Harvey Station Area Plan

Prepared for: City of Harvey, Illinois and Regional Transportation Authority
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EXECUTIVE SUMMARY

The City of Harvey has planned a multi-faceted revitalization effort for its Downtown area, to transform the area into a prosperous and vibrant hub of economic and civic activity serving the South Suburbs. A key component to restoring Downtown Harvey as a bustling and pedestrian friendly center of community life is a strong vision and local commitment to a comprehensive implementation program. To help identify and prioritize the opportunities to reach its goals, the City of Harvey developed this Station Area Plan to guide future public and private improvements in Downtown Harvey. The City engaged in an open, community-oriented planning process, with a focus on building upon and enhancing the existing public transit assets within the Downtown, utilizing the planning principles of Transit-Oriented Development.

Transit-Oriented Development (TOD) is a planning concept rooted in maintaining (or newly creating) the traditional elements of mixed-use areas that developed historically around public transit. A successful TOD includes a vibrant mix of commercial, public and residential uses at varying densities developed around transit stations, providing easy access and a variety of needed goods and services for nearby residents and commuters alike. Keeping development compact and in close proximity allows the area to be easily used by pedestrians, and thus becomes walkable. Downtown Harvey already maintains a traditional public transportation infrastructure and pedestrian oriented street pattern. The Station Area Plan seeks to reinvigorate investments in both private development and public improvements to restore the vitality of this traditional community center.

The Station Area Plan includes recommendations and detailed implementation strategies to enable the City, working collaboratively with other partners where appropriate, to realize a significant revitalization of Downtown Harvey and it surroundings in the vicinity of the Harvey Metra Station and Pace Transportation Center. The revitalization effort will build upon the strong framework of physical assets that currently exist within the Downtown, and will achieve the future vision that community leaders and stakeholders articulated during the planning process.

FACTORS INFLUENCING CHANGE

Understanding the key planning considerations influencing the physical and market characteristics of the study area enables the Station Area Plan to be responsive to existing physical opportunities and constraints while fulfilling community aspirations. Responding to these opportunities and constraints forms the basis for the Station Area Plan's redevelopment recommendations.

The Downtown's assets provide a strong framework upon which to base redevelopment efforts. Downtown Harvey was originally developed in a transit-oriented pattern with a concentration of commercial and civic uses within walking distance of the Harvey Metra Station and Pace Transportation Center, a continuous street grid, significant public transit services, a prevailing development pattern that promotes walkability in the core of the Downtown, and the availability of several high profile sites for redevelopment.

A real estate market analysis was prepared to identify opportunities for private development investment near the station area. The analysis focused on development opportunities over the next five to ten years for retail, office, town home, condominium and senior citizen residential uses. The findings provided valuable insight into the current market opportunities and an understanding of likely future development trends, aiding in developing planning recommendations for the location, type, and intensity of new development projects. Current market potential serves as a starting point for the City, and a basis upon which to begin implementation of the Station Area Plan. However, as the City proactively undertakes redevelopment and enhancement efforts, as roadway and transit accessibility are improved, and as new opportunities for industrial job creation are realized through the accompanying COD Plan, additional opportunities for commercial and residential redevelopment could be realized.

A Vision for Downtown Harvey was developed to respond to these key planning considerations, describing what will occur within the station area over a period of approximately 20 years. It summarizes the guiding elements utilized by the Working Group and consulting team as planning recommendations and implementation strategies were developed, building upon recent City initiatives and based upon significant community input.

A FRAMEWORK FOR ACTION - PLANNING PRINCIPLES

The Station Area Plan is based upon the Vision for Downtown Harvey and is organized around six *Planning Principles* that support and reinforce the concept of Transit-Oriented Development (TOD) in the Downtown. These Planning Principles address Land Use, Access and Circulation, and Urban Design.

LAND USE

The Land Use Principles advocate concentrating redevelopment efforts in the Downtown, and within this area focusing initially on key catalyst sites.

Land Use Principle 1:
Concentrate redevelopment initiatives in Downtown Harvey.

Focusing redevelopment energies on Downtown Harvey leverages the unique ability of the Downtown to generate a positive community image, both enhancing the feeling of pride among City residents and improving the perception of Harvey among non-residents. Such a focus can also effectively capture local and regional spending capacity, as many visitors to the community circulate through the Downtown daily to utilize Metra and Pace services. Usage of the Downtown can be further enhanced by attracting a new institutional or office anchor. The success of the Downtown will be enhanced by improving linkages to the industrial employment areas to the north, east and south, to encourage patronage of Downtown businesses by employees.

Land Use Principle 2:
Within the Downtown, focus redevelopment first on high visibility catalyst sites.

To jump-start redevelopment most effectively, projects undertaken initially must generate maximum impact. Interest in the revitalization of Downtown Harvey among local residents, other potential Downtown visitors and the development community can be generated by focusing efforts on sites concentrated within the core of the Downtown that are visible from Metra and Pace facilities and key entry routes. Stabilization of perimeter neighborhoods, and sensitively located new residential and off-street parking uses, will further support commercial redevelopment efforts.

ACCESS AND CIRCULATION

The Access and Circulation Principles advocate improving access to and within the Downtown and improving inter-modal connections.

Access and Circulation Principle 1:
Improve access to and through the Downtown area.

TOD focuses on accommodating all modes of movement; however, vehicular movement is and will remain a critical and primary means of access to the Downtown from the greater region. Maintaining multiple local access routes while encouraging through traffic movements primarily along 154th Street and Park and Broadway Avenues will enhance Downtown visibility while minimizing negative impacts on adjacent neighborhoods. Enhancing east-west access to the Downtown through the adjacent industrial area to the east will improve synergies between the Downtown and employment areas of the City.

Access and Circulation Principle 2:
Create strong inter-modal connections, including improved pedestrian access to public transit facilities.

Downtown movement patterns should focus around existing Metra and Pace facilities, to maximize visibility and accessibility. A key consideration in all future improvements is ensuring that Downtown Harvey functions well and provides a secure and comfortable environment for shopping and other activities, whether arriving by car, train, bus, bicycle or on foot. Safe pedestrian crossings and convenient parking and drop-off locations should be provided.

URBAN DESIGN

The Urban Design Principles address both private sector redevelopment and public sector improvement initiatives.

Urban Design Principle 1:
Establish and enforce appropriate design guidelines for private development.

Improvements to privately owned properties should be undertaken within a coordinated set of expectations for design quality and character. Existing buildings should be enhanced, and appropriately designed infill developments undertaken, to reinforce the Downtown as a visually consistent and traditional walkable environment.

Urban Design Principle 2:
Balance new development with open spaces and attractive public rights-of-way and facilities.

Attractive public facilities and gateway elements help to establish a strong community identity for the Downtown. Within a vibrant mixed use Downtown, public spaces and facilities should be well integrated into the overall area. Redevelopment efforts in Downtown Harvey should initially focus around a major new public open space, and smaller neighborhood oriented open spaces should also be accommodated as redevelopment occurs.

The basic Principles of the Station Area Plan are communicated through a Future Land Use Framework, a Future Circulation and Streetscape Framework, Design Guidelines and Redevelopment Concepts that provide specific guidance for redevelopment and enhancement efforts at key sites in the Downtown. The Station Area Plan concludes with a detailed strategy for Implementation.

IMPLEMENTATION

The Vision for Downtown Harvey, as embodied in the Framework Plans and Redevelopment Concepts, will be realized through the implementation of a wide variety of inter-related actions over several years. Key to the success of these efforts will be enhancement of the administrative and institutional support structure needed to both attract public and private investment, and prioritization of projects with respect to their feasibility and their potential to attract and leverage subsequent improvements.

Many important initiatives identified in the City's 2005 Strategic Plan are underway and are already having positive impacts on Harvey. The City has attracted new business establishments as well as improvements to existing businesses. Current City initiatives, along with the recommended actions outlined in the Station Area Plan, will serve to further prime the market for reinvestment and redevelopment in Downtown Harvey. Proactive initiatives will demonstrate the City's commitment to revitalization, generating interest in investment opportunities from the development community.

Administrative Actions

Key administrative actions include:

1. Establish a **Resource Team** to focus community leadership and external resources on directing public and private redevelopment to Downtown Harvey.
2. Establish a **Development Commission** to proactively undertake implementation of both TOD and COD initiatives.
3. Designate a **City staff position** to focus primarily on *long-term* planning initiatives, including implementation of the Station Area Plan and COD Plan.
4. Establish a **clear and streamlined development review process** for Downtown projects, incorporating concurrence with the Future Land Use Framework and Design Guidelines as conditions of project approval.
5. Investigate the feasibility of establishing a **Tax Increment Financing District and/or other incentive programs** that encompasses the Downtown area, to encourage redevelopment and allow for more effective leveraging of public funds to facilitate revitalization.

6. Align **zoning and development regulations** with Plan recommendations to facilitate transit-supportive and appropriately scaled and designed redevelopment.
7. Generate stronger institutional support, such as through the creation of a non-profit **community development corporation (CDC)**, or a partnership with an established CDC.
8. Encourage appearance improvements to existing commercial and institutional properties in the Downtown area by establishing a **Facade Improvement Program** offering low-interest financing to property and business owners, in cooperation with a local financial institution.
9. Establish a **Downtown marketing and event planning entity** who would work closely with City staff, the Resource Team and the Harvey Chamber of Commerce.
10. Support **infill redevelopment and renovation opportunities** in the Downtown beyond those specifically identified as priority projects below as opportunities arise.

Project Priorities

Prioritizing projects maximizes the impact of actions most feasible in the near term, and lays the groundwork for follow-up actions which build upon early successes. High priority projects in the first phase, in particular, will require the City of Harvey to act as a direct catalyst, in order to jump-start redevelopment activity. This will build momentum for later phases of Plan implementation.

Phase One Projects

1. Facilitate a **new commercial development** at the southwest corner of 154th Street and Park Avenue, ideally to house a national chain full-service pharmacy or restaurant to lend credibility to the Downtown revitalization effort.
2. Facilitate the development of **new townhouses** on contiguous block faces along 154th Street, extending west from the Old City Hall building.
3. Pursue **adaptive re-use of an existing commercial building** at 153rd Street and Park Avenue. Facade upgrades will be needed to the rather utilitarian structure, including adding windows and a more defined entry point along 153rd Street.
4. A **focal point green space** should be created directly across from the Harvey Metra Station at the northwest corner of 154th Street and Park Avenue, with a **plaza** at the northeast corner of 154th Street and Broadway Avenue.

Phase Two Projects

1. Secure an **institutional or quasi-public anchor use** for Downtown Harvey, such as a higher education facility, cultural venue, or major office user.
2. Create a **new off-street parking lot** west of Broadway Avenue between 154th and 155th Streets, to provide additional commuter parking during the day that can be shared with other nearby uses in the evenings and on weekends.
3. **Gateway features** within new green spaces at 153rd Street / Park Avenue and 155th Street / Park Avenue should be created, including a limited street closure at Broadway Avenue south of 155th Street.
4. **Streetscape enhancements** along 155th Street are needed from the CN/IC Railroad and Metra Electric Line viaduct east to Halsted Street, and along 154th Street between Center and Park Avenues, visually coordinated with the green space and plaza construction completed in Phase One.
5. Create a **new green space** surrounding the Old City Hall, to allow the renovated facility to function as an attractive civic anchor for the Downtown.

Phase Three Projects

1. Undertake **streetscape enhancements** along Park and Broadway Avenues between 153rd and 155th Streets. Create **on-street bicycle lanes** leading into the Downtown and to the Metra Station, and provide ample **bicycle parking** at transit facilities, the Downtown plaza and public facilities.
2. **Viaducts under the CN/IC Railroad** should be upgraded with new paint and improved lighting, pending discussions with the CN/IC. Public art installation should also be considered.
3. Implement **signage, lighting and landscaping improvements** at existing public facilities, with citizen and business involvement and support.
4. Pursue the creation of a **police substation and/or City services facility** in a centralized Downtown location, occupying the ground floor of a conveniently located building.
5. **Additional townhouses** should be developed extending west from Lexington Avenue, on contiguous block faces. Over time, this development pattern could extend west to Page Avenue. Continue to provide **neighborhood-oriented green spaces** in conjunction with these townhouse developments.

Phase Four Projects

1. Install **embankment screening treatments** along Park Avenue between 155th and 159th Streets within the existing Park Avenue right-of-way, and without impacting the existing retaining wall structure.
2. Implement **streetscape enhancements** at additional Downtown streets as described in the Design Guidelines.
3. Install **secondary Downtown gateway treatments** at 154th Street and Wood Avenue, and at 159th and Park Avenue, with citizen and business involvement and support.
4. Pursue the development of **one or more condominium projects** after initial successes in commercial and townhouse development are achieved. These early projects will prime the market for a greater diversity of housing types in later years.

SUSTAINED COMMITMENT

The City of Harvey is poised to begin the vitally important process of re-establishing the Downtown as the civic and commercial heart of the community. The Station Area Plan provides the vision, policy guidance and implementation direction needed by the City and its partners to capitalize on positive regional development trends, existing transit services, established civic activity nodes in the Downtown area. Yet, realization of the Vision will require a sustained focus on Plan implementation. Without this focus, activities to date will have little lasting effect. Thus, the City should annually review and evaluate progress in Plan implementation and adjust priorities and resources to account for unforeseen needs in the implementation of the Plan.

I. INTRODUCTION

The City of Harvey was for many decades a center of industrial activity in the southern suburbs, and its Downtown was a premier regional shopping and entertainment destination. However, beginning in the 1970s changes in the steel industry and other industries, along with the advent of suburban shopping malls, had a dramatic impact on the vitality of the community. The City entered a period of population loss and decline in business activity that continued into recent years.

The City of Harvey is currently undertaking a multi-faceted revitalization effort, seeking to return to its former stature as a prosperous and vibrant hub of economic and civic activity in the South Suburbs. Efforts are focusing on bringing back businesses, completing public space enhancements, stabilizing the City budget, improving City services and restoring a sense of pride and commitment to the City among the citizenry.

One key component to restoring the strong image and stature of the City is returning Downtown Harvey to its former role as a bustling and pedestrian friendly center of civic life for the community. To help identify and prioritize the opportunities to enhance this key community asset, the City of Harvey began the important process of developing a Station Area Plan (the Plan) to guide future public and private improvements in Downtown Harvey in January of 2005. Utilizing resources available through the Regional Transportation Authority's Regional Technical Assistance Program (RTAP), the City engaged in an open, community-oriented planning process. The Plan was developed with a focus on building upon and enhancing the existing public transit assets within the Downtown, utilizing the planning principles of Transit-Oriented Development (TOD). HNTB Corporation and Valerie S. Kretchmer Associates provided planning and real estate market consulting services to the City, to assist in the development of the Plan. Farr Associates provided urban design services and facilitated community involvement in the planning process.

Concurrent with the development of the Station Area Plan, the City worked with the Center for Neighborhood Technology (CNT) to create a Cargo Oriented Development (COD) Plan. The COD Plan identifies ways in which the City of Harvey can capitalize on its freight transportation infrastructure and other assets for industrial development to generate new job growth and additional revenue for the community. Ways in which TOD and COD planning can support and enhance one another are discussed in both Plans. The findings and recommendations of the COD Plan were prepared by CNT under separate cover.

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is a planning concept rooted in maintaining (or newly creating) the traditional structure of walkable mixed-use areas that developed historically around public transit. A successful TOD includes a vibrant mix of commercial, public and residential uses at varying densities developed around transit stations, providing easy access and a variety of needed goods and services for nearby residents and commuters alike. Downtown Harvey maintains this traditional structure, and the Harvey Station Area Plan seeks to reinvigorate and enhance the area to again serve as both the symbolic and the functional

center of the City. Section A of the Appendix contains more background information on TOD, for general reference.

PLAN PURPOSE AND PROCESS

The Plan includes recommendations and detailed implementation strategies to enable the City, working collaboratively with other partners where appropriate, to realize a significant revitalization of Downtown Harvey and it surroundings in the vicinity of the Harvey Metra Station and Pace Transportation Center. This revitalization effort will build upon the strong framework of physical assets that currently exist within the Downtown, and will achieve the future vision that community leaders and stakeholders articulated during the planning process. It also provides general planning guidance with regard to the area immediately surrounding Harvey's second Metra Station, the 147th Street Station located north of the Downtown, which can be found in Section B of the Appendix.

A Working Group was appointed by the City to work closely with the consulting team on both the TOD and COD planning efforts. The Working Group was comprised of a variety of community stakeholders representing residents, business owners and key institutions (see the Acknowledgements for a complete listing). The group held monthly meetings with the consulting teams for both planning efforts to provide ongoing input and feedback as the two plans were developed. In addition, two major community meetings were facilitated by Farr Associates to garner additional input from the community, in particular with regard to TOD opportunities within Downtown Harvey.

RECENT CITY EFFORTS

The City of Harvey has not adopted a Comprehensive Plan to officially guide planning, zoning, public investment and redevelopment decisions since 1968. However, a strategic plan entitled *A Vision for the Future 2005* (January 2005) was developed by the City with goals for all City departments. Key action –oriented goals of this strategic plan, as they relate to TOD efforts in the Downtown, are discussed below.

The City recognizes the need to undertake actions to stabilize and revitalize its Downtown, along with its other commercial areas and residential neighborhoods. To this end, it has established the following strategic plan goals that will enhance TOD and COD efforts:

- Attract 12 to 15 new businesses a month.
- Monitor all vacant and abandoned properties.
- Keep the street and alleys as clean as possible.
- Implement the Old City Hall restoration project.
- Offer community-friendly events.
- Implement public safety improvements: more visible police presence, installation of surveillance cameras, purchase of new equipment, zero tolerance for drug activity, etc.
- Increase landlord and tenant licensing, training and inspection efforts.
- Audit existing businesses prior to license renewal.

The following economic development goals will further support both TOD and COD implementation, by leveraging available programs and funding sources to support City initiatives:

- Continue offering tax incentives (Cook County incentives, Enterprise Zone).
- Consider tax rebates for existing Harvey residents and businesses.
- Provide incentives to Harvey businesses who hire Harvey residents.
- Implement an ordinance that would mandate new developers to hire Harvey residents and/or contractors.

KEY PLANNING CONSIDERATIONS

A complete summary of comments and planning ideas from the community is included in Section C of the Appendix. Noted below are general sentiments voiced by the community that guided the development of the Vision for Downtown Harvey, which in turn formed the basis for the more detailed recommendations and strategies of the Station Area Plan:

- Downtown Harvey has strong assets to build upon, including-
    - Good public transportation options
    - Public facilities in good condition: City Hall, the YMCA, the U.S. Post Office, the Harvey Public Library, Ingalls Hospital
    - Well-built older housing stock
    - Well-built traditional commercial buildings
- Downtown Harvey was developed on a traditional street grid with a mix of uses, so the basics are in place to achieve successful TOD in the Downtown, building upon Harvey's rich history.
- Redevelopment along 154th Street should be prioritized to revitalize the "heart" of Downtown Harvey.
- Place a strong emphasis on the addition of green space and landscaping throughout the Downtown.
- There is an ongoing need for maintenance and upgrading of public areas and private properties.
- Strong market competition for new commercial activity in the Downtown exists from other areas, both within and surrounding Harvey.
- Employees of nearby industrial businesses should be considered as potential patrons for Downtown businesses, as well as a potential market base of buyers of new Downtown housing.
- Available properties to assemble and prepare for redevelopment will be a valuable resource.
- The destabilizing influence of poorly managed rental properties and long-term vacancies will present a challenge to redevelopment efforts.
- Concerned and dedicated citizens and City administration will aid in Plan implementation.

A VISION FOR DOWNTOWN HARVEY

A vision describes the community's aspirations for an end state condition it seeks to achieve in the future. *A Vision for Downtown Harvey* has been written to describe what will occur within the Harvey Metra Station area over a period of approximately the next 20 years as a result of the implementation of the Station Area Plan.

The *Vision* below summarizes the guiding elements utilized by the Working Group and consulting team as planning recommendations and implementation strategies were developed, building upon recent City initiatives and based upon significant community input.

Over the next ten to twenty years, the Downtown will again become the true center of the City of Harvey, and a source of community pride for all residents. Building upon existing public transit assets, and benefiting from improvements to regional roadway access, the Downtown will provide a cohesive and positive identity for the City.

The Downtown will offer an attractive, well-maintained and secure environment for shopping and other activities. Pedestrian-friendly streetscape treatments along tree-lined streets will make walking and bicycling to and through the Downtown an enjoyable experience for all ages. Gateway features will announce arrival to the Downtown, and encourage newcomers to visit.

An integrated mix of uses will create a vibrant atmosphere. Rehabilitated commercial buildings, and new structures designed to enhance the traditional character of the Downtown, will house a variety of high quality businesses that meet the shopping and service needs of City residents, commuters and visitors. Civic facilities and adjacent open spaces, including a new plaza in the heart of Downtown, will provide attractive venues for community events.

Varied housing types both in and surrounding the Downtown will provide new housing options for residents and additional support for local businesses. Adjacent single family neighborhoods will be attractive and stable environments in which to raise families.

Metra and Pace facilities will be well integrated into the Downtown, with commuters patronizing local businesses. Shared parking facilities will provide commuter parking on weekdays, and be available for local restaurants and civic facilities on evenings and weekends.

STUDY AREA BOUNDARY AND VICINITY

The study area boundary for the Station Area Plan is highlighted on *Figure 1: Vicinity Map* on the following page, and on each figure in this document and the accompanying Appendix. The study area generally encompasses: 1) the area within one-half (1/2) mile of the main entrance to the Harvey Metra Station, located at the corner of Park Avenue and 154th Street, and 2) properties fronting on 154th Street extending west to the Ingalls Hospital campus at Wood Street.

Planning recommendations do not directly impact all properties within this area; the focus for future redevelopment is on existing business, public and multi-family residential areas. However, for planning purposes it is important to consider the physical characteristics of the entire area, and to assess potential impacts that TOD planning recommendations may have on single family neighborhoods that are located within one-half (1/2) mile of the Harvey Metra Station.

Figure 1 also highlights some of the following important regional features that surround the City of Harvey:

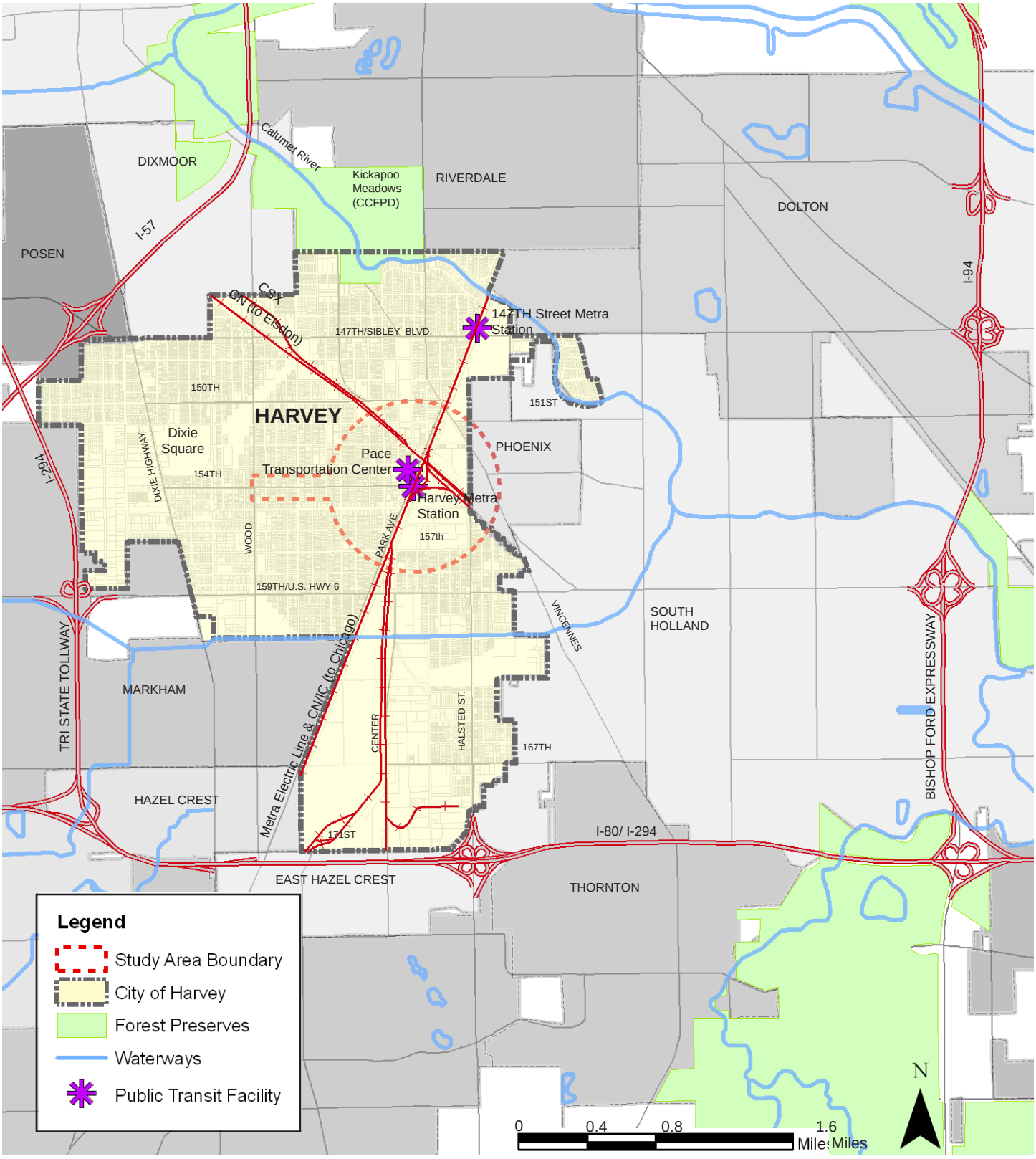

FIGURE 1
VICINITY MAP

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

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- Neighboring Communities, Posen, Markham and Hazel Crest to the west; Dixmoor, Riverdale and Dolton to the north; Phoenix and South Holland to the east; and East Hazel Crest and Thornton to the south.
- Expressway routes: I-294 (Tri-State Tollway) and I-57 to the west, I-80 / I-294 to the south, and I-94 (Bishop Ford Freeway) to the east.
- A Cook County Forest Preserve District facility, Kickapoo Meadows located north of Harvey, between I-57 and Halsted Street.

ORGANIZATION OF THE PLAN

This Plan is based upon the Vision for Downtown Harvey and is organized around six Planning Principles that apply the concepts of Transit-Oriented Development (TOD) to Downtown Harvey. These Planning Principles address Land Use, Access and Circulation, and Urban Design. Under each principle, a series of Planning Strategies are organized, to guide the efforts of the City. A second set of Principles, relevant to redevelopment decisions in the vicinity of the 147th Street Metra Station, is provided in Section B of the Appendix.

The basic Principles of the Plan are communicated through a Future Land Use Framework, a Future Circulation and Streetscape Framework, Design Guidelines and Redevelopment Concepts that provide specific guidance for redevelopment and enhancement efforts at key sites in the Downtown. The Plan concludes with a detailed strategy for Implementation.

The Appendix summarizes community input and relevant background material related to the planning process, highlighting the Key Planning Considerations that were taken into account as the Plan was developed and reviewed by the community. The Appendix serves as a complete record of the research and analysis conducted prior to the development of specific planning recommendations.

II. PLANNING CONTEXT AND OPPORTUNITIES

Physical planning opportunities for achieving the community's desired future for Downtown Harvey are based upon two key elements- the existing physical conditions within the area and the outlook for future redevelopment from a market perspective. This chapter briefly highlights both elements, and summarizes the Key Planning Considerations related to each that impact the recommendations of the Station Area Plan that follow.

Understanding the Key Planning Considerations related to the physical and market characteristics of the study area enables the Station Area Plan to be responsive to existing physical opportunities and constraints while fulfilling community aspirations. Responding to these opportunities and constraints forms the basis for the Plan's redevelopment recommendations. A complete description of the background research and analysis of these physical and market conditions is included in Sections D and E of the Appendix.

EXISTING CONDITIONS

The primary aspects of the physical planning context that impact TOD planning are the existing land use configuration within the study area, the physical condition of existing structures and infrastructure, public transit facilities, and existing patterns of access and circulation.

These existing physical elements provide a strong framework upon which to base Downtown redevelopment efforts, as the area was originally developed in a transit-oriented pattern. A concentration of commercial and civic uses within walking distance of the Harvey Metra Station and Pace Transportation Center, a continuous street grid, significant public transit services, and a prevailing development pattern that promotes walkability in the core of the Downtown are key existing features that are highlighted in this section of the Plan.

Existing Land Use

Existing land uses are depicted in *Figure 2: Existing Land Use* on the following page, and are described in Section D of the Appendix. As *Figure 2* indicates, there is a concentration of commercial and civic uses in the several blocks immediately surrounding the Harvey Metra Station and Pace Transportation Center, but also significant vacant structures and lots interspersed throughout the area. Large scale industrial uses predominate east of the Metra Electric Line embankment. The major community anchors of Ingalls Hospital and Thornton Township High School can be seen west and north of the Downtown area, respectively. While some multi-family residential uses occur primarily along 153rd and 155th Streets at the perimeter of the Downtown core, residential neighborhoods bordering the Downtown to the north, west and south are predominantly single family residential in character.

LEGEND

- Residential-MF
- Residential-SFD
- Commercial Retail
- Commercial-Restaurant/ Food
- Commercial-Service/Office
- Mixed-Commercial/Office
- Mixed-Commercial/Residential
- Industrial-Heavy
- Industrial-Light
- Municipal
- Public
- Quasi-Public
- Open Space
- Parks/Recreation
- Transit Facilities
- Utility
- Vacant Building
- Vacant Lot
- Railroad
- Study Area Boundary

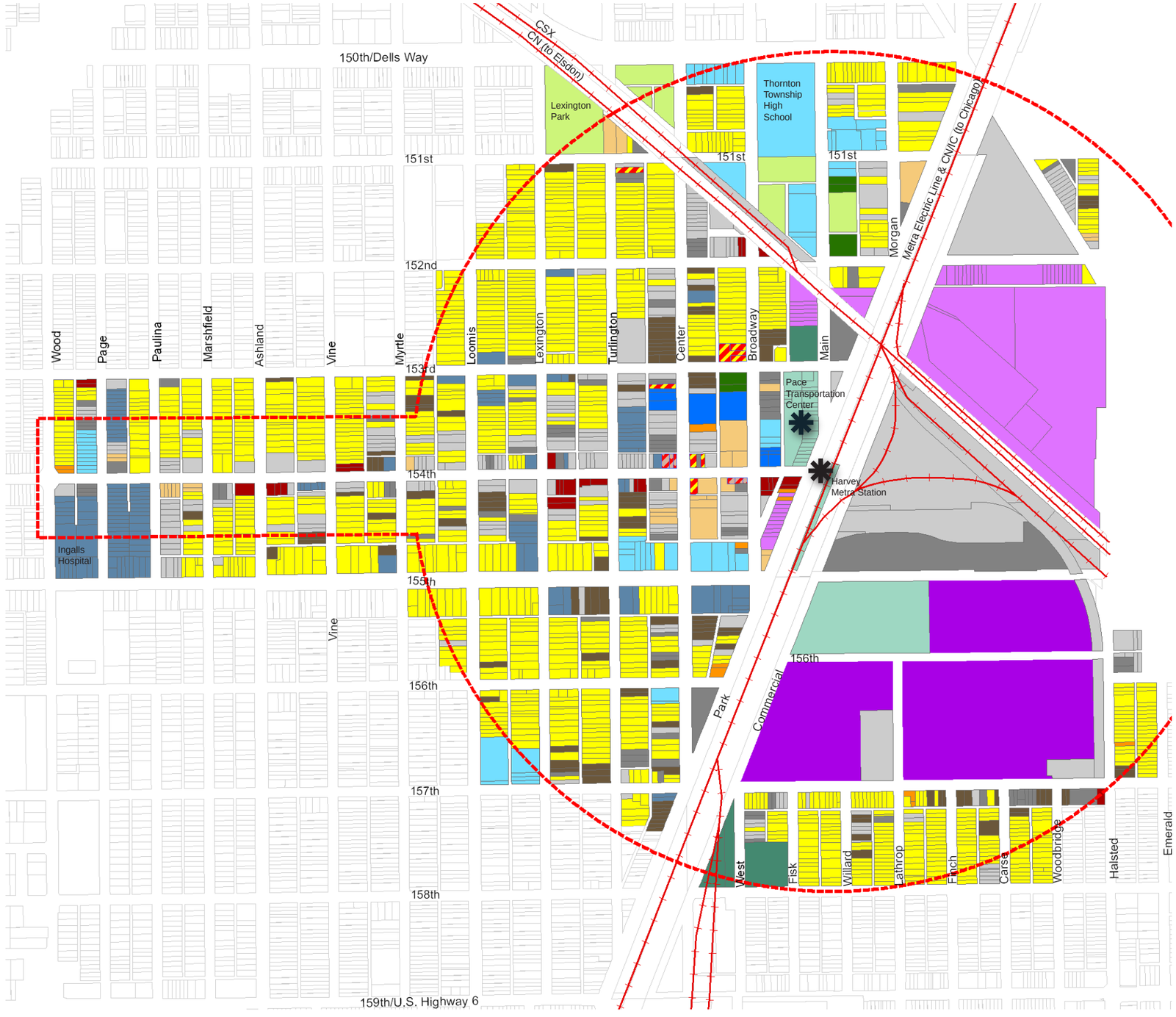

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FIGURE 2

EXISTING LAND USE

Harvey Station Area Plan

City of Harvey, Illinois
Regional Transportation Authority

November 2005

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Study Area Physical Conditions

The following key site and building conditions within the study area should be noted:

- Occupied structures within the study area are generally in good condition. Several are in need of facade improvements and/or improved ongoing maintenance, such as tuckpointing. Within residential neighborhoods surrounding the Downtown, vacant lots and structures often are in poor condition, with boarded windows and overgrown lawns.
- In general, public streets and rights-of-way are in a functional, but worn, condition. In addition to the targeted streetscape enhancement priorities to be developed as part of the Plan, an ongoing effort to maintain and upgrade roadway paving, curbs, gutters and sidewalks will be important.
- Within the Downtown area, piecemeal streetscape upgrades have been undertaken over the years. A variety of street cross-sections, sidewalk types, streetlight styles, street trees and planters are installed throughout the Downtown. As a result of this uncoordinated mix of improvements, none are achieving the desired positive visual impact.
- The railroad embankment that runs northeast to southwest through the study area is quite barren in appearance due to its large scale and the presence of overhead utilities and catenary wires for the Metra Electric Line. The embankment contains two tracks for the Metra Electric District (to the west) and five tracks for the CN/IC (To Chicago) Railroad (to the east). It is covered with gravel, and weed growth is generally kept under control.
- The at-grade CN/IC (to Elsdon) Railroad that runs northwest to Southeast through the study area is buffered from view due to landscaping, overgrown and weed-infested in many areas, at adjacent private properties. It is, therefore, not as significant a negative visual element in the study area as the embankment.
- Viaducts under the railroad embankment are generally in fair to poor condition, with very deteriorated street pavement and insufficient lighting.
- There are no documented occurrences of floodplain or wetlands within the study area.

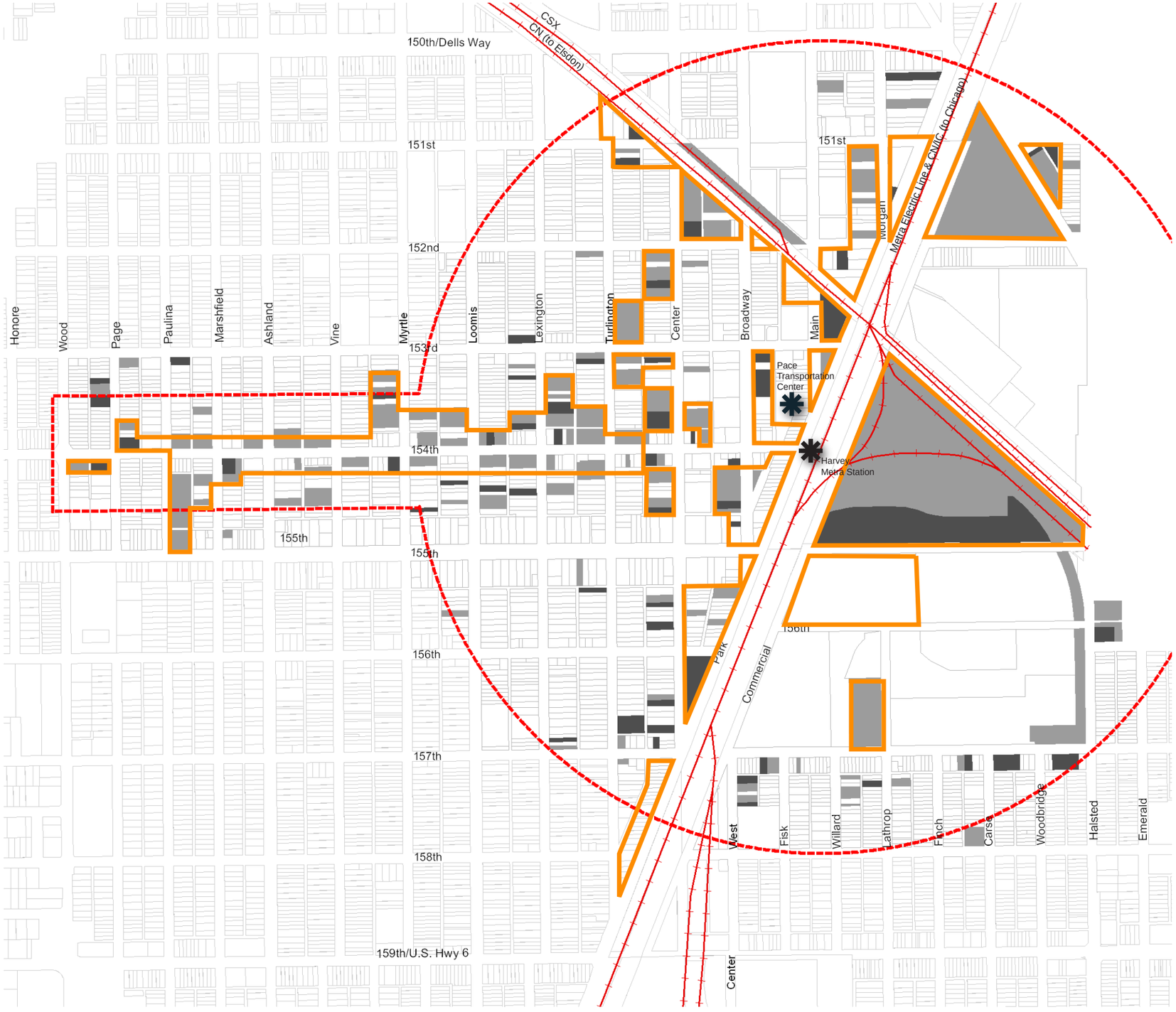
Figure 3: Areas Subject To Change on the following page highlights several areas within the study area that are likely areas for redevelopment and enhancement efforts. Areas are considered to be subject to change if one or more of the following conditions are present:

- Incompatible land uses, such as isolated industrial properties.
- Inconsistent intensity of land uses, such as very low density (single story) uses within the immediate vicinity of the Metra Station.
- Concentrations of vacancies, whether vacant properties or buildings.
- The deteriorated condition and/or advanced age of structures.

The areas depicted in *Figure 3* received focused attention as the Framework Plans and implementation strategies of the Station Area Plan were developed. The existing Metra commuter parking lot located east of the Metra Electric Line embankment and south of 155th Street is included because if some portion of the existing parking capacity of the lot is relocated west of the Metra Electric Line in the future, that portion of the existing lot could potentially become available for redevelopment in a more intensive use. If the City proposes to redevelop some of the spaces in the existing east lot, those spaces will need to be replaced by the City and/or a developer on the west side of the Metra Electric Line prior to redevelopment occurring.

LEGEND

- Areas Subject to Change
- Vacant Building
- Vacant Land
- Railroad
- Study Area Boundary



CRITERIA FOR AREAS SUBJECT TO CHANGE

- Concentrations of vacancies
- Deterioration and/or age of structures
- Incompatible land uses
- Intensity of land use

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FIGURE 3

AREAS SUBJECT TO CHANGE

Harvey Station Area Plan

City of Harvey, Illinois
Regional Transportation Authority

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Key Planning Considerations

Key planning considerations with regard to land use and physical conditions include:

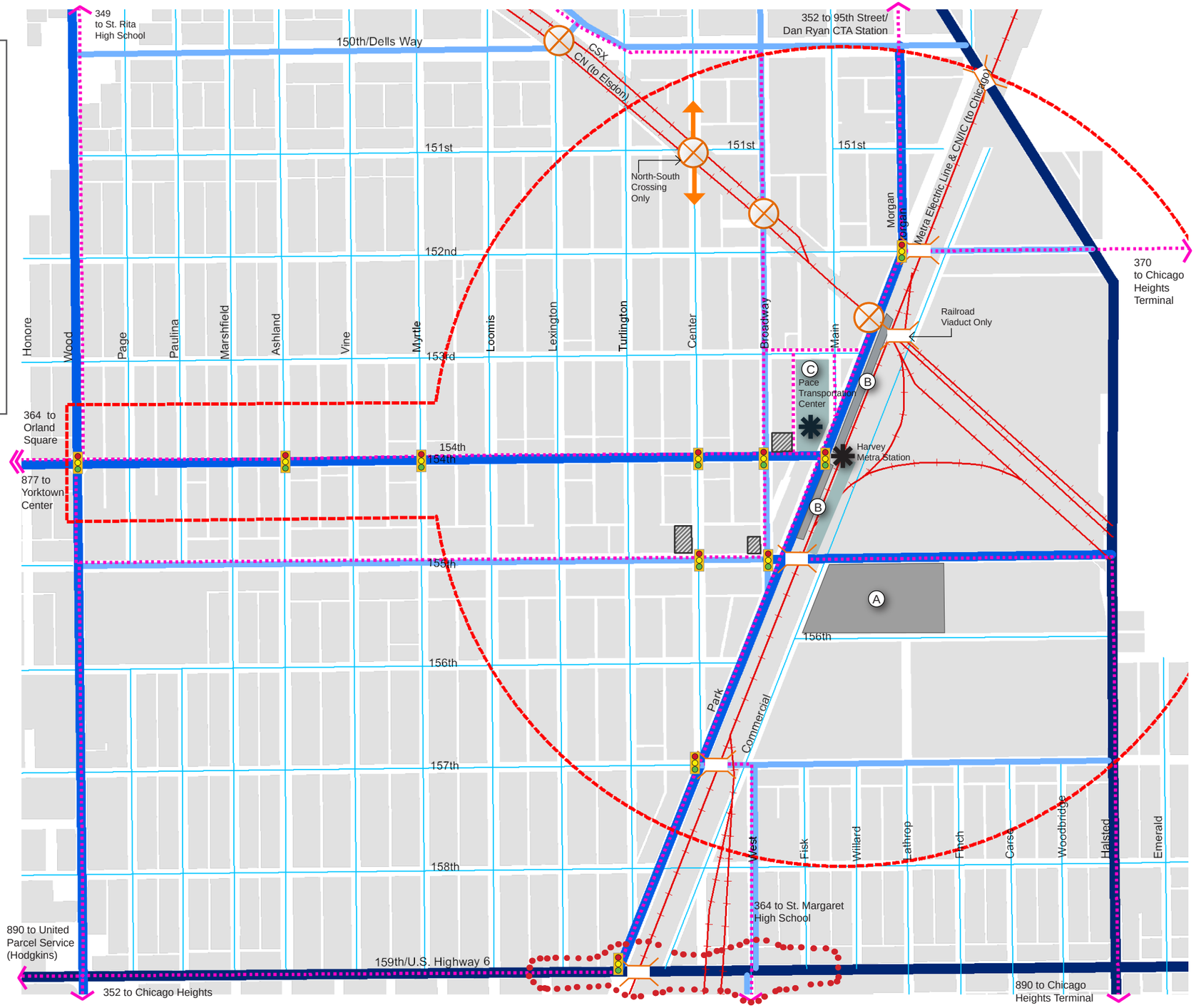
- Long-term vacancies are a destabilizing influence on City neighborhoods, and contribute to the perception that the Downtown is a risky location for new development or additional business activity. The City administration is taking action to gain control of and secure as many vacant properties as possible; the foreclosure process will still result in lengthy periods of vacancy for some properties, however.
- City acquisition of key parcels in areas that are subject to change will enable greater control and coordination of redevelopment efforts. Vacant properties provide a valuable asset for redevelopment.
- There is a lack of highly visible and accessible public space(s) in which to hold community events in the Downtown.
- Except for a few structures along 154th Street, there is very little mixed use development currently in the Downtown. Many such structures have been removed over the years.
- Redevelopment can provide for a wider variety of housing types.
- There is significant rehab potential with the existing single family housing stock surrounding the Downtown.
- The Harvey Public Library would like to expand their facility and services; the existing site is probably large enough to accommodate an expansion.
- Plans are in place to renovate the Old City Hall on 154th Street to house a Thornton Township Museum.
- There are a few isolated, small scale industrial properties west of the Metra Electric Line that should be phased out.

PUBLIC TRANSIT FACILITIES AND SERVICES

Downtown Harvey is served by the Metra Electric District Line, via the Harvey Metra Station located just east of Park Avenue between 154th and 155th Streets, and by eight Pace bus routes, via the Harvey Transportation Center located just west of Park Avenue between 153rd and 154th Streets. A second Metra station is located north of the Downtown, at 147th Street, and is served by one Pace bus route. Pace's Harvey Transportation Center provides a key transfer point for all eight Pace bus routes, which serve a large portion of the south suburban region. Thornton Township also provides a dial-a-ride on-demand shuttle service. Many of these Downtown public transit features are depicted in *Figure 4: Existing Access and Circulation Network* on the following page. Additional background information on these public transit amenities is provided in Section D of the Appendix.

LEGEND

- Public Transit Facility
- Bus Route
- Regional Arterial
- Arterial
- Collector
- Local Street
- Significant Traffic Congestion
- Traffic Signal
- Railroad
- At-grade Crossing
- Viaduct (grade separation)
- Commuter Parking
- Municipal Parking
- Study Area Boundary



COMMUTER PARKING

A: 839 Spaces (16 handicap accessible)
B: 66 Spaces (18 handicap accessible)
C: 71 Spaces (4 handicap accessible)

Note: All spaces are daily fee ($1.00 per day)

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FIGURE 4

EXISTING ACCESS AND CIRCULATION NETWORK

Harvey Station Area Plan

City of Harvey, Illinois
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Key Planning Considerations

Key planning considerations with regard to public transit include:

- The Harvey Metra Station is not currently easily accessible by walking commuters; planning recommendations need to develop potential mechanisms to encourage walking ridership.
- Existing Metra and Pace commuter parking lots are not fully utilized, and the large parking lot east of the railroad embankment does not generate traffic patterns that are conducive to commuter support of Downtown businesses. Pace riders, while significant in number, are also not being effectively captured as potential patrons of Downtown businesses.
- Metra has requested that an additional 100 commuter parking spaces be accommodated within the Plan, ideally west of the railroad embankment. This long-term projection takes into account expected increases in ridership through 2030. Sharing parking with other uses should be investigated. The existing daily fee Pace parking lot could also potentially provide commuter parking for Metra riders, if an agreement between the agencies is developed.
- The Pace Transportation Center provides a potential location for future Greyhound long-distance bus service.
- There are limited "last mile" transit options available currently to employees of Harvey businesses and institutions who could potentially utilize public transit to "reverse commute" to work in Harvey.

ACCESS, CIRCULATION AND PARKING

Figure 4: Existing Access and Circulation Network also highlights several key aspects of the existing roadway network and parking facilities within the study area. Section D of the Appendix contains a summary of the observations of selected intersections and traffic operations undertaken as part of the background research phase of the planning process.

Public transit facilities, existing Pace bus routes, the existing functional street hierarchy and signalized traffic control locations are noted. Railroads, and the locations of viaducts and at-grade crossings are identified. The locations of commuter parking areas noted in the previous section, along with three existing municipal off-street parking lots, are also included. Additional on-street parallel parking is available throughout the Downtown. The off-street municipal parking lots are available at no charge for visitors to the Downtown, and are well utilized during peak periods. The two lots located along 155th Street provide parking for the YMCA and also visitors to the U.S. Post Office. The Harvey Public Library has a dedicated off-street parking lot for library patrons.

Key Planning Considerations

Key planning considerations with regard to access, circulation and parking include:

- Access to Harvey is available from several nearby expressways; auto-oriented commercial corridors have high visibility, while the Downtown does not benefit from regional traffic patterns. If effective wayfinding signage and attractive streetscape improvements are installed, many drivers along 159th, Halsted and Wood Streets might be encouraged to drive into the Downtown.
- Drivers currently bypass the Downtown en route to other destinations; it is located at the dead end of 154th Street. Congestion along 159th Street causes many drivers to avoid the

area. These conditions both reduce exposure of the Downtown to potential business patrons (pending improvements along 159th Street will alleviate many current concerns about congestion in the area).

- Overall, the appearance of roadways and parking areas can be improved and made more visually consistent, to generate a recognizable identity for the Downtown. Limited street closures and upgrades to at-grade railroad crossings can improve access and safety within the Downtown. These improvements would need to be discussed with CN and CSX.
- Walkability within the Downtown, especially for senior citizens, will be important. More effective pedestrian connections to destinations at the perimeter of the Downtown are also needed; these include Ingalls Hospital, Thornton Township High School and Lexington Park.
- Adequate turning radii and unimpeded access for Pace buses and emergency vehicles is necessary as roadway and intersection improvements are undertaken.
- Shopper parking is perceived as adequate; as business activity increases and redevelopment occurs, it will be important to maintain adequate and convenient shopper parking.
- A future bike lane connection to Kickapoo Meadows along Loomis Avenue should be incorporated into future bike lane planning.

MARKET-BASED REDEVELOPMENT POTENTIAL

The nature of retailing has changed considerably since Downtown Harvey was initially developed. Long-time residents spoke nostalgically in community meetings of a formerly vibrant commercial area with stores lining 154th Street for blocks, and a wide variety of businesses that met all of the shopping needs of Harvey residents. Since the advent of shopping malls and discount retailers, it is a rare occurrence now to see a traditional Downtown area that provides a complete range of retailers. Downtowns have evolved in response to these larger retailing trends, becoming more focused on meeting the convenience shopping needs of local residents and commuters, and providing unique pedestrian-friendly venues for restaurants and small scale specialty retailers.

A market analysis was prepared that identifies opportunities for TOD near the Harvey Metra Station, to provide a clear understanding of the regional market position of Downtown Harvey. The analysis focused on development opportunities over the next five to ten years for retail, office, townhouse, condominium and senior citizen apartment uses. The findings provided a valuable snapshot of current market conditions and an understanding of likely future trends, to aid in developing planning recommendations that address critical issues that may be limiting investment potential.

Table 1: Downtown Harvey Redevelopment Potential on the following page summarizes the findings from the market analysis report, and identifies the scale of redevelopment that is likely to occur within the Downtown in approximately the next decade, based upon the competitive retail environment and the physical characteristics of the Downtown. Key Planning Considerations related to Harvey's market-based redevelopment potential are then summarized.

A summary of community demographics and more detailed market analysis findings are provided in Section E of the Appendix, and the complete market analysis is available under separate cover.

Table 1:
DOWNTOWN HARVEY REDEVELOPMENT POTENTIAL

Potential Development Type and Location	Quantity (Units or Square Feet)	Comments
Townhouses on 154th Street west of Downtown	10-15 units per year	Near and medium term. Favorable financing & homeowner counseling important.
Condominiums Downtown	20-30 units	Medium term (in 3-5 years).
Retail and Restaurants Downtown	10,000-15,000 SF 10,000-15,000 SF	Near term. 5 years out. Could be higher with anchor tenant.
Office Downtown	5,000-7,500 SF	Near term. Assumes no anchor tenant. Could be higher with anchor tenant.

Source: Valerie S. Kretchmer Associates, Inc.

Key Planning Considerations

Key planning considerations with regard to the Harvey's market position include:

- Securing an anchor tenant for the Downtown, such as an education/training facility or a government office facility, will increase the potential for new square footage of retail, restaurants and office space due to an increased daytime population.
- Locating a key City function in the Downtown, such as a police sub-station and/or bill payment facility, will also serve to increase the daytime population to provide additional market support for commercial uses.
- While the current regional market for retail uses is strong, competition from nearby communities and commercial corridors (including those within Harvey) will cause continued leakage to areas outside Downtown Harvey. This factor, combined with limited potential currently for condominiums suggests that mixed-use (multi-story) development in the Downtown will be difficult to achieve in the near term.
- Meeting the shopping and service needs of local residents, and in particular local senior citizens, while also drawing in commuters/visitors will ensure that the redevelopment of Downtown Harvey provides significant benefits to existing Harvey residents.
- The growing Hispanic population is a source of future market demand, in particular within the Downtown area.
- Area employees (industrial businesses and Ingalls Hospital) are potential patrons of Downtown businesses.
- Townhomes in contiguous and coordinated developments will fill a void in the market. Condominiums will be feasible in a few years if other stabilization and development efforts are successful.
- The price of new construction is a hindrance to new development; existing homes can be purchased for less than new units. High taxes will also inhibit the potential asking price for new residential units.

- Downpayment assistance, homeownership counseling and follow-up support will be an important aspect of residential development efforts.

These market findings form a significant basis for the Redevelopment Concepts presented in the following Chapter. As is noted in more detail in the complete market study report, current market potential serves as a starting point for the City, and a basis upon which to begin implementation of the Station Area Plan. However, as the City proactively undertakes redevelopment and enhancement efforts, as roadway and transit accessibility are improved, and as new opportunities for industrial job creation are realized through the COD Plan, additional opportunities for commercial and residential redevelopment will be realized.

PLANNING OPPORTUNITIES

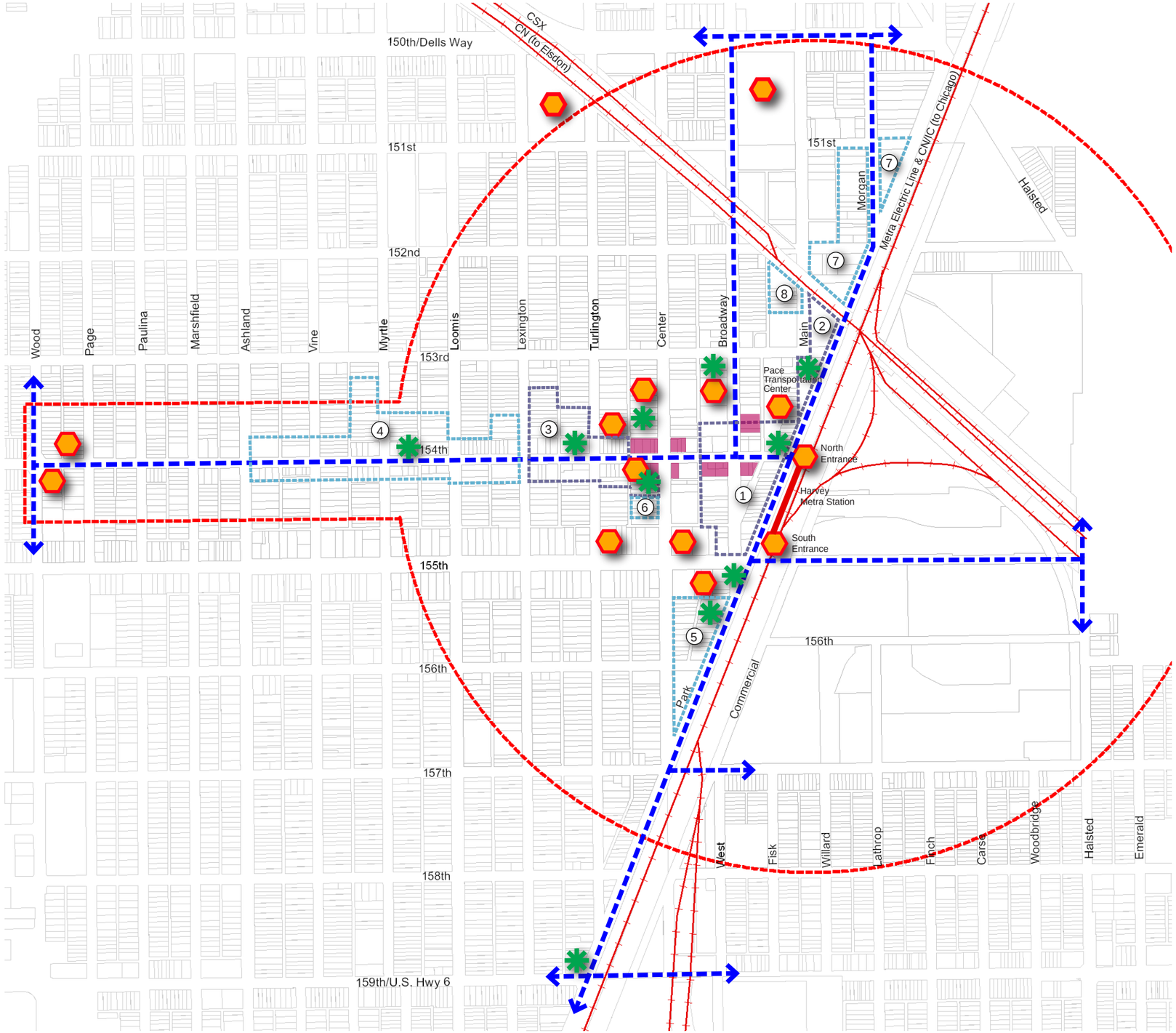
As noted above, the physical context of the Downtown provides a strong basis upon which to reestablish a vibrant TOD area. *Figure 5: Planning Opportunities* on the following page highlights several key elements of Downtown Harvey that have been noted in the Key Planning Considerations in this Chapter.

- Key access routes into and through the Downtown provide needed visibility, and include Park Avenue, 154th Street (from the west), 155th Street (from the east), and Broadway and Morgan Avenues from the north.
- Existing activity nodes occur within and surrounding the Downtown, providing a vibrant mix of uses and source of potential business patrons within the Downtown. Nodes include the Pace Transportation Center and the Harvey Metra Station (both the 154th Street and 155th Street entrances. Municipal facilities include Harvey City Hall and the Harvey Community Center. Key civic and institutional facilities include the Harvey Public Library, the Harvey YMCA, the U.S. Post Office, the Old City Hall (the future Thornton Township Museum), Ingalls Hospital, the Thornton Township services facility, Thornton Township High School, and Lexington Park.
- Existing buildings with strong potential for facade enhancements are located primarily along 154th Street, and in particular surrounding the intersection of 154th Street and Center Avenue.
- Open space and landscape opportunity sites are found throughout the Downtown. Key locations that are addressed in detail in the Plan recommendations include the northwest corner of 154th Street and Park Avenue, the area surrounding the Old City Hall (the future Thornton Township Museum), and along Park Avenue at both 153rd Street and 155th Streets. Other opportunities for future open spaces occur just south of the Harvey YMCA and in conjunction with future residential development west along 154th Street. Existing open spaces that should be further enhanced include the parcels north of Harvey City Hall and south of Harvey Community Center.

In addition to the opportunities highlighted above, *Figure 5* identifies several high priority and secondary priority redevelopment sites. These sites have been identified based upon the assessment of areas subject to change (presented in *Figure 3*) and proximity to key existing Downtown access routes and activity nodes. These sites, in particular Sites 1 through 3, are addressed in more detail in the Redevelopment Concepts to follow.

LEGEND

- High Visibility/Access Routes
- Activity Nodes
  - Transit Facilities
  - Municipal Facilities
  - Civic/Institutional Facilities
- High Priority Redevelopment Sites
- Secondary Priority Redevelopment Sites
- Future Facade Enhancement
- New Open Space / Landscape Feature
- Railroad
- Study Area Boundary



REDEVELOPMENT OPPORTUNITIES

1: Mixed Use (Commercial/ Office/ Commuter and Public Parking/ Gateway Plaza/ MF Housing)
2: Mixed Use (Commercial/ MF Housing/ Parking)
3: Townhouses - Initial Phase
4: Townhouses - Subsequent Phases
5: Mixed Use (YMCA Open Space/MF Housing)
6: Mixed Use (Commercial/Office/MF Housing/ Parking)
7: Townhouses - Subsequent Phases
8: Townhouses - Subsequent Phases

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FIGURE 5

PLANNING OPPORTUNITIES

Harvey Station Area Plan

City of Harvey, Illinois
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III. FRAMEWORK PLANS AND RECOMMENDATIONS

Returning Downtown Harvey to its rightful place as the heart of the City, both functionally and symbolically, will require a host of redevelopment and physical improvement initiatives. Based upon significant community input and an understanding of the planning context and market opportunities, two future-oriented Framework Plans have been developed to serve as an overall organizing strategy for Plan recommendations. The first addresses land use, and the second addresses access, circulation and streetscape improvements.

The Framework Plans are followed by more detailed recommendations regarding urban design, including Design Guidelines that should be applied to all redevelopment in the Downtown and a description of recommended Streetscape and other Public Improvements. The design recommendations for the public realm are depicted in several streetscape design concepts developed by Farr Associates.

This Chapter concludes with Redevelopment Concepts for the three High Priority Redevelopment Sites depicted previously in *Figure 5*. These Redevelopment Concepts, prepared by Farr Associates, depict both private and public improvements that support the overall principles of TOD within these key areas.

FUTURE LAND USE FRAMEWORK

Downtown Harvey is depicted in *Figure 6: Future Land Use Framework* as it will appear after implementation of several key Planning Strategies as described below. These Planning Strategies build directly upon two Land Use Planning Principles. The Principles advocate concentrating redevelopment efforts in the Downtown, and within this area initially focusing on key catalyst sites.

LAND USE PRINCIPLE 1:
Concentrate redevelopment initiatives in Downtown Harvey.

Focusing redevelopment energies on Downtown Harvey leverages the unique ability of the Downtown to generate a positive community image, both enhancing the feeling of pride among City residents and improving the perception of Harvey among non-residents. Such a focus can also effectively capture local and regional spending capacity, as many visitors to the community circulate through the Downtown daily to utilize Metra and Pace services. Usage of the Downtown can be further enhanced by attracting a new institutional or office anchor. The success of the Downtown will be enhanced by improving linkages to the industrial employment areas to the north, east and south, to encourage patronage of Downtown businesses by employees.

1. Facilitate an integrated mix of land uses and activities in the Downtown- retail, service, civic, institutional and residential. This mixture of land uses should occur within the area depicted as Downtown Mixed Use in *Figure 6* (open spaces and parking lots, to be discussed below, should also be integrated into this mixed use area).

LEGEND

- Downtown Mixed Use (retail/office/residential/civic/parking/open space)
- Multi-Family Residential
- Single Family Residential (includes neighborhood-based public uses & institutions)
- Neighborhood Commercial
- Neighborhood Commercial and / or Multi-Family Residential
- Transit Facilities
- Institutional (municipal/public/quasi-public)
- Open Space (passive/active)
- Industrial
- Railroad
- Study Area Boundary

NOTE:
Additional and replacement commuter parking to be accommodated within "Downtown Mixed-Use" Areas.

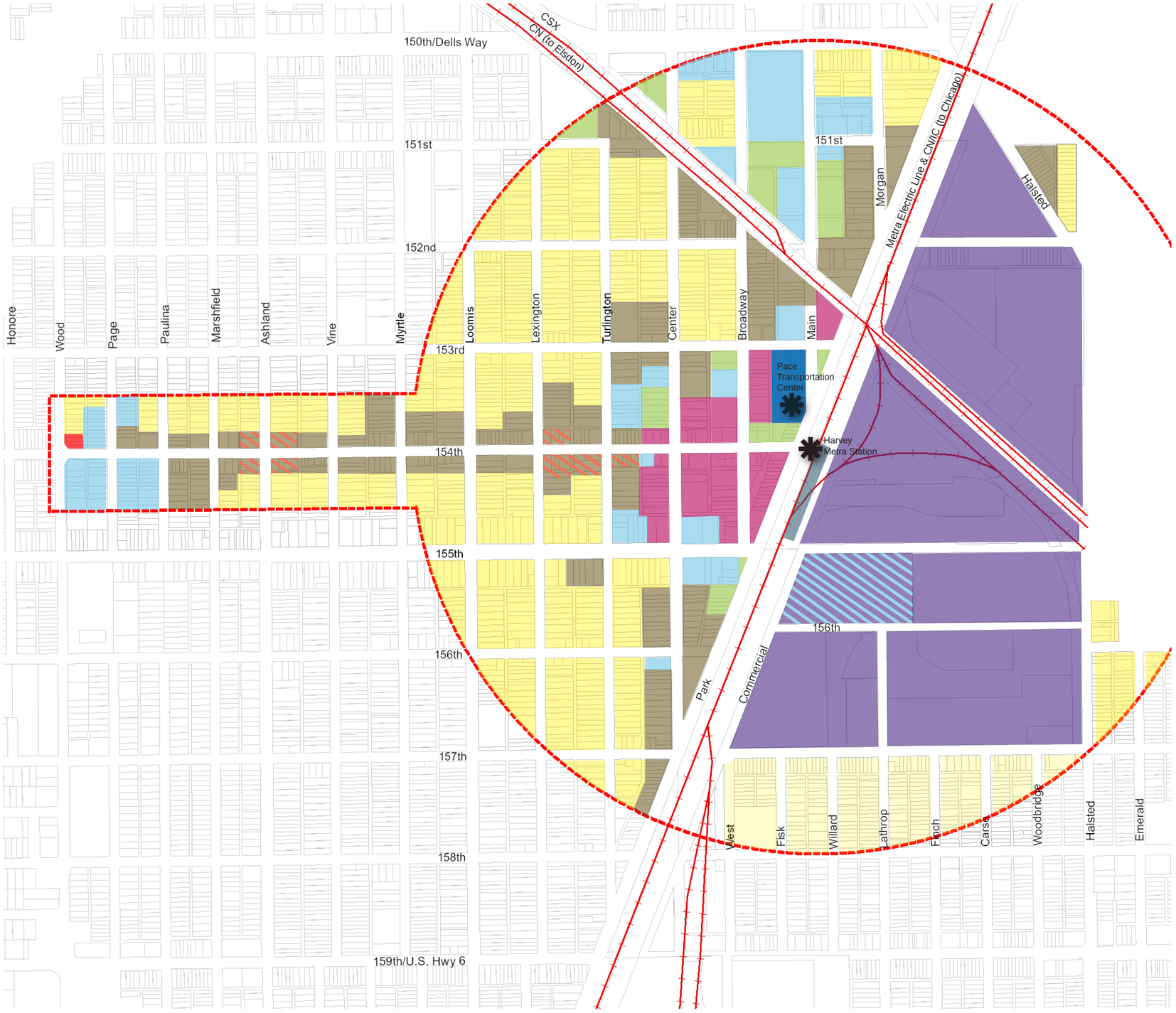

FIGURE 6

FUTURE LAND USE FRAMEWORK

Harvey Station Area Plan

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2. Encourage new and varied business types that will meet the needs of residents, seniors, commuters and the employees of local businesses. High priorities for the community include restaurants, a full-service pharmacy and medical services. Other TOD-appropriate uses include coffee and snack shops, dry cleaners and day care facilities.
3. Consider relocating existing businesses that could benefit from a commuter-oriented Downtown environment. Some of these existing businesses may now be located along auto-oriented corridors where they cannot benefit from commuter visibility or the synergies of a location near other related businesses.
4. Seek a new Downtown anchor use, such as a government office, higher education/training facility, museum or other cultural venue. This facility should also be integrated into the Downtown Mixed Use area, and will augment the planned Thornton Township Museum in the Old City Hall.
5. Provide attractive civic facilities and public spaces to encourage people to spend time in the Downtown. High priorities for the community include the planned renovation of the Old City Hall, and a potential Downtown police substation and centralized City services location (for bill payments, etc.). Existing institutional and open space uses should remain within the Downtown.
6. Retain and enhance existing nodes of small scale Neighborhood Commercial uses, as depicted in *Figure 6*, in two locations along 154th Street. Elsewhere along 154th Street, properties should be targeted over the long term for contiguous multi-family residential development.
7. Over the long term, phase out industrial uses west of the Metra Electric Line. Industrial uses east of the Metra Electric Line should remain, per the related COD study recommendations. The employees of industrial uses east of the Metra Electric Line provide a potential benefit to the Downtown, as they will patronize Downtown businesses if effective connections between the two areas are created and maintained.

LAND USE PRINCIPLE 2:
Within the Downtown, focus redevelopment first on high visibility catalyst sites.

To jump-start redevelopment most effectively, projects undertaken initially must generate maximum impact. Interest in the revitalization of Downtown Harvey among local residents, other potential Downtown visitors and the development community can be generated by focusing efforts on sites concentrated within the core of the Downtown that are visible from Metra and Pace facilities and key entry routes. Stabilization of perimeter neighborhoods, and sensitively located new residential and off-street parking uses, will further support commercial redevelopment efforts.

1. Facilitate a new commercial development at 154th and Park, across from a new public plaza/green space. This development is depicted and discussed in detail in the Redevelopment Concepts (*Figure 11* to follow).
2. Set aside key parcels to provide off-street parking facilities west of the railroad embankment, behind the key commercial frontages of 154th Street and Park Avenue (as depicted in *Figure 11* to follow). These parking areas should be integrated into the Downtown Mixed Use area.
3. Provide newer and more diverse housing types at a range of prices, including townhouses extending west on contiguous sites along 154th Street, targeted to a wide range of potential buyers- local employees, first time buyers, families and empty nesters. This new housing should occur within contiguous areas depicted in *Figure 6* as Multi-Family Residential,

particularly along 154th Street. A design concept for townhouse development with integrated green space along 1554th Street is depicted in *Figure 13* to follow.
4. Maintain, enhance and improve existing areas of multi-family residential surrounding the Downtown, as indicated in *Figure 6*.
5. Maintain, enhance and improve existing single family neighborhoods at the perimeter of the Downtown, as indicated in *Figure 6*.

FUTURE CIRCULATION AND STREETSCAPE FRAMEWORK

Downtown Harvey is depicted in *Figure 7: Future Circulation and Streetscape Framework* as it will appear after implementation of the key Planning Strategies as described below. These Planning Strategies build directly upon two Access and Circulation Planning Principles. The Principles advocate improving access to and within the Downtown and improving inter-modal connections. Inter-modal connections are a key feature of successful TODs, and maintaining automobile access is also key to providing visibility and a potential customer base to area businesses.

ACCESS AND CIRCULATION PRINCIPLE 1:
Improve access to and through the Downtown area.

TOD focuses on accommodating all modes of movement; however, vehicular movement is and will remain a critical and primary means of access to the Downtown from the greater region. Maintaining multiple local access routes while encouraging through traffic movements primarily along 154th Street and Park and Broadway Avenues will enhance Downtown visibility while minimizing negative impacts on adjacent neighborhoods. Enhancing east-west access to the Downtown through the adjacent industrial area to the east will improve synergies between the Downtown and employment areas of the City.

1. Maintain the traditional street grid that allows easy access to the Downtown for local residents. Consider limited street closures as suggested in *Figure 7* where traffic safety can be improved without impeding vehicle and pedestrian access. Potential closures should be studied on a case-by-case basis and implemented if local support exists.
2. Encourage the use of 154th Street and Park and Broadway Avenues as the primary gateway routes into the Downtown for visitors. 154th Street / Park Avenue and 154th Street / Broadway Avenue are the key intersections in the Downtown core for achieving a strong TOD image for the Downtown.
3. Undertake roadway improvements outside the Downtown that will improve overall access to the area and improve regional visibility for the Downtown, including improvements to 159th Street as depicted in *Figure 7*. This includes access improvements at key east-west routes through the adjacent industrial area.
4. As street upgrades are undertaken, coordinate intersection spacing and signalization to facilitate both pedestrian crossing and effective vehicle movement. Pedestrian-activated crossing signals, including count-down timers at the most heavily used crossing locations, should be utilized at all signalized Downtown intersections.
5. Cooperate with efforts to implement a dedicated truck route along the existing Commercial Avenue alignment, as described in detail in the accompanying COD Plan. If this truck route is established, implement adequate traffic control and pedestrian safety features at intersections with east-west roadways, in particular at 155th Street where Metra commuters cross Commercial Avenue to access the south entrance of the Harvey Metra Station.

LEGEND

- Key Commercial Street Upgrades
- Key Residential Street Upgrades
- Embankment Buffer Treatments
- Potential Future Street Closure
- Gateway/ "Image" Feature
- Proposed Future Truck Route
- Industrial/Residential Buffer
- Railroad
- Study Area Boundary

COMMERCIAL STREETSCAPE

- Limited curb cuts
- Street trees in grates
- Street lights with banners
- Paver accents
- Pace bus shelters
- Bicycle lane/signage
- Corner "bumpouts" and crosswalks
- Bench seating
- Planters
- Receptacles

RESIDENTIAL STREETSCAPE

- Grassy parkway
- Street trees
- Street lights
- Pace bus stops
- Bicycle lane/signage
- Crosswalks

EMBANKMENT BUFFER TREATMENT (within existing Park Avenue right-of-way)

- Street trees
- Curb and gutter upgrades (north of 153rd and south of 155th)
- Sidewalk on east side (south of 155th)
- Landscaped areas opposite Park Avenue intersections with 156th/157th 158th streets (along east side)

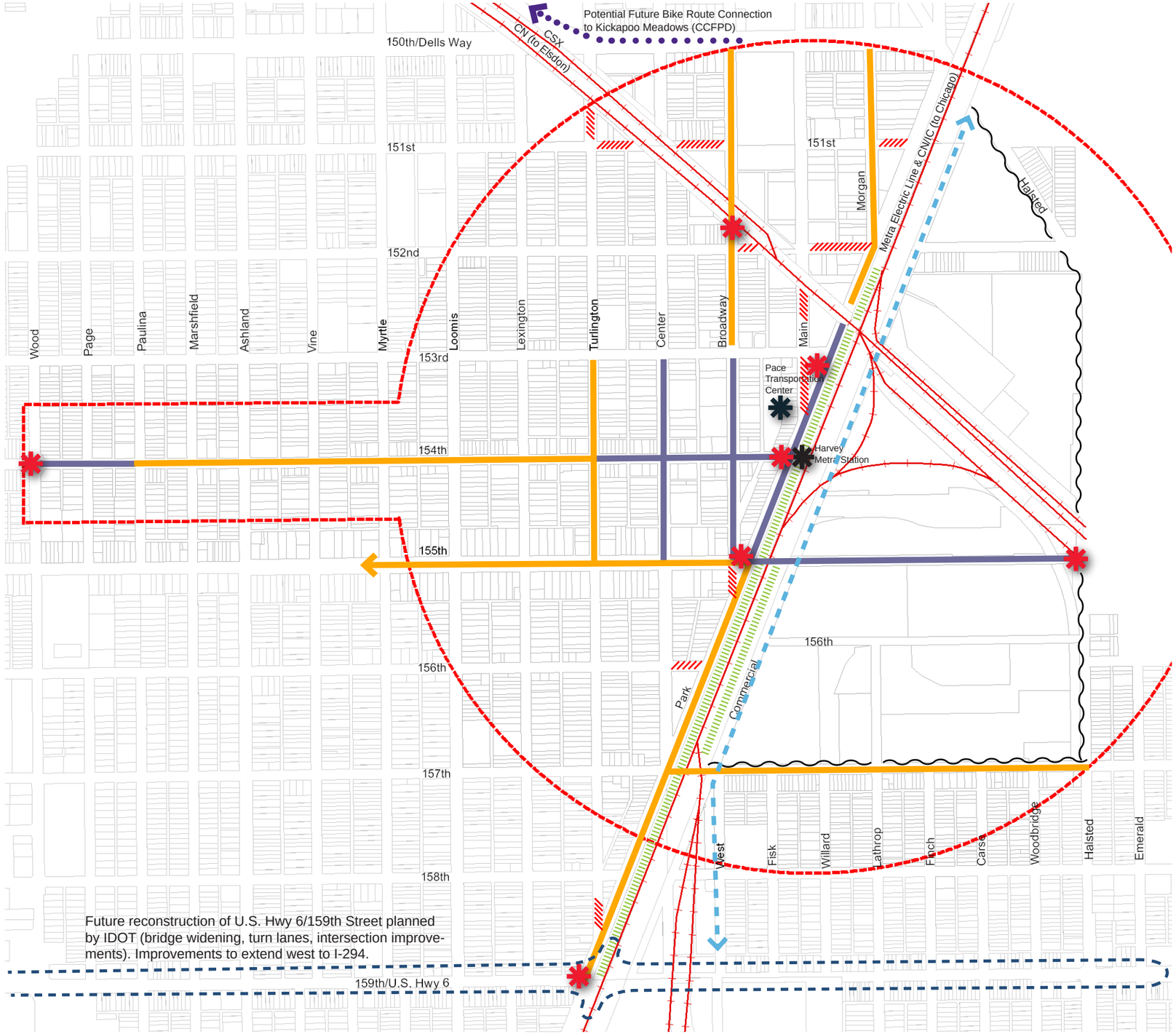

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FIGURE 7

FUTURE CIRCULATION AND STREETSCAPE FRAMEWORK

Harvey Station Area Plan

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6. In all improvement areas, ensure adequate driver sight lines and sufficient clearance and turning radii for Pace buses and emergency vehicles. In addition, cooperate with Pace and IDOT to implement traffic signal priority (TSP) for Pace buses and emergency vehicles.
7. Investigate potential upgrades to at-grade railroad crossings to improve pedestrian and vehicle movement. Investigate options in particular at the Park Avenue at-grade crossing just north of 153rd Street, where freight train blockages impact Pace bus movement, pending discussion with CN and CSX.
8. Improve connections to adjacent neighborhoods and nearby destinations for pedestrians and bicycles- such as Ingalls Hospital, Thornton Township High School and Lexington Park- to facilitate use of Downtown amenities by Harvey residents without requiring a vehicle.
9. Implement signed bike lanes throughout the area, and potentially extend the bicycle lane system north to connect to Kickapoo Meadows via Loomis Avenue and to other regional destinations. Bike lanes will coincide with areas depicted to receive commercial and residential streetscape upgrades on *Figure 7*.

ACCESS AND CIRCULATION PRINCIPLE 2:
Create strong inter-modal connections, including improved pedestrian access to public transit facilities.

Downtown movement patterns should focus around existing Metra and Pace facilities, to maximize visibility and accessibility. A key consideration in all future improvements is ensuring that Downtown Harvey functions well and provides a secure and comfortable environment for shopping and other activities, whether arriving by car, train, bus, bicycle or on foot. Safe pedestrian crossings and convenient parking and drop-off locations should be provided.

1. Strengthen the pedestrian connection between Metra and Pace facilities and the Downtown, to encourage transit use and increased patronage of local businesses. Work with Pace to optimize bus stop locations as street improvements in the area are undertaken, including the potential for a bus stop immediately adjacent to one or both Harvey Metra Station entrances.
2. Implement pedestrian access improvements throughout the Downtown, prioritized at locations depicted in *Figure 7* to receive Key Commercial Street Upgrades and Key Residential Street Upgrades.
3. Capitalize on opportunities to improve bicycle access, comfort and safety as streetscape upgrades are implemented. These improvements should be prioritized at the locations depicted in *Figure 7* to receive Key Commercial Street Upgrades and Key Residential Street Upgrades. The streetscape concepts for Park Avenue depicted in *Figure 9* to follow provide particular guidance with regard to accommodating on-street bicycle movement.
4. Increase available on-street parking, in particular along Broadway Avenue and both sides of Park Avenue between 154th and 155th Streets. On-street parking improvements along these streets should be coordinated with street upgrades and, in the case of Park Avenue, with embankment buffer treatments as indicated in *Figure 7* and in *Figures 8, 9 and 10* to follow.
5. Seek to provide up to 100 additional commuter parking spaces west of the railroad embankment, ideally to be shared with other uses in the evenings and on weekends. Potential locations for additional and potential replacement commuter parking are depicted conceptually in *Figures 8, 9 and 10* to follow, and include a potential future off-street parking lot accessed from Broadway Avenue and new on-street parking along Park Avenue between 153rd and 157th Streets. Fare collection boxes or parking meters and appropriate signage will be needed to clearly designate any on-street commuter spaces.

6. Provide limited off-street shopper parking without breaking up the street wall where shopper parking demands cannot be accommodated on-street.
7. Improve wayfinding throughout the Downtown, including directory signage to assist in accessing public transit, available parking areas and local businesses. Wayfinding signage should be coordinated visually with gateway features, as depicted in *Figure 7*.
8. Investigate the feasibility of shuttle services between the Downtown and area employers, to more effectively serve the nearly 1,000 employees of Ingalls Hospital and nearly 8,000 employees of nearby industrial businesses.
9. Investigate the feasibility of providing access to Greyhound bus service at the Pace Transportation Center.

URBAN DESIGN

The Design Guidelines and Redevelopment Concepts included within this Chapter are based upon two Urban Design Principles, which are supplemented with related Planning Strategies. Consistent application of these Planning Strategies, as embodied in the Design Guidelines and Redevelopment Concepts that follow, will facilitate the revitalization of Downtown Harvey in keeping with the community's future vision. They address both private sector redevelopment and public sector improvement initiatives.

URBAN DESIGN PRINCIPLE 1:
Establish and enforce appropriate design guidelines for private development.

Improvements to privately owned properties should be undertaken within a coordinated set of expectations for design quality and character. Existing buildings should be enhanced, and appropriately designed infill developments undertaken, to reinforce the Downtown as a visually consistent and traditional walkable environment.

1. Facilitate high quality new construction on key Downtown infill sites, designed to reinforce the traditional character of the Downtown with a minimum height of two stories. The Redevelopment Concept depicted in *Figure 11* to follow addresses this strategy in particular.
2. Preserve and restore existing mixed use buildings in the Downtown, in particular those that hold the corner of 154th Street and Center Avenue. The Redevelopment Concept depicted in *Figure 12* to follow provides guidance for implementing this strategy.
3. Encourage appropriate facade improvements and appropriate site improvements at private properties, including parking lots, landscaping and site signage, as described in the Design Guidelines.

URBAN DESIGN PRINCIPLE 2:
Balance new development with open spaces and attractive public rights-of-way and facilities.

Attractive public facilities and gateway elements help to establish a strong community identity for the Downtown. Within a vibrant mixed use Downtown, public spaces and facilities should be well integrated into the overall area. Redevelopment efforts in Downtown Harvey should initially focus around a major new public open space, and smaller neighborhood oriented open spaces should also be accommodated as redevelopment occurs.

1. Expand and improve public open spaces and facilities in the Downtown with improved landscaping, lighting, signage and public art displays, in particular creating a centrally located venue for community events as depicted in *Figure 11* to follow.
2. Establish consistent and attractive streetscape treatments and gateways, including significant landscaping and embankment screening. This should include improving the condition of entrance routes into the Downtown through adjacent industrial areas to the east. Improvements undertaken within the vicinity of the Harvey Metra Station or the Metra Electric Line embankment should be reviewed for compliance with Metra's landscaping guidelines. No landscaping improvements are recommended within the Metra Electric Line right-of-way.
3. Create an attractive green space surrounding the Old City Hall (future Thornton Township History Museum), as depicted in *Figure 13* to follow.
4. Create small scale neighborhood green spaces and implement street and sidewalk upgrades in conjunction with new residential developments, as depicted in *Figure 13* to follow.

DESIGN GUIDELINES

These Design Guidelines provide an important tool for the City of Harvey to achieve its community vision for the Downtown. These guidelines provide a framework against which the City can consider and evaluate both public and private improvement proposals in the Downtown area. They bring together many of the recommendations of the Plan, including: a transit-supportive and mixed-use development pattern, the desired intensity and scale of development, quality development character, appropriate parking solutions, access and circulation considerations, landscaping and other site enhancements, and the effective integration of public uses and open spaces.

The Downtown was developed originally as a pedestrian-friendly and railroad-oriented activity center for the City; therefore, the basic physical elements for a successful, traditional TOD area are in place. Sensitively designed infill developments, enhancement of existing traditional buildings, and public area improvements are needed to restore the vitality and walkability of the Downtown area, working within this strong existing framework.

The Design Guidelines are organized in the following four sections: Use and Application of the Design Guidelines; Urban Form and Development Pattern; Architectural Design; and Site Improvements.

Use and Application of the Design Guidelines

The Design Guidelines are applicable within the Downtown, including areas designated as Downtown Mixed Use, Neighborhood Commercial and Multi-Family Residential in the Future Land Use Framework. They are based upon community input, primarily through an Image Preference Survey conducted at a community meeting, and opportunities to build upon the strong physical layout of the Downtown. The Guidelines should be adopted and enforced in association with the City's development approval processes, including planned unit development (PUD) review. Virtually all forms of development within the Downtown area should be subject to review under these Design Guidelines. They are specific enough to be used in the review of development proposals, but are also flexible enough to allow creativity in design ideas to meet the overall objectives of the Plan.

Urban Form and Development Pattern

The Future Land Use Framework (depicted in *Figure 6*) illustrates several guiding principles for the overall urban form and development pattern of the Downtown area. These principles are supported by the more specific guidelines which follow.

The Future Land Use Framework designates an extensive Downtown Mixed Use area. This core area is immediately adjacent to the Metra and Pace commuter facilities, and encompasses the historic center of the Downtown area, west of the railroad viaduct. It is surrounded by a perimeter of multi-family residential uses. Establishing an inter-related and vibrant mix of land uses in this area is important to re-establishing the character of the Downtown.

Land Use Relationships

1. Keep viable structures that are already in place, in particular buildings which exceed one story in height. They establish a strong street edge, and serve as key building blocks for re-establishing a walkable Downtown.
2. Establish a unique and high quality design image and identity at the key intersection of 154th Street and Park Avenue, to establish a positive first impression.
3. Focus on visually coordinated and contiguous, rather than piecemeal, redevelopment efforts, especially in areas of residential redevelopment.
4. Maintain the regular street grid, except where limited street closures or other traffic calming measures can result in improvements to pedestrian access and safety and/or the reduction of unnecessary public rights-of-way.
5. Consolidate and minimize curb cuts throughout the Downtown, to reduce vehicle-pedestrian conflicts, maximize on-street parking capacity and reduce visual disruption of the streetscape.
6. Develop an inviting pedestrian environment for Metra and Pace commuter facilities, as well as other public and private facilities throughout the Downtown.
7. Incorporate urban plazas, open spaces and focal points in the development of the Downtown, in highly visible and accessible locations. Provide for a major open space for community gatherings and special events.

Land Use Mix

1. The Downtown Mixed Use area should support a cohesive mix of commercial and office uses, upper-story residential uses, civic and institutional uses, and public open spaces.
2. Commercial and mixed-use buildings should occupy the most visible and accessible locations in the Downtown.
3. Civic and institutional buildings should occupy high profile locations within the Downtown, and should be designed as landmarks of quality design and materials. Their location should be framed by the design of surrounding structures and related improvements.
4. Single family attached dwellings (rowhouses, townhouses) and mid-rise condominiums are most appropriate residential uses within a one-quarter mile radius of the Metra Station. Along key streets within the mixed use core of the Downtown, condominium units should be developed in mixed-use buildings with ground-floor retail, where feasible.
5. To the extent feasible, multi-family residential development at the perimeter of the Downtown core should be contiguous, ideally transforming entire block faces with new housing.

Architectural Design

This section of the Guidelines addresses various aspects of building design, in particular as buildings relate to their surroundings. In general, any new construction or renovation of an existing building should reflect the traditional nature of the Downtown in overall design and siting. Contemporary buildings should respect the historic character of their context.

Siting and Orientation

1. Commercial and mixed use structures should be built up to the right-of-way to create a pedestrian oriented street wall within the Downtown Mixed Use area.
2. Single family attached dwellings should incorporate shallow but defined front yards and secure rear yards.
3. Building entrances should take advantage of adjacent sidewalks, open spaces or plazas rather than being oriented toward parking areas.
4. Access points to buildings should be easily identifiable and visible from the street.
5. Protected entrances are desirable at street level doorways, for weather protection.
6. Off-street parking lots should be located behind or beside buildings, rather than in front.
7. Off-street parking courts and garage doors at multi-family residential developments should be concealed from view from the street.
8. Service, loading and trash collection areas should be accessed from alleys, and screened from view from the street.

These older mixed use buildings create a pedestrian oriented street wall.

This newer building is broken down into a series of storefronts to address a pedestrian scale.

Massing and Bulk

1. The overall mass and bulk of commercial and mixed use buildings should be broken down with vertical storefront divisions and/or changes in exterior materials, to remain compatible in scale with older structures.
2. Parapet wall construction is most appropriate for commercial and mixed-use structures (walls extending upward to conceal a flat roof), to reflect traditional buildings in the Downtown area.
3. Public buildings should incorporate focal point elements and/or major entry features to suggest a strong civic presence.

Varied rooflines and bay windows break down the overall mass of this row of townhouses.

4. The overall mass and bulk of multi-family residential buildings should be broken down with varied roof profiles, changes in material, and applied elements such as entrance canopies and balconies.

Materials and Detailing

1. At existing commercial buildings, original materials and detailing should be maintained, or replaced during renovations.
2. Masonry, stone, painted metal and other traditional exterior materials are most appropriate within the context of the Downtown for all development types.
3. Avoid concrete block, precast concrete, glass curtain walls, plastic and other non-traditional materials.
4. Buildings of all types should include finished surfaces on all sides. The utilitarian brick side and rear facades of existing commercial buildings, however, should be cleaned, repaired and left unpainted.
5. Commercial storefronts should be located along the street wall and have large windows for merchandise display, encouraging a window shopping atmosphere.
6. New and replacement windows and doors should reflect the traditional types found on older commercial structures in the Downtown in scale, proportion and construction. Horizontal or vertical strip windows, tinted or reflective glass, and glass block should not be used in the Downtown, nor should existing window openings be bricked in.
7. Upper-floor windows in new commercial construction should typically be individual openings in solid wall planes, reflecting the traditional proportions of window openings found on existing multiple-story buildings in the Downtown.

A variety of exterior materials and applied elements contribute to the traditional character of this newer mixed use building.

Architectural Elements

General

1. Applied elements (such as stone accent bands, balconies and awnings) can break down the scale of larger buildings and provide visual interest.
2. Applied elements, lighting and signage should coordinate with and complement the overall architectural style and color scheme of the building.
3. Mechanical equipment and utility meters, etc. should be screened from view, and located either at the rear of the building or unobtrusively on the roof.
4. Security grilles should be fully retractable and as inconspicuous as possible.

Simple, pitched awning profiles and signage within a sign band above the first floor windows are most appropriate in a traditional Downtown setting.

Awnings and Building Signage

1. Awnings and signage should coordinate with the scale and color scheme of the building and neighboring buildings, and should not cover architectural details.
2. Simple, pitched awning profiles are most appropriate. Box awnings (enclosed from below), arched or rounded awnings, and internally illuminated awnings are not appropriate in the Downtown.
3. Weather-treated fabric awnings are recommended; shiny, reflective finished and garish colors are not appropriate in the Downtown.
4. Signage should generally be located in the sign band between first floor and second floor windows. Signage should not project above the cornice line or be mounted on the roof.
5. Plaque signs, projecting shingle signs, and signage applied to awnings or storefront glass are most appropriate. Box signs, whether flat or projecting, are not appropriate in the Downtown. Neon signs should be small and subdued in nature.
6. Back-lit individual letters and signs illuminated by wall-mounted fixtures are most appropriate. Internally illuminated box signs, and signs with flashing or moving text/parts are strongly discouraged.

Building Lighting

1. Exterior lighting should serve only to illuminate entries, signage, adjacent pedestrian areas and displays, or to highlight significant architectural elements above the first floor.
2. Traditional light fixtures and/or appropriately scaled contemporary light fixtures should be used. Fixture color should be muted, and should coordinate with the overall facade and signage color scheme.
3. Security lighting should be concealed from view.

Site Improvements

This section of the Guidelines addresses various aspects of site design, in particular off-street parking lots, addressing how properties should relate to their surroundings. In general, any new construction or site upgrades should reflect the traditional nature of the Downtown in overall design and siting.

Parking and Access

1. Off-street parking should be consolidated and shared within blocks to minimize curb cuts, and concealed from view but with visible access points.

A decorative metal fence and low plantings create an effective street edge and visual buffer at Downtown off-street parking areas.

2. At off-street parking lots, whether public or private, the following amenities should be provided:
    a. A perimeter planting buffer at least four feet in width when adjacent to public rights-of-way, landscaped with low shrubs and groundcover.
    b. A low decorative metal fence within the planting buffer for visual variety and protection.
    c. Curbed planting islands within parking areas, landscaped with shade trees and low groundcover.
3. Wherever possible, parking for multi-family residential uses should be provided within the primary structure; in enclosed garages at townhouses and within the ground floor of condominium buildings.
4. Civic and institutional buildings should provide generous and clearly marked entry walks, and seating areas near building entrances and drop-off/pick-up locations.
5. Walkways, seating areas, and stairwells and elevator towers at parking structures should be well lit and transparent to public view to ensure safety.
6. At restaurants, defined areas for outdoor dining should be provided (possibly to include using the public sidewalk where space permits).

Site Signage

1. At civic and institutional buildings, low monument signage that is integrated with the building design should be provided, located within a landscaped planting bed.
2. Pole-mounted signage is not appropriate anywhere in the Downtown area. Commercial businesses should rely upon building-mounted signage.
3. Clear directional signage and adequate lighting for wayfinding and security should be provided at all parking and walking areas.

Landscaping

1. Attractive landscaping, including shade trees, ornamental trees, shrubs and colorful perennial plantings should be provided throughout the Downtown area. At commercial buildings, smaller scale plantings should be provided in planter boxes or pots to highlight building entrances. At civic, institutional and residential buildings, landscaped areas should be incorporated into the overall site design.
2. Low landscaping at building foundations should be provided to soften the appearance of civic, institutional and multi-family buildings.

Small scale planter boxes at storefronts can soften the appearance of commercial buildings and highlight building entrances, and are effective in areas where narrow sidewalks limit other landscaping alternatives.

STREETSCAPE AND OTHER PUBLIC IMPROVEMENTS

This section addresses the appropriate design treatment of the public realm, including street rights-of-way and on-street parking areas, open spaces and gateways, embankments and viaducts. The implementation and ongoing maintenance of high quality public improvements is an essential element of ensuring a pleasant and inviting pedestrian environment. Two levels of streetscape improvement (in locations as depicted previously in Figure 7) are described, one intended for key commercial streets and the other for key residential streets.

Commercial Streetscape

This streetscape type recognizes and considers the unique design features and improvements that will be required within the core area of the Downtown. Key to these guidelines is pedestrian safety and comfort, and tools to separate and define the vehicle and pedestrian zones.

1. Provide continuous and generous sidewalks that allow for a walking zone adjacent to storefronts and an amenity zone at the curb to accommodate planters, street trees and benches.
2. Sidewalks should be a high quality concrete, with consistent decorative paving material accents provided at corners and other key areas.
3. Where feasible, provide corner bumpouts to reduce the pedestrian crossing distance at key crossing points, in particular to facilitate access across Park Avenue near the Metra station and Pace transfer facility.
4. Pedestrian crosswalks should be identified with a material change throughout the Downtown, preferably utilizing a consistent

A generous sidewalk width allows for both a walking zone and an amenity zone to accommodate light poles, street trees, bus stop shelters and other streetscape features.

decorative paving material used as sidewalk accents.

5. On-street parallel parking should be provided wherever feasible. Including on-street parking reinforces the pedestrian character of the area, and functions as a traffic calming feature.
6. Street lights should combine both a full height fixture and a lower level pedestrian-height fixture at arterial streets. At collector and local streets, a pedestrian-height fixture is sufficient. Street lights should incorporate mounting brackets for banners, flags, and/or flower baskets.
7. Street trees should be aligned with the street and spaced one every 25 to 30 feet. Trees should be protected within a wrought iron tree grate.
8. Provide pedestrian amenities, including benches and waste receptacles, throughout the Downtown, and in particular at Pace bus stops.
9. Provide weather shelters at selected Pace bus stop locations outside the Pace Transportation Center, especially at stops adjacent to key civic and institutional destinations.
10. Provide a consistent lane designation and signage system to identify on-street bike lanes throughout the Downtown area, and provide bike parking facilities at key destinations throughout the Downtown area.

Once basic streetscape features such as new concrete sidewalks, paver accents and street trees are in place, key Downtown locations can be highlighted with flower pots, benches and other pedestrian amenities.

11. Once basic streetscape elements are in place at key commercial streets throughout the Downtown, proceed to provide a combination of pole-mounted flower pots and free-standing flower pots located in small clusters within the parkway zone near street corners and parking lot entrances, planted with a consistent colorful array of seasonal flowers.
12. Maintenance should be considered in the design of landscape amenities, to promote longevity and mortality of materials (shared maintenance agreements, irrigation systems, etc.)

Residential Streetscape

This streetscape type recognizes and considers the unique design features and improvements that will be required within the multi-family residential and single family residential perimeter areas surrounding the Downtown core, within a one-half mile radius of the Metra station.

1. Provide continuous and generous sidewalks of a high quality concrete, with a continuous grassy parkway between the sidewalk and the curb.
2. Pedestrian crosswalks should be identified with painted markings.

At residential areas surrounding the Downtown, providing continuous sidewalks, a well maintained grassy parkway and street trees are the most appropriate streetscape elements.

3. On-street parallel parking should be provided wherever feasible. On-street parking reinforces the pedestrian character of the area, and functions as a traffic calming feature.
4. Street lights should be located at the pedestrian level, and should incorporate fixtures for banners, flags, and/or flower baskets.
5. Street trees should be aligned with the street and spaced one every 25 to 30 feet. Trees should be planted within a continuous grassy parkway.
6. Provide weather shelters at selected Pace bus stop locations outside the Pace Transportation Center, especially at stops adjacent to churches and other similar destinations. Provide pedestrian amenities, including benches and waste receptacles, at all Pace bus stop locations.
7. Provide a consistent lane designation and signage system to identify on-street bike lanes throughout the Downtown area. Provide bike parking facilities at key destinations along these routes and throughout the Downtown area.

Open Spaces and Gateways

This section addresses the treatment of public areas that are not located within the typical street right-of-way. The provision of these areas within the overall framework of the Downtown is a key element in establishing a pedestrian-friendly Downtown with a cohesive visual image.

Plaza spaces should be integrated into the Downtown in highly visible locations.

1. Integrate plazas, seating areas and open spaces of varying scales in the Downtown to provide relaxation opportunities for shoppers and other visitors. Spaces should be strategically positioned, highly visible and of a high quality design that is coordinated with the Downtown streetscape.
2. Larger open spaces should incorporate lawn areas, defined walking paths, shade trees and focal points such as water features, public art or a memorial statue.
3. Provide ornamental lighting sufficient to ensure secure walking conditions after dark, especially at off-street pathways.
4. Benches, water fountains, trash receptacles and other pedestrian amenities should be visually coordinated with those used in streetscape areas.
5. Open space design should consider the type of activities anticipated to occur within the space. Active areas will need more durable materials and additional ongoing maintenance.
6. Establish gateway treatments to announce arrival into the Downtown at key locations and aid in orientation, in conjunction with a wayfinding signage system to direct visitors to parking areas and civic facilities.

Gateway signage in high visibility entrance locations establishes the character of the Downtown and encourages passersby to explore the area.

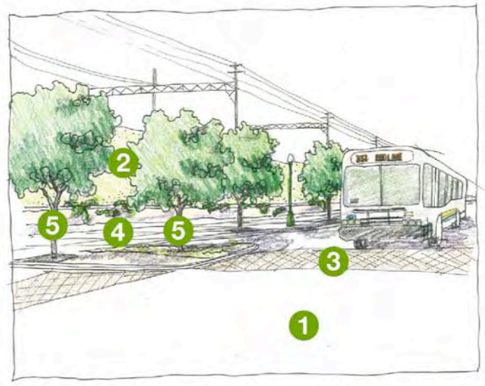
7. Establish a consistent style of signage for Downtown gateway and wayfinding purposes, using substantial materials such as masonry and stone. Locate gateway signage within a landscaped area.
8. Color should be introduced through the use of plantings in low planters/planting beds, which are visually coordinated with those used in streetscape areas. Hardy and low maintenance plant varieties should be chosen, providing visual interest throughout the year.
9. At Metra and Pace facilities, provide additional seating, trash receptacles, attractive newspaper vending machines, information kiosks, plantings and other amenities to visually coordinate the station and transportation center with the overall streetscape theme of the Downtown. These amenities would need to be discussed with Metra and Pace. There is currently no transit agency funding for these types of improvements, so the City will need to seek funding from other sources.

Embankments and Viaducts

This section addresses two key public areas that have a major impact on the overall perception of the Downtown area, due to their physical scale. The railroad embankment essentially serves as a backdrop to the Downtown in many areas, as it stands taller than many Downtown buildings. The viaducts at 152nd, 155th, 157th and 159th Streets essentially serve as gateways to the Downtown for anyone approaching from the east. The condition of these major elements of public infrastructure is, therefore, a key design consideration. There is currently no transit agency funding for these types of improvements, so the City will need to seek funding from other sources. The City will also need to consider potential maintenance issues.

1. Within the Park Avenue right-of-way on the east side, and without infringing upon Metra Electric Line or CN/IC Railroad rights-of-way, create a visual buffer against the railroad embankment, to consist of the following elements. This design concept is depicted in *Figures 8, 9 and 10* on the following pages.
    a. Provide a defined curb line, aligned to accommodate angled on-street parking, with bumpouts for street trees at 30 to 35 foot intervals.
    b. Provide a continuous band of low groundcover and/or grass between the curb and embankment, possibly to include a climbing vine that will eventually conceal portions of the embankment wall, without impacting or damaging the wall.
    c. Directly opposite each intersection with an east-west street, provide a larger bumpout to accommodate two street trees, some low shrubs and low-maintenance perennials, and groundcover or grass. Any commuter parking displaced by street trees would need to be replaced and funded by the City and/or a developer.
2. At railroad viaducts, maintain sufficient lighting for security and also provide decorative lighting to visually connect the viaducts to the Downtown streetscape, pending discussions with Metra and CN.
3. Where space permits, install a low fence between the sidewalk and vehicle lanes within railroad viaducts to visually connect the viaducts to the Downtown streetscape and improve the perception of safety for pedestrians, pending discussions with Metra and CN.
4. Undertake regular painting and maintenance of the viaducts, including prompt repair of water leaks and other problems that cause damage to concrete and paint finishes, pending discussions with Metra and CN.

Park Avenue: Existing



Park Avenue: Screening and Greening

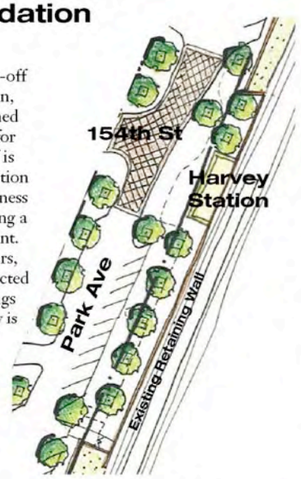
Harvey Station Area Recommendation

Enhance Connectivity

Presently, there is a drop-off area in front of the station, denoted here by the dashed line. While convenient for commuters, the drop-off is in a complicated intersection and only adds to the vastness of Park Avenue by creating a wider expanse of pavement. By installing special pavers, the area is visually connected more with its surroundings and a pedestrian pathway is clearly indicated.

Handicapped parking is currently located south of the station. The embankment wall is pushed back much further than in other areas, and is supported by a tall shear wall. In its current configuration, this area is blank and uninviting; however, there is opportunity for great improvement. The handicap parking spaces could be relocated in the right-of-way to align with the other on-street spaces, filling in the street. In addition, the space between the embankment wall and the relocated parking spaces can be filled in with trees, softening the wall and creating a public space that can contain benches or a small vendor.

Buses stopping at the station area could utilize the new extension in front of the station for dropoff and pickup.

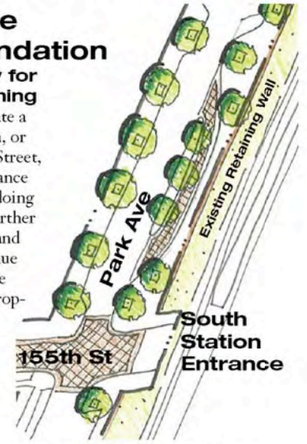


Kiss 'n Ride Recommendation

Use Opportunity for Additional Greening

Metra has plans to locate a passenger drop off area, or Kiss 'n Ride, at 155th Street, near the southern entrance to the station. When doing so, it is important to further enhance the greening and screening of Park Avenue by installing streetscape elements. Here, the drop-off area is a specially paved surface with an island separating it from regular moving traffic. This island is an integral part of maintaining the tree-lined look of Park Avenue, and screening the Metra Electric Line Embankment.

Buses dropping off and picking up passengers at the kiss 'n ride could utilize the island.



1 Right-of-Way Width
The Park Avenue right-of-way is very wide. The current treatment of Park Avenue feels barren, with the majority of the right-of-way used as paved travel lanes. The right-of-way can be "filled in" to better accommodate pedestrian, bicycle, and vehicular transportation. There is ample space to increase parking, add bike lanes, increase sidewalk width, and install street trees and street furniture in a parkway. (Detailed street section options can be found in Figure 9: Park Avenue Street Sections).

2 Metra Electric Line Embankment
The embankment that runs along the east side of Park Avenue was identified as a priority in community meetings. The embankment is visually imposing, and is not what Harvey residents want to greet visitors arriving by train, bus, or car. The Metra Electric Line Embankment will be maintained, as moving it is cost prohibitive. It is recommended, however, that trees be added in parkways along Park Avenue from 152nd Street to 159th Street, which would screen the embankment from view. This focuses attention on the trees rather than the embankment while greening the area and providing shade and scale for pedestrians.

3 Pedestrian Safety and Comfort
Currently, pedestrians crossing Park Avenue face wide, unprotected intersections. The addition of clearly defined and marked crosswalks will increase pedestrian safety and comfort, and will also alert drivers to their presence. Crosswalks will break Park Avenue into more pedestrian-scale pieces rather than one vast street.

4 Increase Width of Sidewalks
The existing sidewalks on the east side of Park Avenue are only 5' wide, are not continuous, and become impassible in inclement weather. Sidewalks on both sides of the street should be widened where possible to provide more space for pedestrians and to occupy more right-of-way width. The sidewalks along northern Park Avenue near the new and/or improved commuter parking were recently installed and should be maintained.

5 Install Street Trees
Changing the allocation of right-of-way width will allow space for a parkway on both sides of Park Avenue. This parkway should be used to install street trees down the length of the street. Street trees will help screen the embankment while providing shade for increased comfort of pedestrians and parked cars. Trees also visually reduce the vastness of the street paving, breaking down the street into a more pedestrian scale.

Further screening can be accomplished by expanding existing islands to add trees among parking spaces on the northern end of Park. It is recommended that islands be added on the southern end of Park to achieve the same goal. This will soften the look of Park and provide additional shade and greening.

6 Install Gateway Element and Open Space at North End of Park Avenue
Harvey residents identified the appearance of Park Avenue as a challenge to creating a positive first impression of their city. To improve downtown Harvey's "front door", a gateway element is shown amidst new open space in the triangular parcel between 153rd Street, Main Street, and Park Avenue, creating a beautiful and functional place that is welcoming to visitors. This parcel is visible to all modes of transportation, is surrounded by right-of-way, and is not large enough for development, making it an ideal location for open space. The gateway element should hold a prominent location, right at the corner, so it is easily seen. This element could be a fountain, statue, or other art work. A parking lot should be prohibited on this parcel due to its visibility.

7 Install Gateway Element and Open Space at South End of Park Avenue
A prominent feature is also needed at the south end of Park Avenue to enhance this entrance into downtown Harvey. To create a space large enough to accommodate a gateway element and to grab the attention of passersby, Broadway is vacated south of 155th Street. The combination of the north and south end gateway elements and open space function as anchors for the downtown area, and provide much needed green space in the downtown area.

8 Incorporate Streetscape Elements at Harvey Transportation Center
Coordinate with Pace to add and extend streetscape elements into the Transportation Center, including street trees, pavers and connections to sidewalk.

Key Map

Figure 8: Screening and Greening Park Avenue

November 2005

Harvey Station Area Plan
City of Harvey, Illinois
Regional Transportation Authority

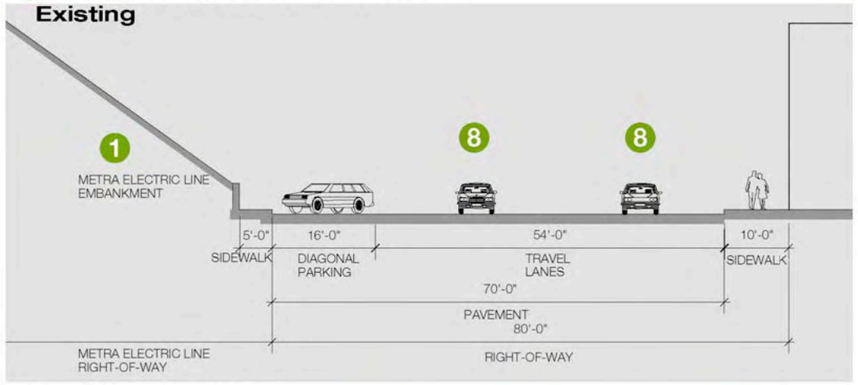
FARR ASSOCIATES
Architecture | Planning | Preservation

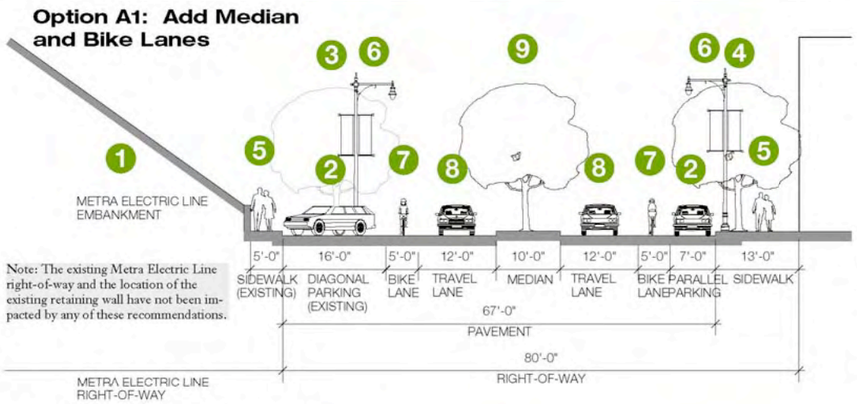
The Monadnock Building
53 West Jackson Suite 650
Chicago IL 60604
312 408 1661 fax 312 408 1496

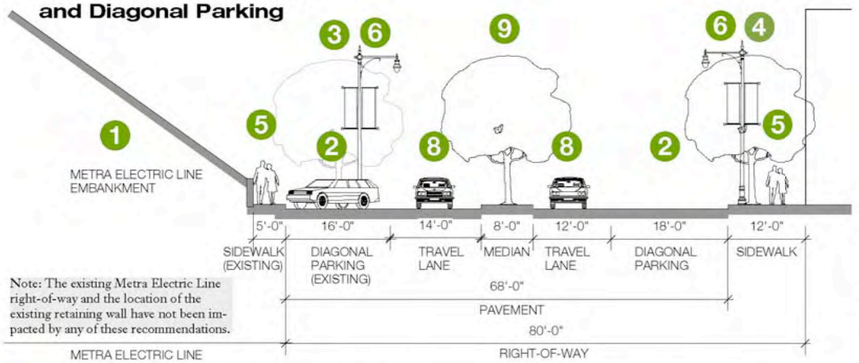
CENTER FOR NEIGHBORHOOD TECHNOLOGY

In cooperation with HNTB Corporation and Valerie S. Kretchmer Associates

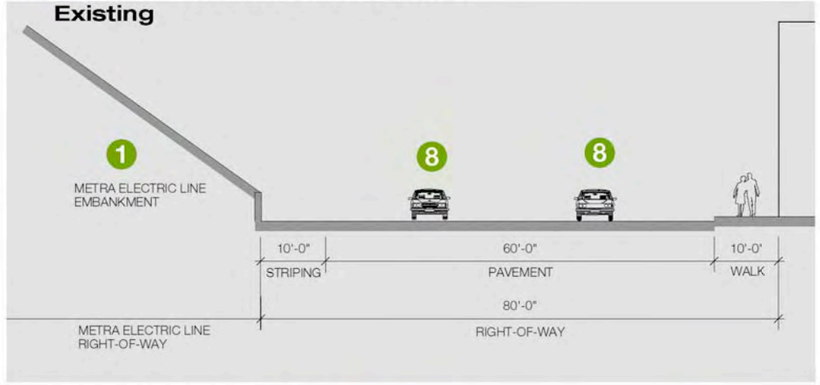
A Park Avenue, North of 154th Street

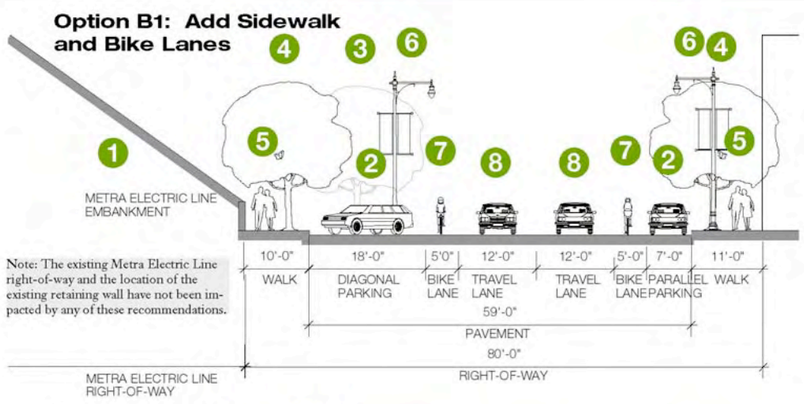


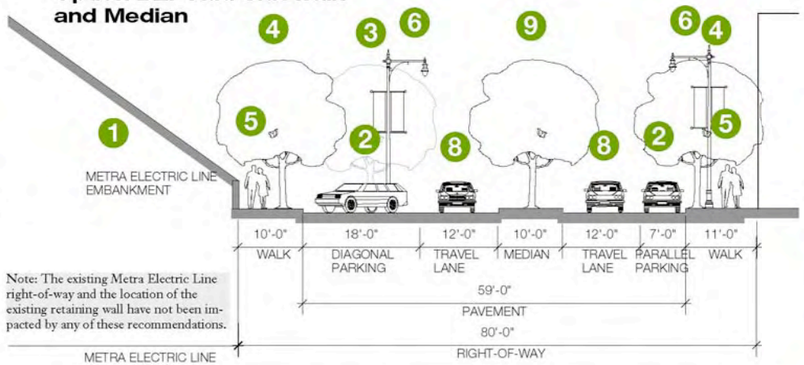




B Park Avenue, South of 154th Street







A Park Avenue, North of 154th Street

The Metra Electric Line Embankment wall north of 154th Street was recently reconstructed and should be maintained. The 5' wide sidewalk that runs along the embankment should also be maintained to provide commuters and residents a safe place to walk. Options A1 and A2 supply additional on-street parking to be used for Metra and local businesses. Option A1 provides a number of amenities that were proven desirable by Harvey residents, including a median and bike lanes. A citywide bicycle route map would need to be created to determine the appropriate location of bike lanes in downtown Harvey. Option A2, shown in the plans in this document, also provides a median, but provides more on-street parking by eliminating the bike lanes in favor of angled parking.

B Park Avenue, South of 154th Street

The existing embankment wall location south of 154th Street should be maintained, as pushing the wall further into the embankment creates a taller, more imposing wall. Continuous sidewalks should be installed on both the east and west sides of the street. Option B1, which provides bike lanes, is shown in the plans in this document, however Option B2, with a median in lieu of bike lanes, would also be acceptable.

1 Metra Electric Line Right-of-Way & Embankment

In all options, the Metra right-of-way is maintained. All changes to Park Avenue from 152nd Street to 159th Street take place within the IDOT right-of-way. Also, the Metra Electric Line Embankment is maintained. Moving the embankment is not required to accomplish the goals of this plan, and would be cost prohibitive.

2 On-street Parking

On-street parking decentralizes parking, reducing the need for large expanses of surface parking lots. It also slows traffic and provides a buffer between pedestrians and traffic. Additionally, on-street parking provides teaser parking for retail uses, allowing for quick stops and increasing the activity on the street. The parking spots intended for Metra riders will remain, and additional commuter spots will be added. The parking can either be head-in angle parking or parallel parking on both sides of Park Avenue, depending on the option chosen.

3 Trees in Parking Islands

To accomplish the goal of screening the Metra Electric Line Embankment on the east side of Park Avenue, existing islands on the northern end of Park should be expanded to accommodate a tree, replacing any spaces displaced by these islands. On the southern end of Park, islands should be created to accommodate both a tree and a light to screen the embankment.

4 Street Trees

All options allow adequate space for trees to be installed in grates on the west side of the street. Trees will help define the pedestrian area and further screen the embankment. Along the east side of Park Avenue south of 154th Street, a parkway should be constructed to accommodate trees as well.

5 Widen Sidewalks

All options show wider sidewalks on the west side of Park Avenue. The 5' sidewalk along the east side north of 154th should be maintained, to not alter existing commuter parking. A sidewalk should be constructed along the east side of Park, south of 154th, without impacting existing parking.

6 Pedestrian-scaled Light Fixtures

More interesting vehicular light fixtures should be intermingled with pedestrian-scaled light fixtures to provide an appropriate light level for comfort and safety. Detailed fixtures foster a sense of civic pride for a downtown, further enhanced by banners and added flower baskets.

7 Bike Lanes

Bicycle lanes provide a designated space for bicyclists, increasing their feeling of safety and right of way. Additionally, the more modes of transportation available, the more active, inclusive and accessible the area.

8 Reduce Lane Widths

The existing travel lanes are undefined and are wider than necessary. By narrowing the lane widths, more space within the right-of-way is available to provide other amenities, such as parking, bike lanes, and a median.

9 Add a Median

There is ample room in the Park Avenue right-of-way to include an 8'-10' landscaped median. This would help visually define the area around 154th as the downtown of Harvey, and further soften the area.

Key Maps

Figure 9: Park Avenue Street Sections

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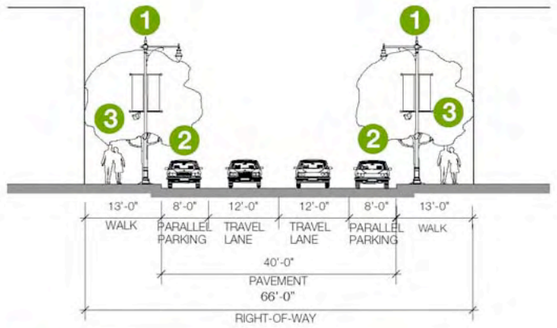
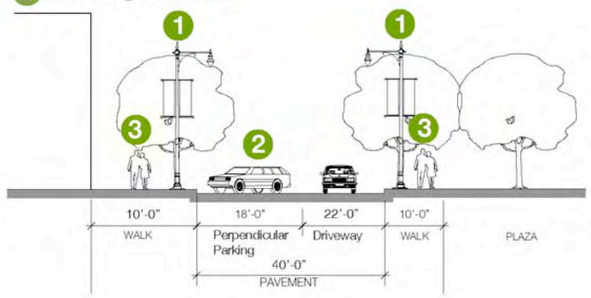
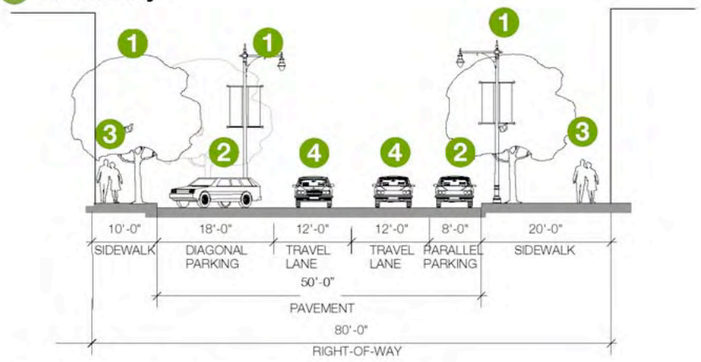
A 154th Street



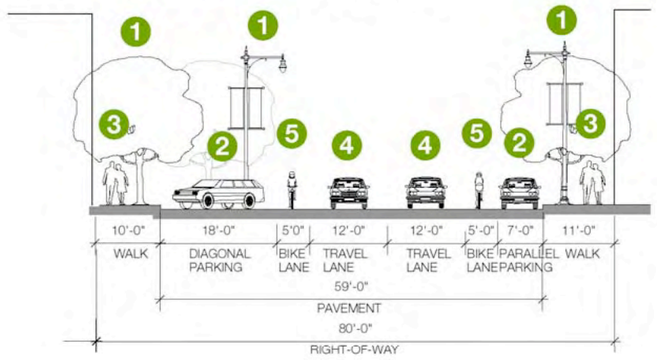
B Parking at Park



C Broadway



Broadway Option C1: Add Bike Lanes



1 Street Trees and Lighting

154th Street has some positive streetscape elements that should remain and be replicated as redevelopment occurs. There are street lights along 154th Street that are traditional, pedestrian-scaled fixtures that would be appropriate for use throughout the downtown area. Existing trees in the parkway should also remain, and should be installed in areas where they are lacking.

The same streetscape elements should be applied within the plaza parking area, along Broadway, and within the Harvey Transportation Center to create a uniform look. These streets are and will continue to be important streets in downtown Harvey, and they should have special amenities to contribute to a positive image of the area.

2 Provide On-street Parking

Any existing parking on 154th Street or Broadway should be preserved. In places where no on-street parking is provided, it should be added to support local business and to help occupy more right-of-way width. The existing rights-of-way should be striped to delineate clearly where parking is allowed.

3 Maintain and Improve Sidewalks

Existing sidewalks along 154th Street and Broadway should be maintained and improved where necessary. All sidewalks should be a minimum of 10' to provide enough room for both a pedestrian path and street trees and lights. Sidewalks should "bump out" at corners to minimize crossing distance and provide easy access to curbside bus stops. Sidewalks should be constructed on both sides of the new street allowing pedestrians to access both businesses and the plaza directly.

4 Reduce Lane Width

Broadway is a wide right-of-way, similar to Park Avenue. To free up some of that width for additional amenities such as on-street parking, the travel lanes should be reduced. Both options indicate 12' travel lanes, which is ample space for vehicular traffic.

5 Install Bike Lanes

Option C1 shows bike lanes on Broadway instead of a wide sidewalk on the east side of the street. A citywide bike route map would need to be developed in order to determine which option is more appropriate.

Key Maps

north

154th Street and Broadway Street Sections

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Figure 10: 154th Street and Broadway Street Sections

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5. Coordinate with the Canadian National Railroad to control weeds, periodically replace gravel as needed, and encourage the maintenance of existing retaining wall and utility infrastructure within the Metra Electric Line and CN/IC Railroad right-of-way. Further study of options for plantings or other upgrades within the railroad right-of-way will be needed before such improvements are potentially considered in the future, and any proposals will need to be discussed with Metra and CN.

REDEVELOPMENT OPPORTUNITIES

Redevelopment Concepts have been prepared for the three high priority redevelopment sites previously highlighted in *Figure 5*. These are the key catalyst projects that the City of Harvey should spearhead in the initial phase of Station Area Plan implementation, as they will help to establish a new image for Downtown Harvey and generate continuing developer interest in the Downtown redevelopment opportunities.

The Concept renderings in *Figures 11, 12 and 13* on the following pages provide a glimpse of the future of Downtown Harvey, after the successful implementation of three catalyst projects and public realm improvements at adjacent rights-of-way. The key elements of each catalyst project are described in detail on the Figures. The implementation strategies to follow provide additional guidance to the City in implementing these key initiatives.

Redevelopment Opportunity 1

1 Maintain Existing Buildings
There are many intact, historical buildings in downtown Harvey. To reduce the costs of redevelopment and to preserve character, existing buildings should be maintained and rehabilitated if necessary. This plan builds upon the structures currently located in downtown Harvey, and new buildings should be constructed to reflect and complement their character and architectural style.

2 Infill with Small Scale Commercial Buildings
Vacant lots or buildings that are unable to be revitalized should be replaced with small scale commercial buildings of two or more stories in height, filling in gaps in development. Corner parcels should absolutely be occupied by an appropriately scaled building to "hold the corner" and maintain the feel of the main street. Mixed-use buildings are preferred for this area, with commercial business on the ground floor and residential or office above.

The building at 154th and Park is critical to the downtown area, and resources should be focused there. This parcel is the closest to and most visible from the Harvey Station, stands at the entry to other commercial businesses along 154th Street, and could help inspire further development.

3 Create a New Public Plaza
There is a lack of public open space in downtown Harvey, as identified in the community meetings. There are also several empty parcels in and close to downtown Harvey that could be used to provide much needed park space. Public space must be carefully and thoughtfully planned, and the City of Harvey should avoid dedicating "left over" space to park space.

The city-owned parcel at 154th Street and Broadway, in combination with the southern end of the Harvey Transportation Center, provide an ideal opportunity to construct a plaza to be used as open space and an active civic node. This plaza will be a major asset to Harvey, creating an attractive entryway to the downtown area, as well as an active feature for pedestrians and a location for a focal point or public art installation. Locating open space here will link the Harvey Station, Park District, and City Hall.

4 Enhance Bus Driveway through Open Space
The existing Pace Bus driveway into the Harvey Transportation Center should be enhanced. A specially paved pathway is shown here, with bollards along the edges to help define the path and to alert open space users to the possibility of buses entering the area. This pathway is designated for bus traffic only.

5 Add Gateway Features in Key Locations
Gateway elements are shown here at the north and south ends of Park Avenue. For more information, refer to Figure 8: Screening and Greening Park Avenue.

6 Increase On-Street Parking
The rights-of-way in Harvey are very wide, providing sufficient space to include on-street parking on both sides of a street. On-street parking provides spaces for store patrons as well as a buffer between pedestrians and the quicker moving street traffic. Park Avenue (designated for commuters and other users) and Broadway can accommodate either angle parking or parallel parking, depending on the other amenities to be installed. All other streets should include parallel parking.

7 Provide Additional Metra/Off-Street Parking
To support the proposed redevelopment of the area, a new off-street parking lot should be provided to serve Metra riders and potential store patrons. Guiding Metra riders to a more internal lot within the downtown area would promote Harvey retail by increasing the number of people passing by in a given day.

8 Condominium/Office Building
Currently, there are single story buildings on the west side of Park Avenue between 154th and 155th Streets. If market demand warrants, these buildings could be removed and replaced with a condominium or office building. The proposed building is approximately three stories in height. This location is ideal for a multi-family or office building, due to its proximity to the Harvey Station and the downtown area.

9 Parking on Ground Floor
Resident parking for the condominium building would be provided on the ground floor, screened from view of Park Avenue. This keeps on-street parking open for short term parking and prevents the construction of a separate parking structure. The interior parking would be accessed from the west side of the building, through the guest parking lot.

Key Map

Redevelopment Opportunity 1: Condominium/Office Building Option

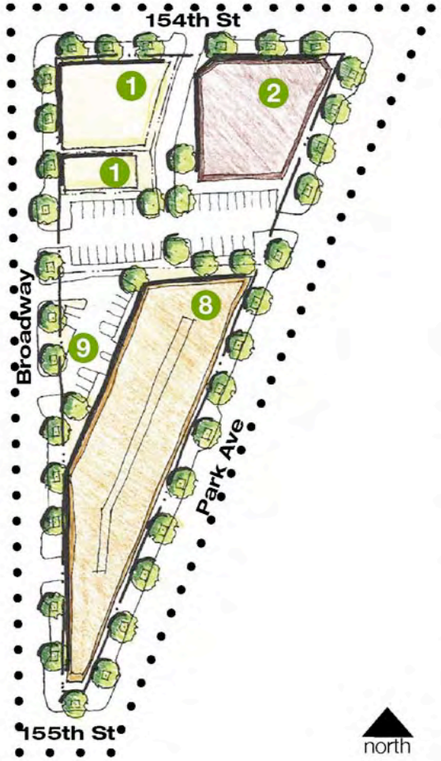

Figure 11: Redevelopment Opportunity 1

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Redevelopment Opportunity 2

1 Maintain Existing Buildings
To limit the number of new structures required to achieve the City's vision, all viable buildings should be preserved.

The building at 153rd between Park Avenue and Main should be maintained, and occupied with a new tenant. The parcel to the north of it that borders the train tracks can be used as its parking lot. It is essential that the corner of 153rd and Park Avenue remain occupied with development to anchor the corner visually as motorists, train riders, and pedestrians pass along Park Avenue.

2 Gateway Feature and Open Space
To create a positive first impression of Harvey, a gateway element and open space are shown here at Park Avenue and 153rd Street.

3 Provide On-Street Parking
On-street parking should be provided along Main Street and 153rd Street to support surrounding business and to occupy right-of-way width. Where on-street parking already exists, it should be maintained.

4 Maintain Main Street Right-of-Way
Main Street should be maintained to provide access to the buildings located on the west side of the street, and the parking lot on the east side.

• • • Long-term Housing Option
If the parcels contained within this boundary become available in the future, they should be assembled for redevelopment as condominiums. If such development were to occur, Main Street could be vacated between 153rd and the railroad tracks to the north.

Key Map

Figure 12: Redevelopment Opportunity 2

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Redevelopment Opportunity 3

Key Map

Key
Building Types:

- Existing Buildings
- Multi-family Residential
- Civic Buildings
- Commercial

north
not to scale

1 Maintain Existing Buildings
As previously stated, many buildings throughout Harvey are historic and have traditional character and should be preserved. If a building is viable or can be rehabilitated to exhibit a traditional character, it should remain intact.

2 Townhouse Clusters
Townhouses are an appropriate building type to use when transitioning from a downtown, commercial area to a less dense residential one. Each unit houses a single family, but parcels are shared among structures, creating a higher density than a traditional single family neighborhood. The change in development pattern would also signal to passing motorists and pedestrians that the character of the neighborhood is shifting from a more public realm (downtown) to a more private realm (residential).

Each townhome is oriented toward the right-of-way on which it is located, mimicking the feel of a traditional single family neighborhood, and providing views onto the right-of-way. "Eyes on the street" are an important feature of traditional neighborhoods, enhancing safety and awareness of community. Each townhome has its own front entrance, accessed directly from the sidewalk, and attached garage parking is provided for each residence in the rear of the house. The buildings are constructed close to the front property line, with parking and vehicular access provided off the alley. This plan shows townhomes constructed along 154th Street from Center to Lexington Avenues, however, this layout can be repeated west along 154th Street.

3 Vehicular Entrance into Townhomes
All townhomes shown here are located so that parking is accessed only from rear alleys. This is the preferred point of entry. Alley access allows easy entry into the rear area and parking while minimizing disruption of the pedestrian character of 154th Street. A fence and gate can be installed around the parking area for added safety.

4 "Float" the Old City Hall in a Public Green
It is recommended that the Old City Hall building be restored and reused. It would help complete the downtown area by providing a western destination. As the building is restored, the area east of it should be redeveloped as open green space, complementing whatever civic use occupies the Old City Hall. The alley west of the building should be vacated and redeveloped as green space as well so that the building is "floating" in a beautiful public green.

The Old City Hall should be accessed from the front sidewalk on 154th street. Parking should be provided behind the building, accessed from the alley. A few parking spaces can be provided immediately behind the building, and additional spaces are located in the vacant lot south of the rear alley.

5 Vacate Alleys Where Indicated
This plan suggests vacating two alleys to accommodate two of the townhome clusters. It is not recommended that all alleys be vacated, however, it may be necessary to occupy certain alleys or portions of alleys to successfully incorporate the townhomes into the existing development pattern. Alley-to-street connections should be maintained to avoid dead-end alleys.

6 Open Space
It is important to incorporate more open space throughout Harvey, but in particular it should be included in new townhouse clusters where there is a deeper development site available. The adjacent townhomes should front onto this small green area, providing a connection to surrounding development and increasing safety. This open space should be a defined square, not just left over space. It should also be surrounded by public right-of-way to increase access and safety.

7 Maintain Street Grid
Street-to-street connections should be maintained as townhouse clusters are added to 154th Street. The traditional grid of streets allows for easy navigation and access to the downtown.

8 Extend 154th Street Streetscape
As new development occurs, a more residential form of the downtown 154th Street streetscape should be extended to this area, including street trees in grassed parkways and 5'-6' sidewalks. At commercial locations, sidewalks should be extended to the street and street trees should be located in tree wells with grates.

Bus stops along 154th Street should be enhanced to include benches, trash receptacles, and, where room allows, covered structures.

Figure 13: Redevelopment Opportunity 3

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IV. IMPLEMENTATION

The Vision for Downtown Harvey, as embodied in the Framework Plans and Redevelopment Concepts, will be realized through the implementation of a wide variety of inter-related actions over several years. The implementation strategy consists of three basic elements:

1. Enhancement of the **administrative and institutional support structure** needed to both attract public and private investment and manage redevelopment in the City's interest;

2. **Prioritization of projects** with respect to their feasibility and their potential to attract and leverage subsequent improvements; and

3. Identification of specific **action items** for the highest priority projects.

Many important initiatives identified in the City's 2005 Strategic Plan are underway and are already having positive impacts on Harvey. New businesses are frequently opening, and existing businesses are making new investments. Current City initiatives, along with the recommended actions outlined below, will serve to further prime the market for reinvestment and redevelopment in Downtown Harvey. Proactive initiatives will demonstrate the City's commitment to revitalization, generating interest in investment opportunities from the development community.

In addition, this Chapter elaborates on important **ongoing initiatives** that are currently underway that will require continued stewardship by the City of Harvey. The Chapter concludes with a general discussion of the **funding sources** that can be pursued to support the implementation of the Plan. In the early stages of implementation in particular, the City should leverage every available resource to its advantage, and maximize economic and physical improvement impacts to the Downtown area.

ENHANCEMENT OF ADMINISTRATIVE AND INSTITUTIONAL SUPPORT STRUCTURE

Establishing effective partnerships, and leveraging available funding and other external resources, will be critical to the implementation of the Plan. This will be best accomplished through the creation of a Resource Team to work in concert with the City administration on Plan implementation. A team approach will facilitate the coordination of a variety of entities, all working together in the City's interest to realize the Vision for Downtown Harvey.

Concurrent with the establishment of the Resource Team, the City should undertake several administrative actions to set the stage for effective Plan implementation.

Resource Team

Establishing a Resource Team will be a very important mechanism to help focus community leadership and resources on directing public and private redevelopment to Downtown Harvey. The Resource Team should meet regularly to:

- Monitor ongoing progress toward Plan implementation;
- Coordinate TOD and COD implementation actions;
- Coordinate ongoing community outreach and involvement;
- Identify initiatives requiring external resources (financial and professional services);
- Work to secure and leverage available resources and incentives;
- Identify appropriate incentive and/or tax relief programs; and
- Provide assistance to businesses and organizations to effectively utilize incentives available directly to them.

The Team should be comprised of key City representatives, members of the Working Group, and representatives of several key outside agencies and organizations. Suggested Team members include:

- **City of Harvey** stakeholders, including selected City officials, key staff from all City departments, and selected members of the Working Group.
- **Illinois Department of Commerce and Economic Opportunity** (IDCEO) representatives, who can assist the City is identifying and securing assistance from the State of Illinois, including coordinating with other state agencies, as appropriate.
- The Regional Transportation Authority Service boards, **Metra and Pace**, which can work with the City on the design, coordination and implementation of transit facility and service improvements (as discussed on page III-17).
- **Cook County**, which can provide economic development assistance, and which maintains key roadways in the area.
- **Center for Neighborhood Technology** (CNT), which can provide ongoing technical assistance and staff support to the City after the adoption of the Station Area Plan (TOD) and Economic Development Plan (COD).
- **South Suburban Mayors and Managers Association** (SSMMA), which can also provide technical assistance and staff support to facilitate various initiatives of the Plan.
- **Harvey Chamber of Commerce**, which can serve as a liaison to local businesses and financial institutions, spearheading local efforts to support and get involved in Plan initiatives.

Several other agencies and organizations should designate an on-call representative to assist the City and Resource Team as needed with specific initiatives. These include, at a minimum:

- Major local institutions, such as Ingalls Hospital and larger industrial employers
- Local civic and social service organizations, institutions and investors with connections to Harvey
- Thornton Township
- Thornton Township High School
- Northeastern Illinois Planning Commission (NIPC)
- Local Initiatives Support Corporation (LISC)
- Illinois Department of Transportation (IDOT)
- Illinois Environmental Protection Agency (IEPA)

- Illinois Development Finance Authority (IDFA)
- Illinois Housing Development Authority (IHDA)
- Illinois Historic Preservation Agency (IHPA)
- The Canadian National Railroad (CN)

Administrative Actions

The City should immediately undertake several tasks to set the stage for successful implementation of the Plan.

1. Establish a **Development Commission** to proactively undertake implementation of both TOD and COD initiatives, including the issuance of RFPs, review of major project proposals for compliance with City priorities, and offering guidance to the City Council on decisions regarding developer selection and the commitment of City resources and incentives. The Development Commission will represent the City's interests in the development process, and aid in public outreach and education on Plan implementation. The Commission will serve in an advisory capacity to the City Council, and should be comprised of key elected and appointed City officials, key City staff, and representatives of local civic organizations and the Harvey Chamber of Commerce.

2. Designate a **City staff position** to focus primarily on *long-term* planning initiatives, including implementation of the Station Area Plan and COD Plan. This person can serve as the City's liaison and staff support for the Resource Team, and ensure clear and consistent communication both among partner agencies and potential investors and developers regarding the status of Plan initiatives. Other responsibilities for this staff position could include:
   - Providing assistance to property owners and developers to ensure that project meet the standards and intent of the Plan.
   - Recommending key properties to be acquired or property owner agreements, as appropriate, to the City Council.
   - Issuing Requests for Proposals (RFPs) related to high priority development projects.
   - Marketing available development incentives (such as TIF and Enterprise Zone programs) to the development and business community, with technical assistance to aid in their utilization.
   - Monitoring and addressing Downtown parking needs, and establish shared parking agreements as needs arise.
   - Coordinating City marketing efforts with Chamber of Commerce marketing efforts.

3. Establish a **clear and streamlined development review process** for Downtown projects, incorporating concurrence with the Future Land Use Framework and Design Guidelines as conditions of project approval. The City should prepare appropriate informational materials for distribution to the development and investment community of the City's expectations and procedures.

4. Investigate the feasibility of establishing a **Tax Increment Financing District and/or other incentive programs** that encompasses the Downtown area, to encourage redevelopment and allow for more effective leveraging of public funds to facilitate revitalization. Current TIF Districts in the City of Harvey are mapped for reference purposes in Section D of the Appendix.

5. Align **zoning and development regulations** with Plan recommendations to facilitate transit-supportive and appropriately scaled and designed redevelopment. Current zoning regulations impacting the Downtown area are summarized in Section D of the Appendix. While this exercise will require additional assessment, at a minimum the following issues will need to be addressed by either: 1) map and text amendments to existing districts for the Downtown area, 2) creation of a Downtown overlay district, or 3) some combination of both, as appropriate.
   - Requiring all Downtown projects to go through the PUD process;
   - Adopting and enforcing the Design Guidelines included in this Plan;
   - Establishing appropriate building setbacks, potentially to include a build-to line rather than a setback for the Downtown Mixed Use area;
   - Establishing appropriate lot coverage, bulk and allowable building height at commercial and residential districts, to ensure that desired building types such as townhouses with ground-level garages can be accommodated;
   - Allowing for shared parking in the Downtown, and establish off-street parking requirements and allowable parking reduction standards that reflect the desired pedestrian orientation; and
   - Rezoning areas now designated for commercial use that are identified in the Plan for future multi-family residential development.
   - Reviewing permitted and conditional uses within Downtown zoning districts to ensure a compatible mix of land uses that support the City's vision for the Downtown.

6. Generate stronger institutional support, such as through the creation of a non-profit **community development corporation (CDC)**, or a partnership with an established CDC, to provide an umbrella organization for funding, advocacy and development, working in the City's interest.

7. Encourage appearance improvements to existing commercial and institutional properties in the Downtown area by establishing a **Facade Improvement Program** offering low-interest financing to property and business owners, in cooperation with a local financial institution. Improvements should be made to off-street parking and loading areas in addition to building exteriors.

8. Establish a **Downtown marketing and event planning entity** who would work closely with City staff, the Resource Team and the Harvey Chamber of Commerce. The focus of activities will be to ensure that business community leadership is fully apprised of Downtown redevelopment progress and to advocate externally for business investment in the Downtown. Marketing efforts could include: producing informational maps and brochures about the Downtown, coordinating advertising and promotional events such as sidewalk sales, and coordinating community festivals and other events in the Downtown.

9. Support **infill redevelopment and renovation opportunities** in the Downtown beyond those specifically identified as priority projects below as opportunities arise, to potentially include a new bank facility, other service and office uses, and TOD-appropriate retailers.

PROJECT PRIORITIES

The purpose of establishing project priorities is to maximize the impact of actions that are feasible in the near term, and also to lay the groundwork for later actions that can build upon early successes. High priority projects in the first phase, in particular, will require the City of Harvey to act as a direct catalyst, in order to jump-start redevelopment activity. This will build momentum for later phases of Plan implementation. Priority projects reflect recommendations made throughout the Station Area Plan, but are included again and prioritized here as a focus of the Plan.

Phase One Projects should be actively pursued by the City and Resource Team within the first year following Plan adoption. These projects will capitalize on very visible high impact sites to improve the overall perception of the Harvey Downtown as a desirable and preferred redevelopment location. Early and highly visible success will demonstrate a sustained commitment to the Downtown, generating interest and enthusiasm among the citizens of Harvey, developers and financiers.

Specific time frames for project Phases Two through Four are difficult to establish due to the wide variety of variables that will influence the progress with which the City and Resource Team can bring projects to fruition. In general Phase Two should commence once projects identified for Phase One are well underway, and ideally within two years of Plan adoption. The appropriate timing for steps following up Phase One activities will become more apparent as the City proceeds with the implementation program.

Phase One Projects

1. Facilitate a **new commercial development** at the southwest corner of 154th Street and Park Avenue, ideally to house a national chain full-service pharmacy or restaurant to lend credibility to the Downtown revitalization effort. As indicated previously in *Figure 11*, off-street parking for the building should be provided south of the building, accessed from both Park and Broadway Avenues, with the main entrance to the business located at the corner of 154th and Park. The building should be two-story in appearance, regardless of whether or not it actually houses two levels of uses.

2. Facilitate the development of **new townhouses** on contiguous block faces along 154th Street, extending west from the Old City Hall building. As indicated previously in *Figure 13*, these new dwelling units should be developed in concert with coordinated streetscape and public green spaces.

3. Pursue **adaptive re-use of an existing commercial building** at 153rd Street and Park Avenue, as depicted previously in *Figure 12*. Facade upgrades will be needed to the rather utilitarian structure, including adding windows and a more defined entry point along 153rd Street. An office or restaurant/entertainment use would be ideal in this location. Parking should be located north of the building.

4. A **focal point green space** should be created directly across from the Harvey Metra Station at the northwest corner of 154th Street and Park Avenue, with a **plaza** at the northeast corner of 154th Street and Broadway Avenue, as described in *Figures 8 and 11*. This project should include streetscape improvements on both sides of 154th Street and Broadway Avenue adjacent to the public open spaces. This green space and plaza will establish a

strong identity for the Downtown, and utilize a palette of materials that can then be used as coordinated streetscape improvements extend further from the core in later years. Acquisition of land, or a long term lease agreement, will need to be negotiated with Pace to bring about the creation of the green space.

Phase Two Projects

1. Secure an **institutional or quasi-public anchor use** for Downtown Harvey, such as a higher education facility, cultural venue, or major office user. Such a use will bring an increased level of activity to the Downtown, supporting both transit and local businesses. Such a use should be located either within a renovated existing building or in a new facility with good access from Park Avenue, Broadway Avenue or 154th Street, within the Downtown Mixed Use area. The City should leverage the Resource Team to investigate and identify uses appropriate for the Downtown.

2. Create a **new off-street parking lot** west of Broadway Avenue between 154th and 155th Streets, as depicted in *Figure 11*, to provide additional commuter parking during the day that can be shared with other nearby uses in the evenings and on weekends.

3. **Gateway features** within new green spaces at 153rd Street / Park Avenue and 155th Street / Park Avenue should be created, as depicted in *Figure 8*, including a limited street closure at Broadway Avenue south of 155th Street to improve pedestrian comfort while maintaining adequate vehicular access.

4. **Streetscape enhancements** along 155th Street are needed from the CN/IC Railroad and Metra Electric Line viaduct east to Halsted Street, and along 154th Street between Center and Park Avenues, visually coordinated with the green space and plaza construction completed in Phase One.

5. Create a **new green space** surrounding the Old City Hall, as depicted in *Figure 13*, to allow the renovated facility to function as an attractive civic anchor for the Downtown. This project will require an alley vacation and the creation of visitor parking on a vacant lot south of the alley.

Phase Three Projects

1. Undertake **streetscape enhancements** along Park and Broadway Avenues between 153rd and 155th Streets, incorporating coordinated streetscape improvements and additional on-street parking for commuters and other users, as described in the Design Guidelines and in *Figures 9 and 10*. Create **on-street bicycle lanes** leading into the Downtown and to the Metra Station, and provide ample **bicycle parking** at transit facilities, the Downtown plaza and public facilities in conjunction with these streetscape upgrades. As described previously on page III-17, proposed improvements will need to be reviewed by IDOT, Metra, Pace and CN as appropriate. Maintenance issues and replacement of displaced commuter parking will also need to be addressed.

2. **Viaducts under the Metra Electric Line and CN/IC Railroad** should be upgraded as needed with new paint and improved lighting, pending discussions with the CN/IC. These may be ideal areas for the display of public art, as well, if installations are well maintained.

3. Implement **signage, lighting and landscaping improvements** at existing public facilities, with citizen and business involvement and support.

4. Pursue the creation of a **police substation and/or City services facility** in a centralized Downtown location, occupying the ground floor of a conveniently located building.

5. **Additional townhouses** should be developed extending west from Lexington Avenue, on contiguous block faces and in a manner similar to that depicted in *Figure 13*. Over time, this development pattern could extend west to Page Avenue, as depicted in *Figure 6*. Continue to provide **neighborhood-oriented green spaces** in conjunction with these townhouse developments.

Phase Four Projects

1. Install **embankment screening treatments** along Park Avenue between 155th and 159th Streets within the existing Park Avenue right-of-way and without impacting the existing retaining wall structure, as depicted in *Figure 8* and described on page III-17.

2. Implement **streetscape enhancements** at additional Downtown streets as described in the Design Guidelines and depicted in *Figure 7*.

3. Install **secondary Downtown gateway treatments** at 154th Street and Wood Avenue, and at 159th and Park Avenue, with citizen and business involvement and support.

4. Pursue the development of **one or more condominium projects** after initial successes in commercial and townhouse development are achieved. These early projects will prime the market for a greater diversity of housing types in later years. One potential example of this development type is depicted in *Figure 11*.

HIGH PRIORITY ACTION ITEMS

Plan implementation is a complex process, influenced over time by many variables – financial resources, community participation, property owner involvement, and intergovernmental relationships, to name a few. It is helpful to outline the typical key actions that will be required to undertake implementation of the Phase One Projects identified in the Plan. These actions are summarized below to provide initial guidance to the City as implementation efforts commence after Plan adoption.

Establish the Resource Team and Development Commission

1. Following the adoption of the Plan, the Mayor should introduce appropriate legislation to the City Council creating the Development Commission and Resource Team as advisory bodies for purposes of Station Area Plan and COD Plan implementation. The Development Commission and Resource Team should be advisory to the City Council and should conduct meetings as required for effective Plan coordination and implementation. Provision should be made in the legislation for adequate staff support of these groups on behalf of the City.
2. The Mayor should then nominate and develop a list of appointees to the Development Commission and Resource Team for the City Council concurrence.

Other Key Administrative Actions

1. In order to be prepared for redevelopment, the City should focus on streamlining its development process and updating its development regulations to direct change in support of the Plan. For the Plan to be successful, investment must occur under regulatory tools which have been fine tuned to support the physical design recommendations of the Plan
2. Designating or hiring additional qualified professional staff is an essential action to create capacity to administer a sophisticated planning and redevelopment process.

Downtown Redevelopment Finance and Incentive Tools

1. The Development Commission will examine the range of alternatives for redevelopment finance incentives and tools, and provide recommendations to the City Council. The potential use of Tax Increment Financing should be considered in the evaluation.
2. The City Council should consider the recommendations of the Development Commission, and authorize actions to implement tools deemed appropriate for Downtown Harvey.
3. *Ideally, this step should be concluded prior to initiating any development activity within the Downtown*.

New Commercial and Townhouse Development (Phase One Projects 1, 2 and 3)

1. The City should acquire key commercial and residential sites in the Downtown area, or work with the development community to facilitate acquisition of key sites as identified in the Station Area Plan.
2. If the City acquires sites, with the help of the Resource Team or with other professional assistance, potential financial assistance packages should be prepared and RFPs should be developed and distributed to the development community. The City should then review and select development proposals from qualified developers with guidance from the Development Commission, and initiate redevelopment in accordance with the strategies, guidelines and concept of the Station Area Plan.
3. Should the development community take a lead role in property acquisition and control, the City should facilitate acquisition efforts by negotiating property owner agreements to enable City issuance of RFPs, carefully review proposals under the City's heightened review process, and negotiate incentive packages that maintain the City's Downtown interests.
4. Based upon the outcome of developer negotiations and available incentives, the City should either directly undertake or carefully monitor such tasks as environmental studies and remediation, site demolition and preparation, infrastructure upgrades and improvements at public rights-of-way adjacent to development sites.
5. Through every stage of the development process, the Development Commission should remain apprised of project progress and provide guidance and advice to the City Council as needed at key decision points.

Downtown Green Space and Plaza (Phase One Project 4)

1. In conjunction with the initiation of efforts to redevelop the southwest corner of 154th Street and Park Avenue, the City should initiate discussions with Pace regarding the south end of the Pace Transportation Center property. Property acquisition, a long-term lease

or a joint use agreement will be needed to create a visually and functionally coordinated open space amenity in the heart of the Downtown.

2. Targeted funding should be solicited through various sources, potentially including philanthropic private donations, to kick off this first phase of Downtown open space and aesthetic improvements.
3. More detailed designs for the plaza area, a significant Downtown gateway feature and adjacent streetscape upgrades should be prepared. The design palette established for this area will form the basis for future streetscape upgrades at other Downtown streets over the course of several years, so long term cost, maintenance and material availability considerations will need to be addressed during this initial design phase.
4. The impact of removing existing municipal parking on the site will need to be addressed through accommodation of additional on-street parking on adjacent streets. The Redevelopment Concepts in the previous chapter provide guidance with regard to increasing on-street parking capacity along Broadway Avenue in the blocks immediately north and south of 154th Street; these parking improvements will need to be undertaken in conjunction with the plaza project to maintain appropriate parking levels in the commercial core of the Downtown.

ONGOING INITIATIVES

Many of the initiatives described below are already underway within the City. However, it bears repeating that a consistent and committed effort to keep these existing initiatives at the forefront in the City, along with spearheading new initiatives as needed, is a critical element of establishing a development-friendly environment within the City, allowing the City to achieve its Vision for Downtown Harvey.

General

1. Continue efforts on **land acquisition and disposition re-packaging** of existing vacant properties in the Downtown area for sale to developers who have experience with similar projects and a clear understanding of the City's expectations.

2. Encourage and facilitate **community involvement** in revitalization initiatives, in particular from youth and seniors from the community.

3. Continue to emphasize **crime reduction and security perception issues** in the Downtown. Maintain police walking beats within the Downtown, and consider the use of security cameras at transit facilities.

4. Continue to support initiatives to provide **local business and workforce development opportunities**. Work in concert with COD implementation efforts at job creation and local hiring, which will support the vitality of commercial enterprises in Downtown Harvey and the potential for new commercial enterprises.

5. Continue to lend **City support to regional initiatives** regarding school funding reform and property tax reform, which can have a profound impact on interest in redevelopment both in Downtown Harvey and throughout the City. In the meantime, seek short-term solutions to the existing tax burden through increased collection rates, and short-term rebates or other tax relief for commercial and residential property owners.

Commercial Development

6. Continually **prioritize Downtown redevelopment**, focusing first on bringing TOD-appropriate businesses into the Downtown. Consider **selected relocation of existing businesses** from other areas of the City that could benefit from the synergies present within the Downtown.

7. Increase awareness of the Downtown as a unique and special environment, both locally and regionally, through a **coordinated marketing campaign**. This will aid in the solicitation of experienced developers and high quality businesses for the Downtown.

Housing Development

8. Work with partner agencies to **undertake housing development** and to **encourage increased homeownership** in the Downtown area, through financial and homeownership counseling programs. Employees of the City, Ingalls Hospital, nearby industries and school districts are potential homebuyers to solicit. Some agencies and organizations with existing programs to market within the City of Harvey include: the Illinois Housing Development Authority, Cook County, Fannie Mae and the Federal Home Loan Bank of Chicago. However, many of these programs require partnerships with non-profit agencies that will assist in credit counseling and education on homeowner responsibilities. CEDA (Community and Economic Development Association of Cook County) is one such organization currently located in Harvey. The South Suburban Housing Center in Homewood is another.

9. Support the ongoing **rehabilitation of single family homes**, and **construction of new single family homes** on infill sites, throughout the neighborhoods surrounding the Downtown.

10. Pursue the creation of an **employer assisted housing (EAH) program** for employees of the City, Ingalls Hospital and local industries. The Village of Riverdale has developed an EAH program that could potentially serve as a model for the City.

Transportation and Aesthetic Improvements

11. Continue making improvements to the **maintenance and upkeep** of Downtown commercial and residential properties and public areas, through the enforcement of City ordinances regarding landlord licensing, business inspections, etc.

12. Coordinate opportunities to **implement streetscape treatments** with needed infrastructure upgrades, accommodating limited street closures, bicycle parking, seating areas, etc. as streets, curbs and sidewalks are reconstructed. As opportunities arise, incorporate pedestrian-activated crosswalk signals. In all areas, ensure adequate clearance for bus movement and bus stop locations.

13. Coordinate with Pace's ongoing **traffic signal priority (TSP)** demonstration program in the Harvey area.

FUNDING SOURCES

Potential funding sources for the implementation of Plan initiatives can be considered as falling into three general categories: resources from within the City, federal and state resources, and private resources. While programs and funding availability at the state and federal level will change over time, those most potentially appropriate to Harvey are cited below to provide a basis for initiating implementation efforts. Of course, the Plan assumes that the Resource Team will continually remain abreast of funding availability and will leverage all available resources.

City Resources

A variety of City funding source options may be available to assist in implementation projects. These include long-term multi-year programs and annual or single purpose resources. In developing more refined funding strategies for plan implementation, it will be important to consider the longevity of the funding source in relation to implementation needs. While both will be important in implementation, their effectiveness must match the finance requirements of implementation activities.

For example, the use of a one-time, single purpose grant for the installation of sidewalks will serve a key purpose. However, in the case of public finance support for a redevelopment project, the City will need to identify and dedicate substantial multi-year resources capable of supporting debt service. The one time grant would not qualify for this purpose.

In general, annual financial resources could be applied to almost any project in the community. However, for redevelopment initiatives which rely on public-private finance relationships, projects will require multi-year funding resources. Thus, many recommended activities in the Plan will benefit most from long-term funding sources.

Multi-year funding sources are identified below. The reader should be aware that funding programs frequently change, especially those which can be characterized as one-time, single purpose funds. The City will need to stay abreast of changes in funding programs over the planning period.

- General Fund Sources- Communities have a number of general sources of revenue that can be applied to any corporate purpose that will benefit the community as a whole. The largest of these is normally the general-purpose property tax, which primarily funds the City's General Revenue Fund. Others can include state income tax rebates, motor fuel tax funds, public utility taxes, hotel/motel taxes, various fees, fines and other receipts. Municipal bonds may also be considered for special projects during various phases of the implementation of the Plan that may require more long-term financing. Another type of bond that could be considered for targeted projects is the special assessment bond. These bonds are issued to finance improvements that are to be paid for by special assessments against benefited properties. Bond obligations are payable only from the special assessment receipts, are not backed by general taxes, and as such usually carry higher interest rates.

- Tax Increment Financing (TIF)- Tax increment financing (TIF) is a mechanism used to carry out revitalization and redevelopment activities on a local basis in a defined area that meets State eligibility requirements. TIF allows a community to capture the increase in

local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project. Harvey has adopted TIF Districts in several areas of the City, but there are currently no TIF Districts within the Downtown area.

- Business Improvement District (BID)- Business Improvement Districts (BIDs) are authorized by Division 74.3 of the Municipal Code of the State of Illinois. A community may designate an area as a BID after a public hearing. The benefits of a BID could include: 1) providing the ability to control and dispose of property; 2) securing financing for improvements; and 3) monitoring and reviewing development and redevelopment proposals. In carrying out business district development or redevelopment plan recommendations, a municipality is given the statutory authority to:
  - Approve all development and redevelopment proposals.
  - Exercise the use of eminent domain for the acquisition of real and personal property for the purpose of a development or redevelopment project.
  - Acquire, manage, convey or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
  - Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State of Illinois, for business district development and redevelopment.
  - Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
  - Enter into contracts with any public or private agency or person.
  - Sell, lease, trade or improve such real property as may be acquired in connection with business district development and redevelopment plans.
  - Expend such public funds as may be necessary for the planning, execution and implementation of the business district plans.
  - Establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans.
  - Create a Business District Development and Redevelopment Commission to act as agent for the City for the purposes of business district development and redevelopment.

- Special Service Area (SSA)– A SSA program is a finance tool that utilizes a real estate property tax levy to fund special services in a targeted area where property owners voluntarily tax themselves for these services. SSA services and programs are in addition to, and go beyond, the normal programs and services provided by the community. Typically, commercial and industrial areas are subject to an SSA tax, although it can be extended to residential properties. SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries.

Utilizing multi-year funding mechanisms can provide a community the ability to exercise greater oversight over the redevelopment process, and to work proactively to control potential development impacts.

Federal and State Resources

Grants and loans can be secured from a variety of federal and state sources to aid in both public sector enhancement projects and to reduce certain private sector development costs. In some cases, public agencies can secure and administer these resources on the City's behalf for use in local projects. In other cases, the City can secure funds and administer them independently or in conjunction with a public agency. Annual funding cycles are used to allocate federal funds, often to state and regional agencies who then review applications for funding from local communities. Some funding, however, will be available through direct application to federal agencies.

For communities who can demonstrate eligibility based on income data, federal Community Development Block Grant (CDBG) funds are available for a variety of physical upgrades and other initatives. Additionally, the Illinois Department of Commerce and Economic Opportunity (DCEO) administers programs to assist with financing public infrastructure projects.

Although this is not an exhaustive listing, some other government funding sources to aid in transportation and transit-related aspects of the Plan may include the following:

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**- Based on the types of improvements recommended for Downtown, the funding sources that will most likely be applicable to Harvey are programs of the recently enacted SAFETEA-LU Act authorizing Federal surface transportation programs for highways, highway safety and transit for the 5-year period 2005-2009. These programs include the ITEP, CMAQ and STP Programs. Similar to the programs of its predecessor Transportation Equity Act for the 21st Century (TEA-21), SAFETEA-LU programs will be administered through various regional and state agencies and are supported by federal revenues. While the details of project eligibility vary from program to program, they all generally require that a project have a local sponsor (the City of Harvey), and some evidence of local support of the project. Brief descriptions of the component programs of SAFETEA-LU are described below.

  Transportation Enhancement Program (ITEP)- This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from SAFETEA-LU. Among the projects that are eligible for this competitive funding source include bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right of way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering and construction costs.

  Congestion Mitigation and Air Quality Improvement Program (CMAQ)- The CMAQ program is also part of SAFETEA-LU and it focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs. The competitive program is administered through the Chicago Area Transportation Study (CATS). Transit improvements and commuter parking lot projects typically score higher when supported by Metra. Similarly, bicycle and pedestrian projects which are coordinated with neighboring jurisdictions are also rated highly. In

most cases, grants are not available to assist in financing the replacement of existing commuter parking spaces or other improvements that were originally federally funded, should they be displaced for redevelopment purposes.

Surface Transportation Program (STP)- These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.

- **Operation Greenlight and Access to Transit-** Currently, FY2004 is the last year of funding for the Operation Greenlight and Access to Transit program. However, there is some expectation that this program may continue, although with possible changes in the program structure. The status of the programs will need to be verified. Funds are currently allocated to any project that is related to transit. Two types of funds are available: general grants and Access to Transit funds. General grants are for any transit project including station projects, commuter parking lots, and pedestrian bridges and tunnels in a station area. Access to Transit funds are available for any project that allows direct access to the station area, including sidewalks and access roads. This program is federally funded and implemented through the Illinois Department of Transportation. In most cases, grants are not available to assist in financing the replacement of existing commuter parking spaces or other improvements that were originally federally funded, should they be displaced for redevelopment purposes.

Metra may have access to additional funding sources allocated to Metra for use on commuter parking and commuter station improvement projects. These funds could include Operation Greenlight and CMAQ funds, but may also come from other sources. The following should be noted with regard to funding for the redevelopment of commuter parking and transit facilities:

- Metra only participates in building new parking spaces where demand warrants and funding is available. Metra has projected a need for 100 additional spaces by 2030 on the west side of the Metra Electric Line.
- While Metra has often provided funding for *additional new* spaces, most grant dollars, including Metra's, are not available for financing the replacement of commuter spaces that are displaced from designated and/or historical commuter parking facilities.
- The displaced commuter parking spaces that may result from the proposed redevelopment cannot be replaced within other existing commuter parking lots.
- Throughout each step of the redevelopment process, the amount of Metra commuter parking at the Harvey Station must, at a minimum, remain at its current level, resulting in no *net loss* of commuter parking during any time period.
- Consideration should be given to involving multiple partners (public and private) in order to share the spaces and the costs of proposed new parking improvements and related infrastructure. Commuter parking fees within both existing and new parking areas should remain comparable and competitive with commuter parking fees within the Metra system over time.
- Metra encourages the exploration of shared parking opportunities where the commuter parking spaces can be used by others in the evenings and on weekends.
- The City would need to obtain funding for the proposed Park Avenue and viaduct improvements, and proposed transit amenities, as discussed on page III-17. Metra does not

have funding for these types of improvements. The City would also need to discuss these proposed improvements with Metra.

- The proposed improvements to the Park Avenue right-of-way and existing commuter parking along the road would need to be discussed with Metra and IDOT. The City will also need to consider potential maintenance issues and their related costs.
- As a grantee of IDOT funding for past construction of existing commuter parking spaces, various restrictions regarding alteration or reuse of some properties or rights-of-way may have been placed on the City of Harvey. While addressing this issue in detail is beyond the scope of the current planning process, the City will have to undertake the appropriate due diligence to investigate their standing with funding agencies before more detailed planning proposals are prepared or considered that might impact these areas.

A variety of federal and state funding sources are available for real estate development projects, including grants, loans, bonds and tax credits. These can be used to lower development costs for a municipality directly involved in a project, or for a developer who can demonstrate community support for a project. These funds can be secured from agencies such as the Illinois Development Finance Authority and the Illinois Housing Development Authority, among others.

CDBG funds, mentioned previously, can also be used for projects related to real estate and economic development in eligible areas. In addition, programs are available through the U.S Department of Housing and Urban Development (HUD) and U.S. Environmental Protection Agency (EPA) to alleviate costs for environmental remediation and increased energy efficiency.

Assistance with economic development, including direct support to new businesses through low-interest financing and technical and workforce training assistance, is available through DCEO and the U.S Small Business Administration (SBA), among others.

Private Resources

Private sources of funding can often be secured for specific projects or initiatives, in particular those with a cultural, historical or beautification emphasis. These sources could include grants or loans from philanthropic organizations, foundations or private investors, or loans from local financial institutions.

The Resource Team should reach out to local community organizations and institutions to partner on applications for targeted funding to support various specific initiatives, or to take the lead in securing funding with demonstrated City support. Examples of specific projects include beautification projects in the Downtown, facade improvements to historic structures, or the establishment of an annual festival or other community event.

For certain projects, the City might consider soliciting endowments and gifts to help fund and support implementation activities. These activities should be undertaken only if the City Council has first set policy regarding the manner in which these activities would be executed.

CONCLUSION

The City of Harvey, in cooperation and partnership with others, is poised to begin the vitally important process of re-establishing the Downtown as the heart of the community, both symbolically and functionally. This Station Area Plan provides the vision, policy guidance and implementation direction needed by the City and its partners to capitalize on positive regional development trends, existing transit services, established civic activity nodes, and the community's strong desire to return Downtown Harvey to its "heyday" once again.

Appendix

Harvey Station Area Plan

Prepared for: City of Harvey, Illinois and Regional Transportation Authority
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November 2005

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A. TRANSIT ORIENTED DEVELOPMENT PLANNING PRINCIPLES AND PRECEDENTS

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

TOD PRINCIPLES

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

Design

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

Diversity

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

Density

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

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

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

TOD PRECEDENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

LAND USE PRINCIPLE 1:

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

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

LAND USE PRINCIPLE 2:

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

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

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

ACCESS AND CIRCULATION PRINCIPLE 1:
Balance the needs of vehicles and pedestrians to ensure both safe local access and convenient regional access to the 147th Street Metra Station area.

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

ACCESS AND CIRCULATION PRINCIPLE 2:
Strengthen the connection between Metra and Pace facilities and their surroundings.

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

URBAN DESIGN PRINCIPLE 1:

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

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

URBAN DESIGN PRINCIPLE 2:

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

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

- Attractive landscaping, including low shrubs and colorful perennial plantings should be installed at key intersections and near the 147th Street Metra Station, pending discussions with Metra.
- Provide coordinated pedestrian amenities, including benches and waste receptacles, near intersections and at bus stops.
- Provide secure bike parking facilities near the 147th Street Metra Station, pending discussions with Metra.

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

C. COMMUNITY INPUT

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

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

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

KEY PERSON INTERVIEWS SUMMARY

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

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

Memories from the Past

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

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

Three Wishes for the Future

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

Assets and Advantages

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

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

Weaknesses and Challenges

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

Land Use / Facilities

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

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

Access / Circulation

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

Other Comments

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

IMAGE PREFERENCE SURVEY FINDINGS

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

First Impressions

Positive:

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

Negative:

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

Building Facade

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

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

Commercial Building Type

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

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

Residential Building Type

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

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

Streetscape

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

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

SWOT ANALYSIS SUMMARY

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

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

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

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

Opportunities

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

Threats

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

COMMUNITY WORKSHOP GUIDING PRINCIPLES

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

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

D. EXISTING PLANNING CONTEXT

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

EXISTING LAND USES

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

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

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

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

DEVELOPMENT CONTROLS OVERVIEW

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

R-1 Single Dwelling Unit Residential District

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

R-2 Two Dwelling Units Residential District

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

RM Multi-Dwelling Unit Residential District

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

NC Neighborhood Commercial District

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

LEGEND

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

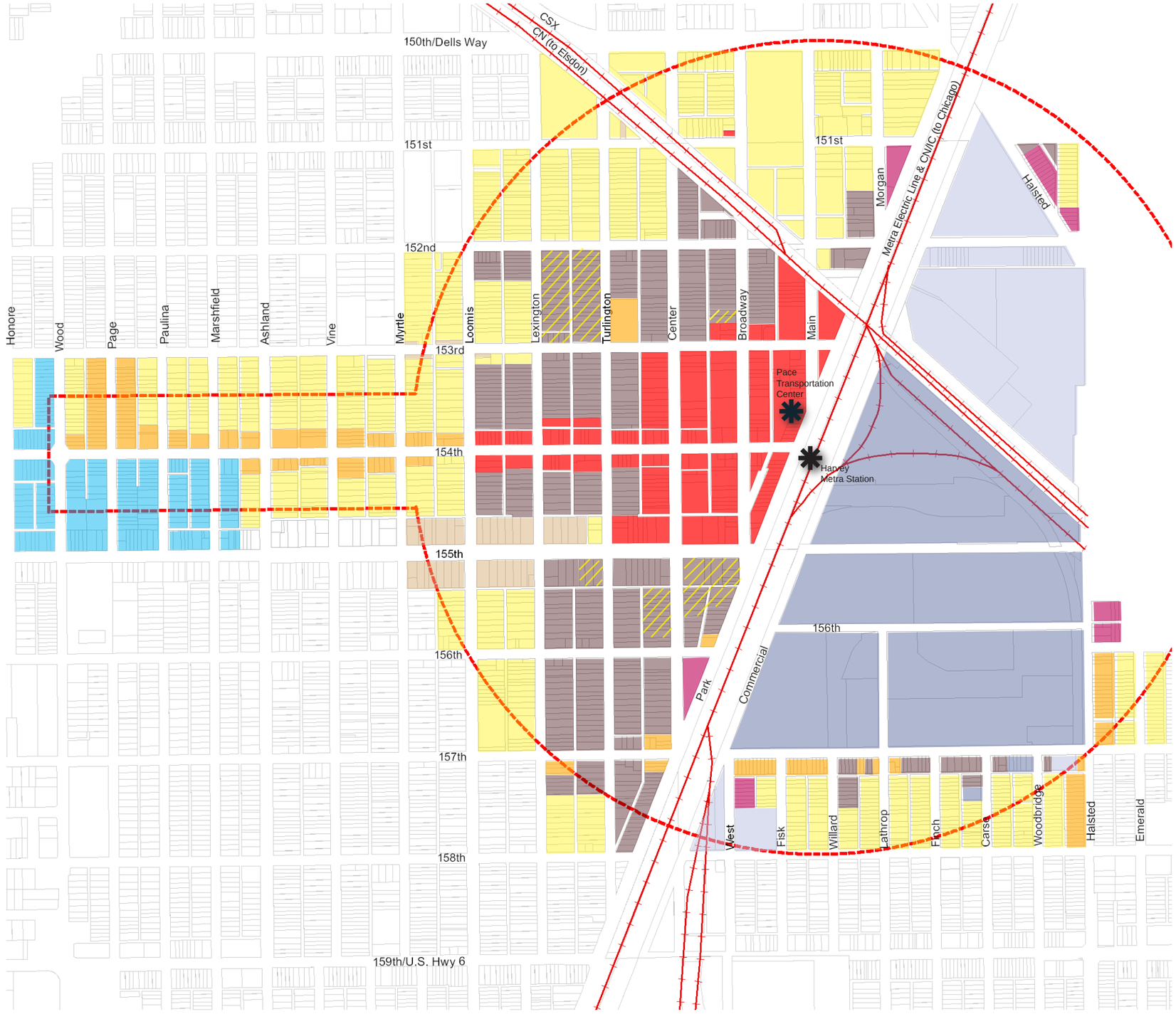


FIGURE A-1

EXISTING ZONING

Harvey Station Area Plan

City of Harvey, Illinois
Regional Transportation Authority

November 2005

HNTB

DB Downtown Business District

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

HC Highway Commercial District

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

LM Light Manufacturing District

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

HM Heavy Manufacturing District

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

MI Medical Institutional District

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

Planned Unit Development Overlay District

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

Off-Street Parking and Loading

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

ECONOMIC DEVELOPMENT TOOLS

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

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

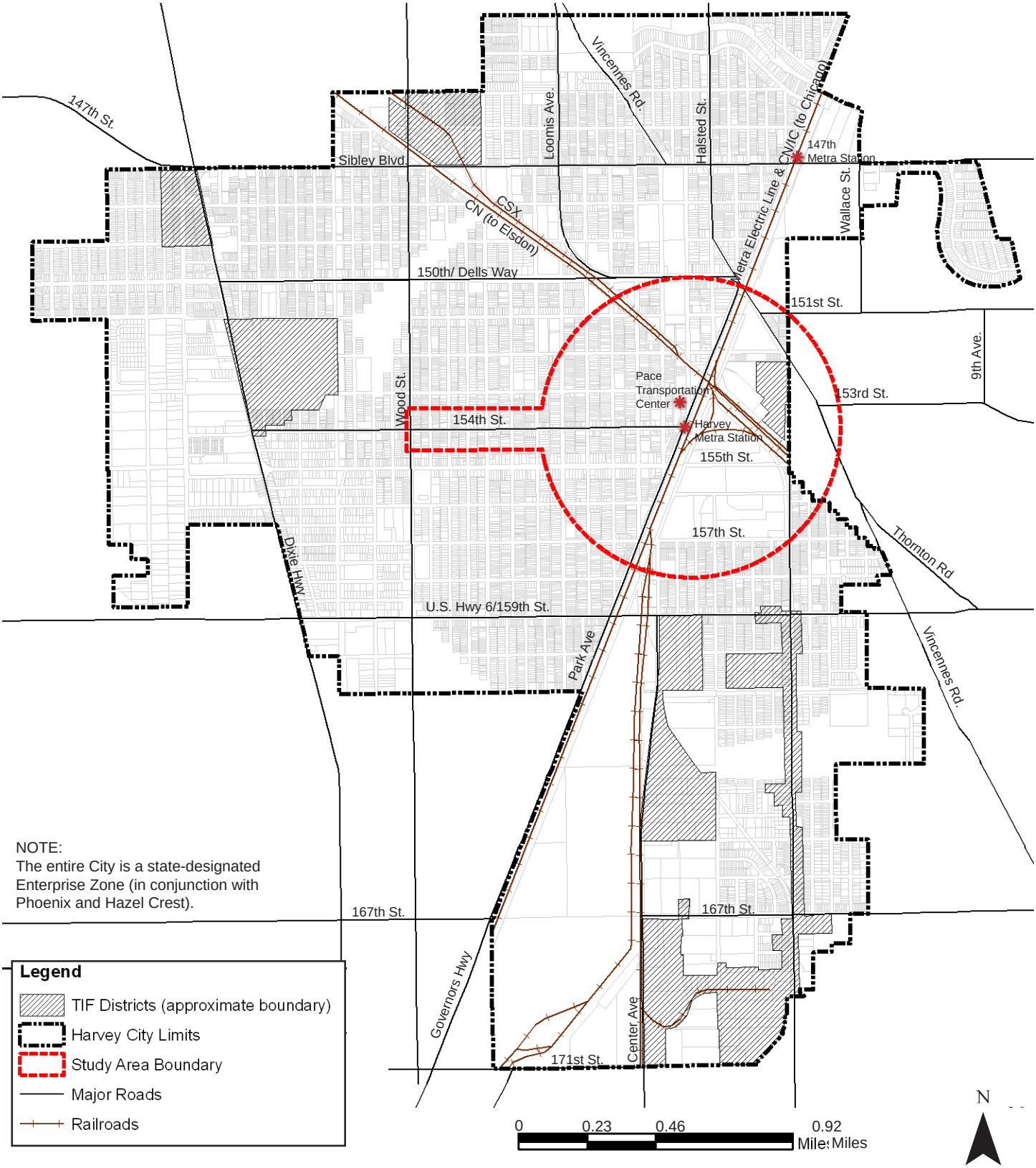


FIGURE A-2
EXISTING TIF DISTRICTS

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

HNTB

PUBLIC TRANSIT FACILITIES AND SERVICES

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

Metra Electric District Line Commuter Rail Service

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

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

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

(Source: Metra)

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

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

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

(Source: Metra)

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

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

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

Pace Suburban Bus

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

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

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

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

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

(Source: Pace)

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

TRAFFIC CONDITIONS

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

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

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

Downtown (154th Street and Park Avenue)

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

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

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

159th Street (US Rte. 6)

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

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

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

Accident Analysis

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

Table A-4

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

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

Source: IDOT

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

Emergency Vehicle Access

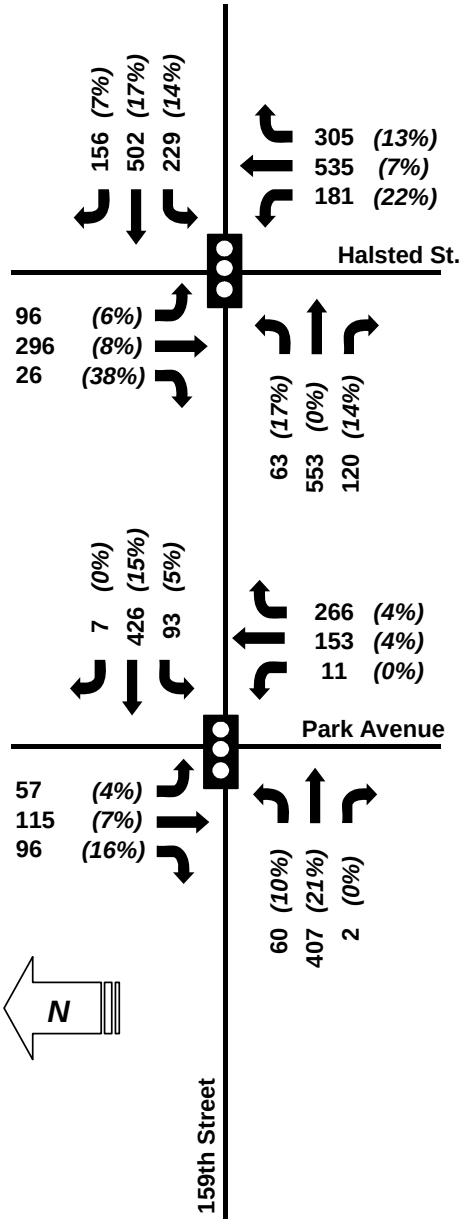
Traffic volumes and the current operations along 159th Street near the CN/IC viaduct may prohibit adequate response times for emergency vehicles traveling eastbound and westbound along 159th Street.

Traffic Operations

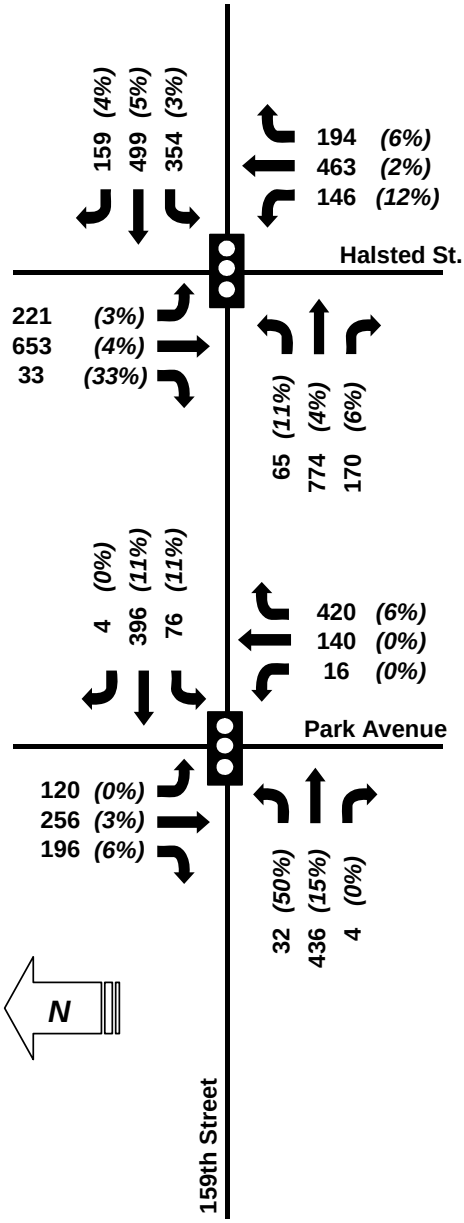
Average daily traffic (ADT) volumes and intersection turning movement volumes are comprised of information gathered from sources including IDOT and manual counts conducted by HNTB. The 2003 ADT on 159th Street is approximately 25,500 vehicles west of Halsted Street and approximately 24,200 vehicles east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

Table A-5

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



2005 AM Peak Hour



2005 PM Peak Hour

Legend

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

IDOT Combined Location / Design Report of US Rte. 6

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

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

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

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

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

Recommendations

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

E. DEMOGRAPHICS AND MARKET POTENTIAL

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

DEMOGRAPHICS

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

RETAIL DEVELOPMENT POTENTIAL

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

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

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

OFFICE DEVELOPMENT POTENTIAL

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

RESIDENTIAL DEVELOPMENT POTENTIAL

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

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

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

F. PRELIMINARY COST ESTIMATES FOR PROPOSED PUBLIC IMPROVEMENTS

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

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

STREETSCAPE ENHANCEMENTS

Commercial Area (by block or 600 linear feet):

Park Avenue (Option A1 per Figure 9)

Sidewalk/Parkway improvements	$220,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$390,000.00
Including demolition, asphalt paving, curb, median, irrigation, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$625,000.00**

Park Avenue (Option A2 per Figure 9)

Sidewalk/Parkway improvements	$220,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$390,000.00
Including demolition, asphalt paving, curb, median, irrigation, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$625,000.00**

Park Avenue (Option B1 per Figure 9)

Sidewalk/Parkway improvements	$250,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$300,000.00
Including demolition, asphalt paving, curb, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$565,000.00**

Park Avenue (Option B2 per Figure 9)

Sidewalk/Parkway improvements	$245,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$390,000.00
Including demolition, asphalt paving, curb, median, irrigation, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$650,000.00**

154th Street (per Figure 10)

Sidewalk/Parkway improvements	$225,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$190,000.00
Including demolition, asphalt paving, curb, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$430,000.00**

Broadway (per Figure 10)

Sidewalk/Parkway improvements	$225,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$204,000.00
Including demolition, asphalt paving, curb, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$444,000.00**

Broadway (Option C1 per Figure 10)

Sidewalk/Parkway improvements	$225,000.00
Including demolition, lighting, trees, landscaping, paving, and basic furnishings	
Roadway improvements	$235,000.00
Including demolition, asphalt paving, curb, landscaping	
Additional enhancements	$15,000.00
Including banners, furnishings, seasonal planting	
Total unit cost per block or 600 linear feet	**$475,000.00**

Residential Area (by block or 300 linear feet):

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

Intersection (typical):

Sidewalk/Parkway improvements	**$37,000.00**
Including demolition, roadway paving, and sidewalk paving	

PUBLIC OPEN SPACES

154th & Broadway (Downtown Plaza, per Figure 11) **$230,000.00**
Including demolition, lighting, trees, landscaping, surface parking, and paving

154th & Turlington (neighborhood park, per Figure 13) **$125,000.00**
Including demolition, lighting, trees, landscaping, and paving

Old City Hall (green space around building, per Figure 13) **$100,000.00**
Including demolition, lighting, trees, landscaping, street closure, and paving

153rd & Park (gateway park, per Figure 8) **$105,000.00**
Including demolition, lighting, trees, landscaping, and paving

155th & Park (gateway park, per Figure 8) **$70,000.00**
Including demolition, lighting, trees, landscaping, and paving

SURFACE PARKING LOTS

154th & Broadway (southwest of intersection, per Figure 11) **$230,000.00**
Including demolition, lighting, trees, landscaping, surface parking, and paving

154th & Center (behind Old City Hall, per Figure 13) **$150,000.00**
Including demolition, lighting, trees, landscaping, surface parking, and paving