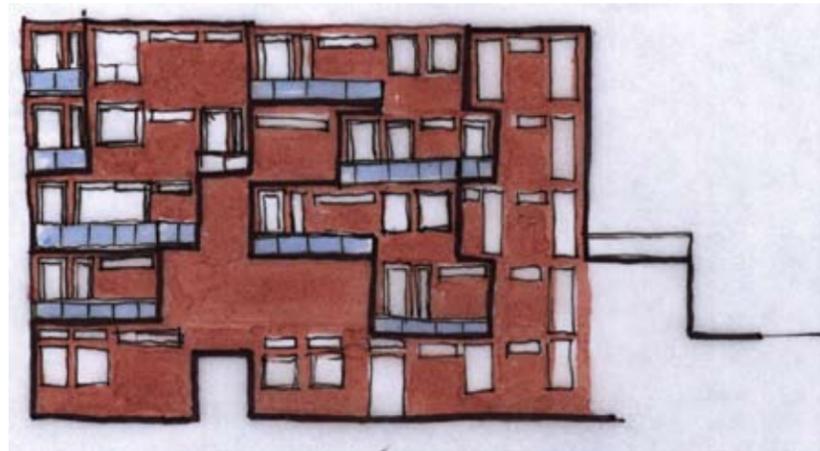
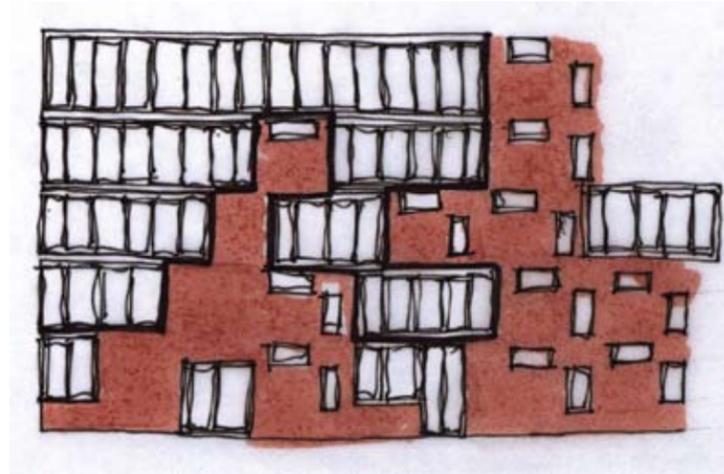
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Perspective View of Residential Prototype



Residential Elevation Studies

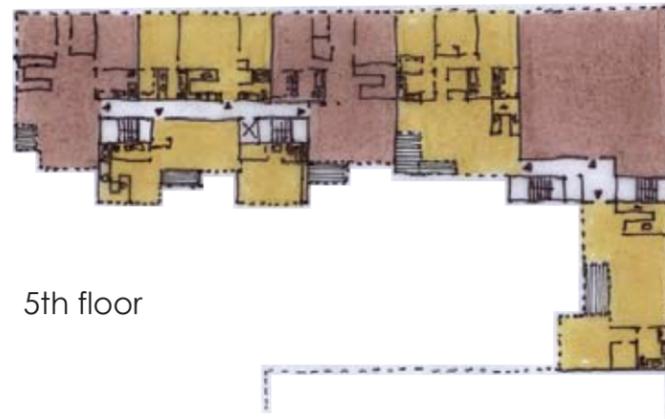
The proposed residential buildings have a personalized connection with the open space network by pulling back terraced balconies that provide each south and west facing unit a private link to nature. As the terraces pull into the building materiality changes to allow for more light and opacity. This also allows for views into the private courtyard spaces and semi-public park spaces



Floor Plans

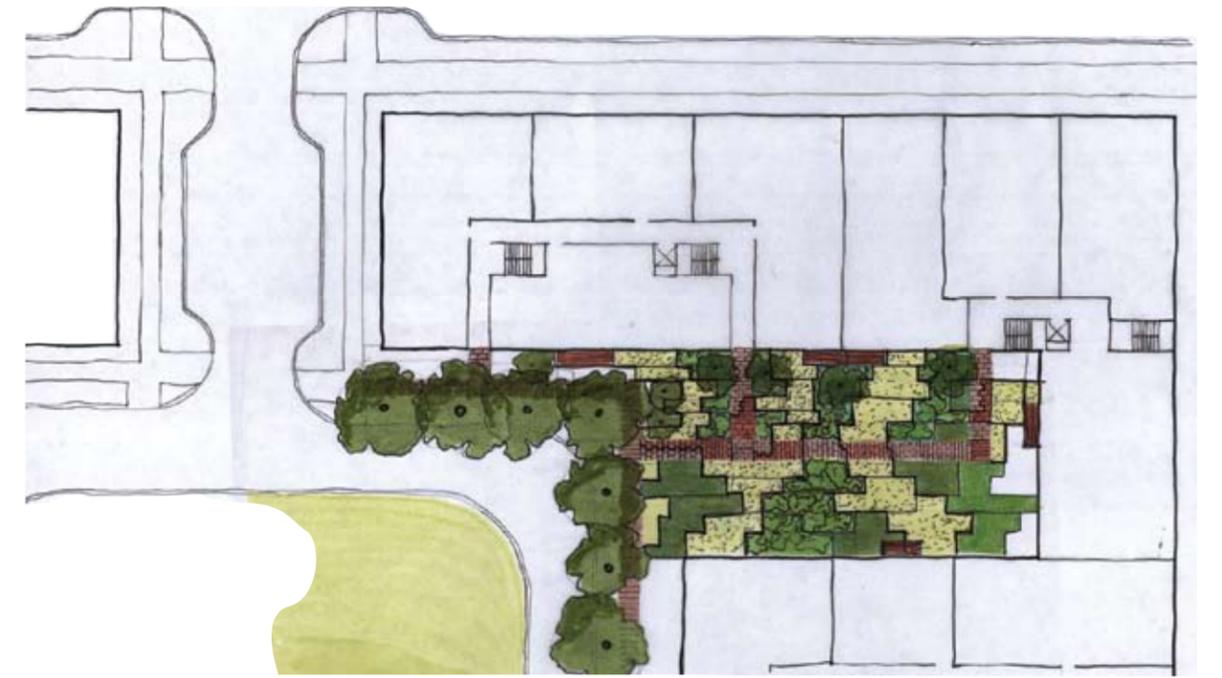


Ground Floor Plan Scale: 1" = 32'



Residential Landscaping

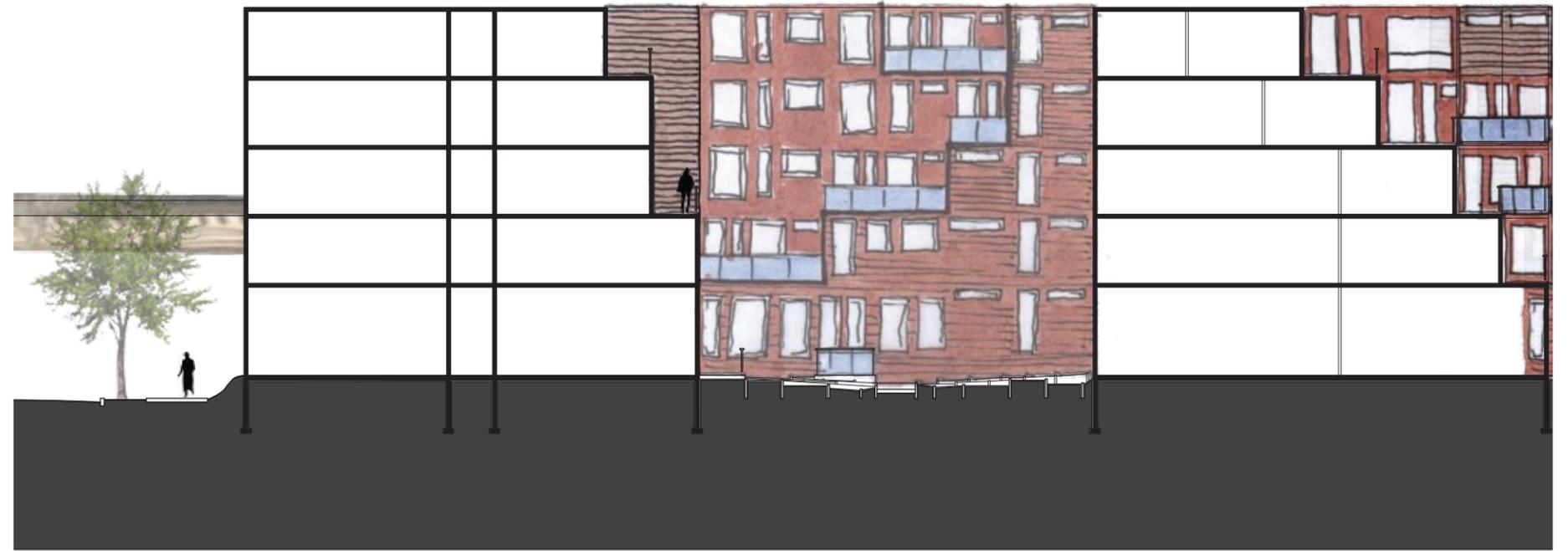
The goal for the open space network is to tie the park and boulevard system back into the local scale of the neighborhood. In an effort to relate the landscaping to the architecture of the residential proposal the courtyard grounds are arranged in rigid shapes that push and pull in and out of the ground creating stepped paths and terraces that can be used as private gardens, stepped paths to exterior ground floor balconies and tree plots for shade on the southern facing sides of the buildings. In the larger central park spaces the pushing and pulling will continue on the edges creating a place for landscaped benches and the central space will be dedicated to an open field for the semi-public use of the residence.

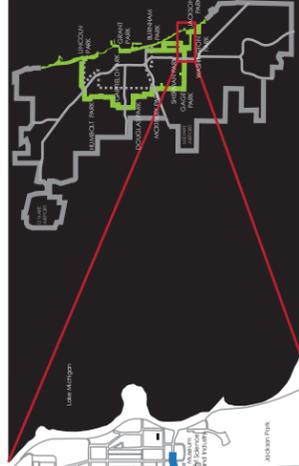


Courtyard Landscape Vignettes



Sections





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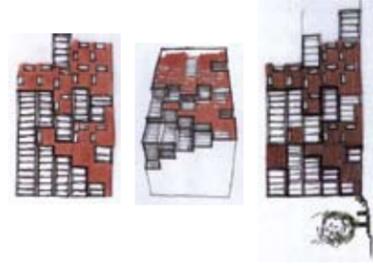
Vacant Lot Map with Proposal for Street Grade Light Rail



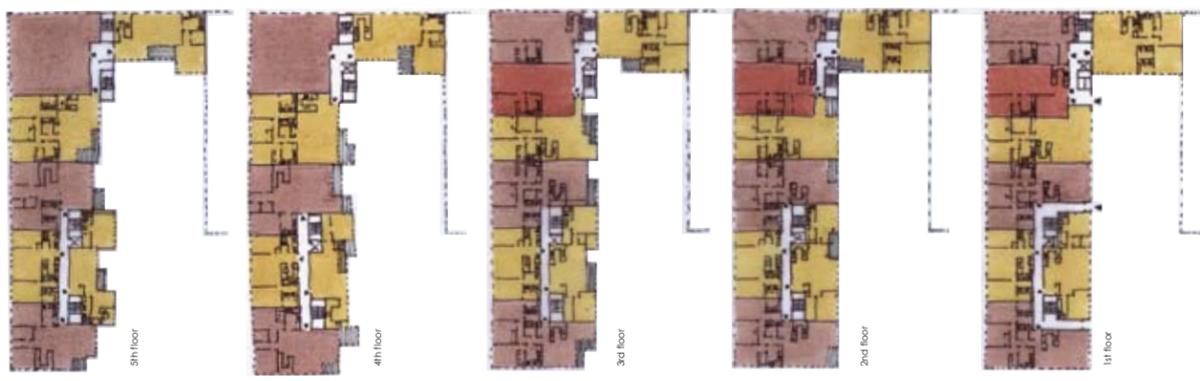
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Courtyard Landscape Vignette



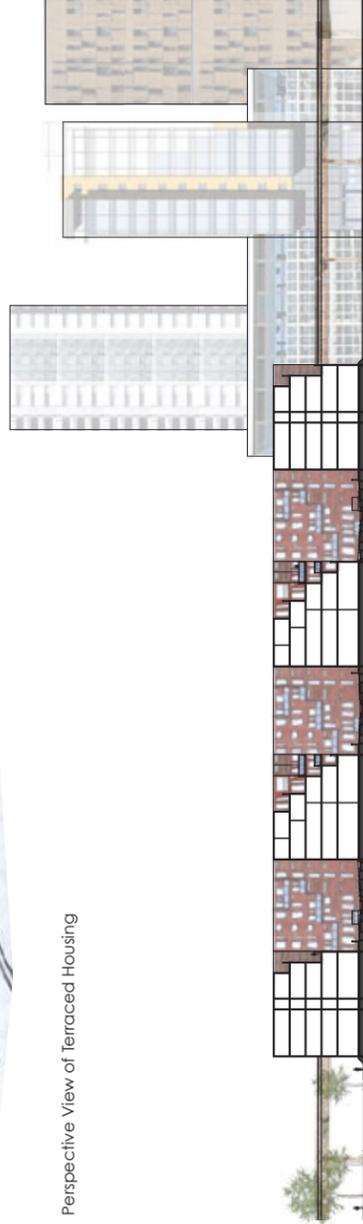
Elevation Studies



Floor Plans



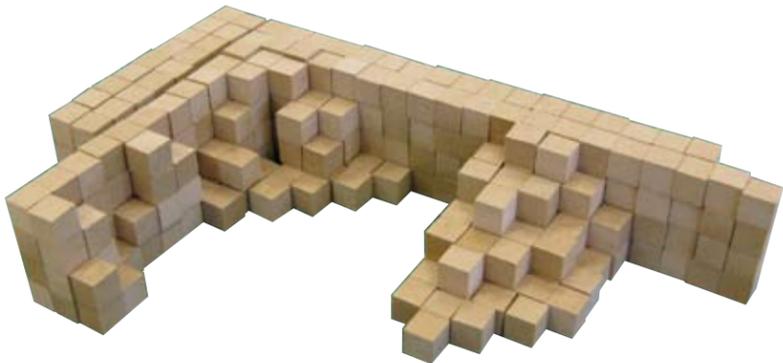
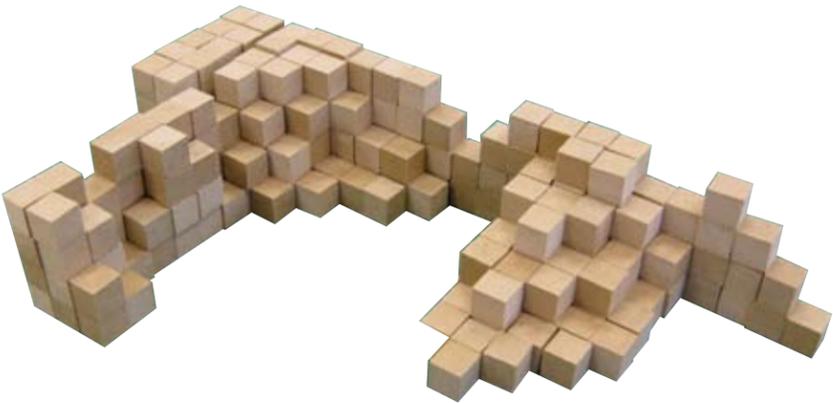
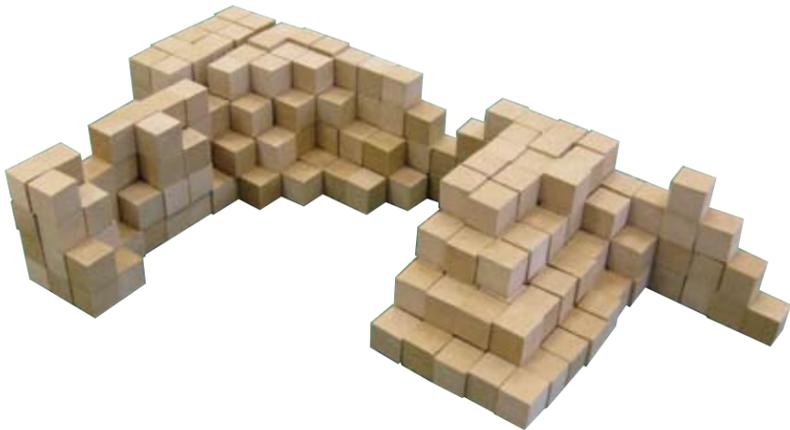
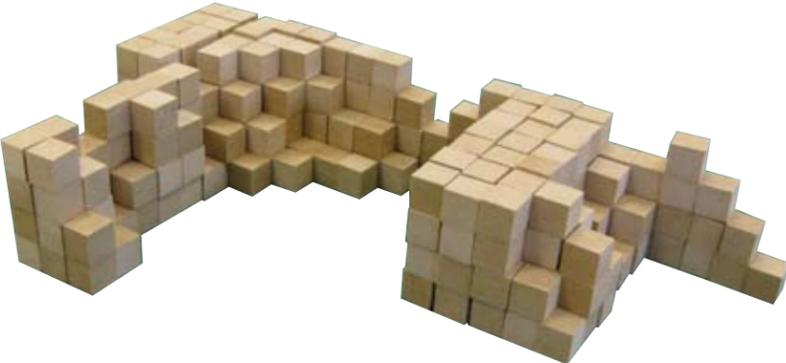
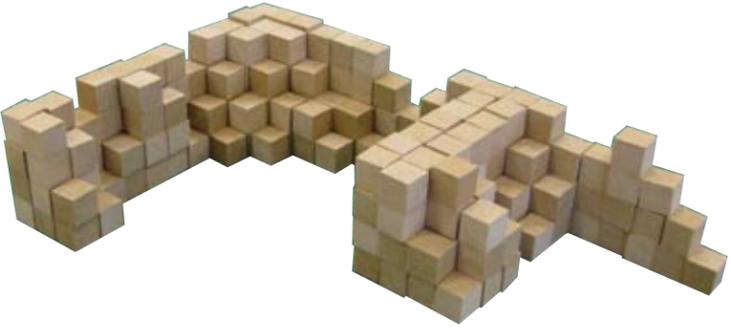
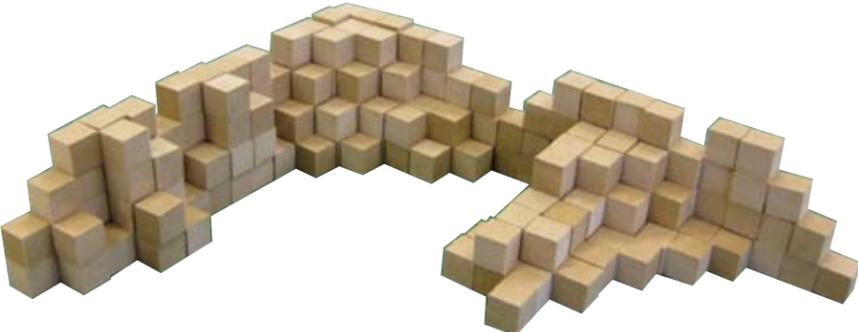
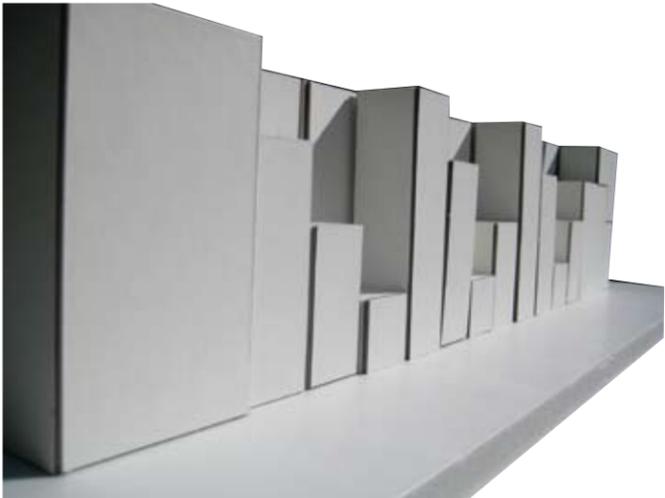
Perspective View of Terraced Housing



Site Section



Study Models



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