

NEAR NORTH

The following list incorporates development recommendations for the Near North Side and additional input from community members at public meetings for three areas of planning: commercial development; transit service; and pedestrian access & urban design. This list should not be considered exhaustive, but rather a guide to begin the next stages of the Reconnecting Neighborhoods project.

COMMERCIAL DEVELOPMENT

Short -Term Recommendations (1-3 years)

- Improve gateway access on Division at Halsted, and at Orleans

Intermediate Recommendations (3-5 years)

- Locate a commercial node at Clybourn and Larabee, placing retail in the center of the community
- Provide landscaping improvements, sidewalk repair, and signage near Clybourn & Larabee
- Add and enhance bike lanes along Clybourn and Halsted to better connect the area to the greater Chicago bike lane network
- Expand mixed use and retail development along Orleans and the surrounding blocks
- Establish a retail node at the intersection of Division and Larabee. Provide convenient services to residents of the surrounding blocks and commuters along Division
- Coordinate development of the White Way Sign Site at Clybourn and Mohawk Streets
- Establish retail at the corner of Division and Halsted to invigorate the streetscape and provide comfortable and entertaining areas for transit passengers

Long-Term Recommendations (5-15 years)

- Encourage mixed use development around the proposed Division Brown Line Station

TRANSIT SERVICE

Short-Term Recommendations (1-3 years)

- Improve the #11 Orleans/Sedgwick weekend schedule in the neighborhood
- Bring back the Clybourn bus to serve new development in the area. Explore Chicago Avenue and Halsted Bus Rapid Transit (BRT) opportunities. Install more bike racks at Chicago, Sedgewick, and North/Clybourn train stations

Intermediate Recommendations (3-5 years)

- Consider adding a Larabee Street service bus route and consider combining with the Orleans route
- Add/Improve shelters for transit passengers at CTA stops using the City's Street Furniture Program
 - Halsted & Clybourn
 - North & Clybourn
 - Halsted & Division
 - Division & Larabee
 - Halsted & Chicago
 - Chicago & Orleans

Long-Term Recommendations (10-20 years)

- New transit station on the Brown Line at Division and Orleans

PEDESTRIAN ACCESS AND URBAN DESIGN

Short-Term Recommendations (1-3 years)

- Post signage that will guide people to nearby venues, restaurants, etc.
- Ensure seating areas and pedestrian walkways are well lit
- Design and install consistent street signage that can direct travelers and residents to surrounding amenities, as well as reinforce the historic points of interest in the neighborhood

Intermediate Recommendations (3-5 years)

- Improve bike and pedestrian access on river bridges, including those at Halsted, Chicago, and Division crossings
- Consider the transit needs of the surrounding New City, Parkside, and Seward Park area residents when planning new development
- Provide public plazas and open spaces, as well as well-maintained walkways and street trees
 - Halsted & Division
 - Larabee & Division
 - Clybourn & Larabee
 - Oak & Orleans
 - Locust & Orleans
- Address a pedestrian-scaled environment through façade improvement, signage, and street design
- Improve pedestrian crosswalks at key intersections on Division, Clybourn and Chicago. Ensure adequate visibility and safety for everyone who uses the intersection

Long-Term Recommendations (5-15 years)

- Improve the streetscape in targeted areas, especially those with new retail development happening
 - North & Clybourn
 - Clybourn & Halsted
 - Division & Halsted
 - Division & Larabee
 - Division & Orleans
 - Oak & Orleans
 - Chicago & Larabee
 - Chicago & Orleans

ADDITIONAL COMMENTS FROM COMMUNITY MEMBERS

- Discussion of Bus Rapid Transit (BRT) on Halsted – residents express concern that they will have to walk farther than they even do now
- More stop signs should be posted along Division
- Clybourn is a dangerous street, needs speed bumps
- Stop sign needed at intersection of Halsted and Evergreen
- At Eastman and Halsted, trouble with traffic at the British School – construction holding up traffic
- In many of the more residential areas, streets should have painted stripes or some indicator for motorists to be warned about the pedestrians
- Worried about how buses and car traffic can be calmer/safer/slower from Division to North Ave.
- Suggestion of setting any new development along Halsted back farther from the street so it's less dangerous and easier for people to walk around

Questions were also raised about what should be done in the southeast quadrant of the community area, since all this attention is being paid to the Northwest