

Principle 5. Foster an Attractive and Well-Maintained Public Realm Throughout the Corridor

As depicted in [Figures 7a and 7b](#), the urban design character of various segments of the Corridor should respond to adjacent land uses, mobility needs, and existing access patterns. In [Figures 7a and 7b](#), proposed conditions at key streets and intersections along the corridor are highlighted. While each of these prototypical design solutions are depicted and described in detail in [Figures 8 through 18](#) that follow, the following summaries briefly describe the streetscape character areas and conditions:

Auto-Oriented Commercial Node at Existing Street and Auto-Oriented Commercial Node at Reconstructed Street: The existing commercial areas within the Corridor tend to favor vehicular traffic at the expense of pedestrians and bicyclists. These areas are characterized by degraded existing sidewalks, underutilized parkways, and inadequate landscape buffering. In order to support the proposed nodal patterns of development, increased landscape buffering and substantial sidewalk upgrades would contribute to an improved pedestrian environment in designated nodes. A balanced auto and pedestrian environment will encourage the streetscape vitality that is desirable for commercial redevelopment.

Pedestrian-Oriented Commercial Node: This street type currently occurs in the established Mid Town District on Broadway. As commercial redevelopment occurs and extends this District west towards Kishwaukee Street, buildings should be placed at the front lot line and amenities installed to favor the pedestrian.

Downtown Mixed-Use Area

The northern portion of the study area currently supports a successful mixture of office, retail, commercial, and residential uses and serves as a key link to the Downtown. The current one-way pair street configuration routes southbound traffic through a residential neighborhood and encourages high rates of speed for northbound traffic as it approaches the Downtown area. If 3rd Street were reconfigured in a bi-directional pattern, traffic speeds would better support the mixed uses in the area, and the character of the residential side streets would benefit from a reduction in through traffic. While the sidewalks in this area are comparatively well-maintained, increased landscape buffering, street lighting, and the use of gateway banners would help to visually cue the transition into and out of the downtown.

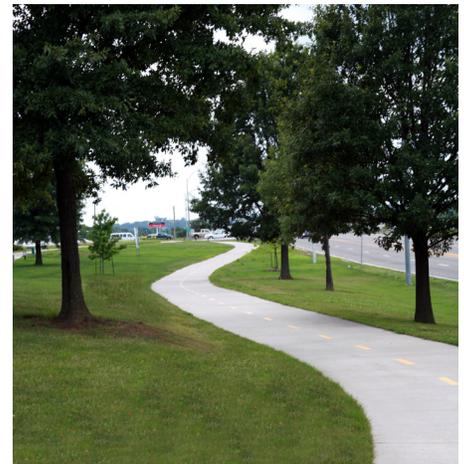
Residential Stabilization Area

These areas have existing residential uses that would benefit from investment in infrastructure upgrades, including sidewalk connections, landscaping, and street lights, that would be designed to encourage pedestrian activity. This public sector investment could be leveraged to catalyze reinvestment by individual property owners, which could function to stabilize existing residential uses and potentially increase property values. Reduced turning radii at intersections with Kishwaukee Street would provide visual cues to indicate the transition from auto-oriented commercial uses on Kishwaukee to a predominantly residential character on the side streets.

Arterial Street Access: This cross-street type is characterized by heavy traffic volume and turning movements associated with existing land uses, including commercial, which require an enhanced pedestrian environment. Medians and landscape buffering could aesthetically enhance the environment in a manner that does not interfere with existing auto traffic, but improves the pedestrian experience.



Example of Median Treatment



Example of Multi-Use Greenway

Principle 5. {Continued}

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Residential Street Access and Residential Boulevard Access: Residential streets typically have no industrial truck traffic, support comparatively light auto traffic volumes, and are more pedestrian-oriented in function. Increased landscape buffering and reduced turning radii would respond to and support these characteristics by visually reducing the roadway to a pedestrian-friendly scale and discouraging non-residential traffic.

Industrial Stabilization Area and Industrial Access Greenway: Industrial streets are typically oriented for vehicular traffic without adequate landscaping, buffering or pedestrian amenities. Truck access and mobility is the primary purpose of these routes, accommodated through consolidated access points and truck staging areas. Pedestrians should also be safely accommodated, however, with sidewalks, parkways, and landscaping buffers. Minimizing and coordinating curbs cuts will mitigate potential conflicts.

Airport Industrial Area: This area, with its campus-like industrial uses, encourages vehicular traffic through the absence of sidewalks. The construction of a multi-use path system, in combination with the planting of landscaping buffers along Kishwaukee Street, would enhance the pedestrian environment and encourage pedestrian and bicyclist activity.

The preceding street types, depicted in greater detail in Figures 8 through 18, employ the following general design solutions to enhance existing assets, mitigate existing challenges, and encourage functional and safe traffic circulation patterns. These design solutions can be divided into three categories: infrastructure investment, traffic circulation management, and visual identification.

Infrastructure Investments: Investments in sidewalks, lighting, and curbs and gutters will improve the pedestrian environment, catalyze private investment, and enhance the aesthetics of the Corridor. Public sector investment in these amenities will signal a commitment on the part of the City to investment and redevelopment within the Corridor. People are more likely to walk if in an environment with upgraded sidewalks, landscape buffering from the adjacent roadway, and pedestrian-scale lighting and signage. Parkway treatments, including trees and stormwater-interception planters at cross-streets, can function to both enhance the pedestrian environment while reducing stormwater runoff.

Traffic Circulation Management: As discussed previously, the variety of land uses within the Corridor necessitates careful planning to manage the interaction of their associated traffic. Through limited and shared curb cuts to access parking and loading areas, traffic circulation patterns can be improved to minimize disruption onto adjacent roadways. The use of medians and reduced turning radii at intersections which are not used by industrial trucking can function to reduce the perceived scale of the roadway and improve the pedestrian environment.

Visual Identification: “Branding” the corridor through a consistent visual identity would be an effective tool for reinforcing the idea of the Corridor as a destination rather than merely a passageway. This should be achieved through a coordinated landscaping palette and street lighting, consistent street furniture and trash receptacles at commercial nodes, as well as signage and wayfinding markers throughout the Corridor. The City should also reach out to private business owners whose facilities have a significant visual impact in the Corridor, including the owners of the scrap metal yard across from the 10th Avenue Park, to discuss the possibility of upgrading business facades and fencing.



Example of Streetscape Enhancements for the Airport Industrial Area



Elite Motors (3036 Kishwaukee Street) has provided attractive landscaping and signage.

