



CHICAGO PLAN COMMISSION

Department of Planning and Development

LAKEFRONT PROTECTION APPLICATION NO. 772

401-407 S. MICHIGAN AVENUE

132 EAST VAN BUREN (42nd Ward)

APPLICANT : METRA

4/20/2023





Community Area Snapshot

Community Data Snapshot | Near South Side



Population and Households

The population and household tables include general demographic, social, and economic characteristics summarized for Near South Side.

General Population Characteristics, 2020

	Near South Side		City of Chicago		CMAP Region	
Total Population	28,795		2,746,388		8,577,735	
Total Households	15,774		1,142,725		3,266,741	
Average Household Size	1.8		2.4		2.6	
Percent Population Change, 2010-20	34.6		1.9		1.7	
Percent Population Change, 2000-20	202.8		-5.2		5.3	

Source: 2000, 2010 and 2020 Census.

Race and Ethnicity, 2016-2020

	Near South Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White (Non-Hispanic)	13,556	51.4	900,055	33.3	4,276,699	50.6
Hispanic or Latino (of Any Race)	1,104	4.2	772,791	28.6	1,952,731	23.1
Black (Non-Hispanic)	5,932	22.5	776,470	28.8	1,391,837	16.5
Asian (Non-Hispanic)	5,030	19.1	182,251	6.8	620,988	7.3
Other/Multiple Races (Non-Hispanic)	754	2.9	67,780	2.5	209,283	2.5

Source: 2016-2020 American Community Survey five-year estimates.

Universe: Total population

Age Cohorts, 2016-2020

	Near South Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Under 5	1,087	4.1	165,844	6.1	508,895	6.0
5 to 19	1,829	6.9	451,994	16.7	1,624,354	19.2
20 to 34	8,723	33.1	741,583	27.5	1,781,246	21.1
35 to 49	6,466	24.5	541,728	20.1	1,688,609	20.0
50 to 64	5,319	20.2	456,024	16.9	1,625,883	19.2
65 to 74	1,689	6.4	198,316	7.3	713,897	8.4
75 to 84	1,182	4.5	99,423	3.7	348,205	4.1
85 and Over	81	0.3	44,435	1.6	160,449	1.9
Median Age	37.5		34.8		37.7	

Source: 2016-2020 American Community Survey five-year estimates.

Universe: Total population

Employment Status, 2016-2020

	Near South Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
In Labor Force	18,257	77.3	1,482,449	67.2	4,546,688	67.3
Employed ^{1*}	18,123	99.3	1,361,632	91.9	4,254,806	93.6
Unemployed [*]	122	0.7	120,061	8.1	279,707	6.2
Not in Labor Force	5,365	22.7	722,305	32.8	2,205,767	32.7

Source: 2016-2020 American Community Survey five-year estimates.
¹Does not include employed population in the Armed Forces.

Universe: Population 16 years and older
^{*}Universe: In labor force

Employment of Near South Side Residents^{*}, 2019

TOP INDUSTRY SECTORS	Count	Percent
1. Professional	2,164	16.9
2. Health Care	1,811	14.2
3. Education	1,418	11.1
4. Finance	1,399	10.9
5. Administration	915	7.2

TOP EMPLOYMENT LOCATIONS	Count	Percent
1. The Loop	4,028	31.5
2. Outside of Chicago	3,338	26.1
3. Near North Side	1,378	10.8
4. Near West Side	1,236	9.7
5. Hyde Park	737	5.8

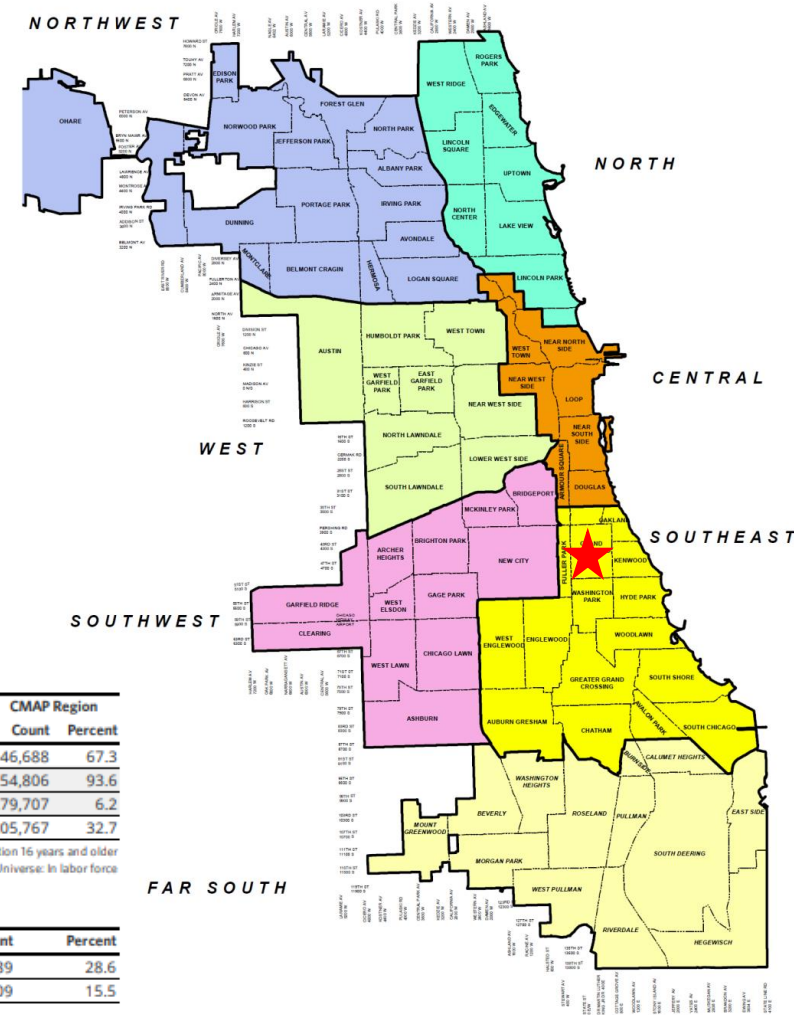
Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics program (2019).

^{*}Excludes residents working outside of, and workers living outside of, the seven-county CMAP region.

Employment in Near South Side^{*}, 2019

TOP INDUSTRY SECTORS	Count	Percent
1. Arts and Entertainment	3,889	28.6
2. Health Care	2,109	15.5
3. Accommodation and Food Service	1,934	14.2
4. Administration	1,885	13.9
5. Other Service	842	6.2

TOP RESIDENCE LOCATIONS	Count	Percent
1. Outside of Chicago	4,744	34.9
2. Near South Side	342	2.5
3. Lake View	262	1.9
4. South Shore	224	1.6
5. Austin	209	1.5



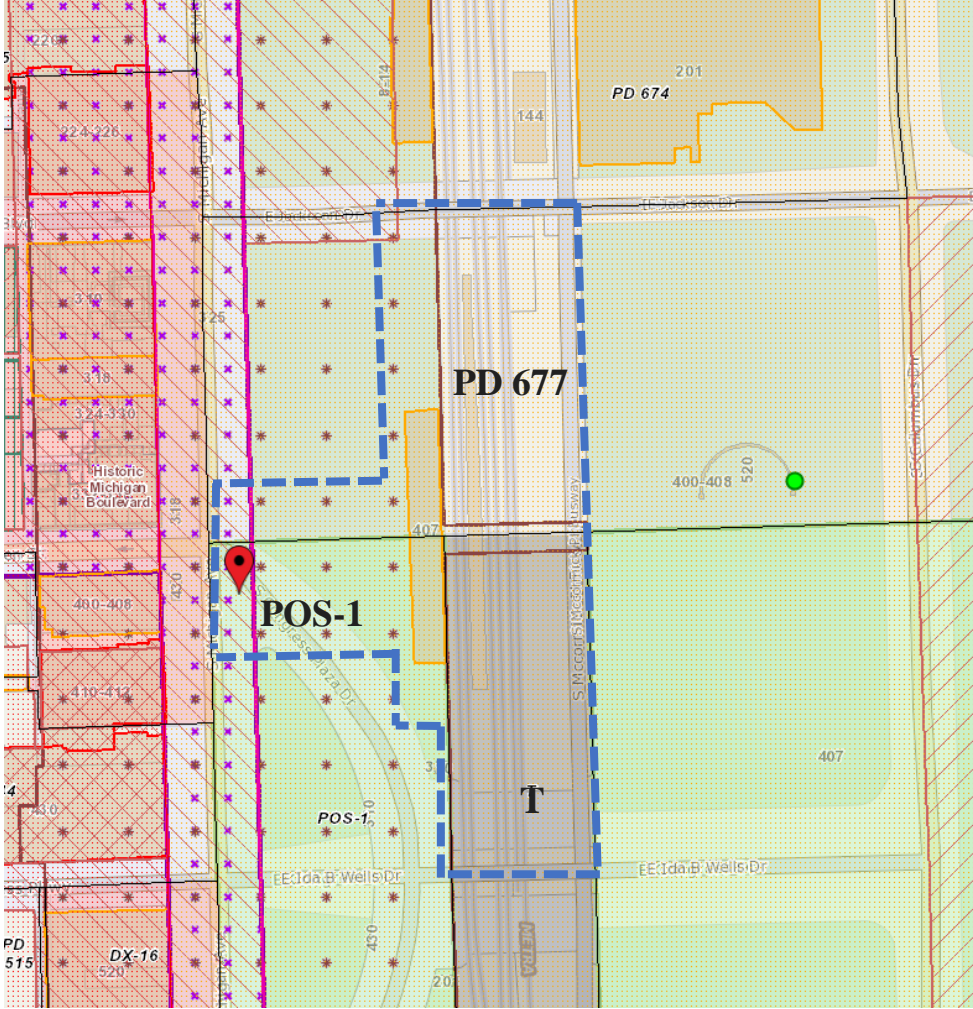
*Source: COMMUNITY DATA SNAPSHOT NEAR SOUTH SIDE, CHICAGO COMMUNITY AREA, CMAP, 2016-2020



Existing Zoning

The site is zoned:

IPD No. 677, T-District,
POS-1 and is within the
Public Use Zone of the Lake
Michigan and Chicago
Lakefront Protection District.



Project site





Project Intent

Rehabilitate the Van Buren Street Station on the Metra Electric District Line

Rehabilitate station waiting area

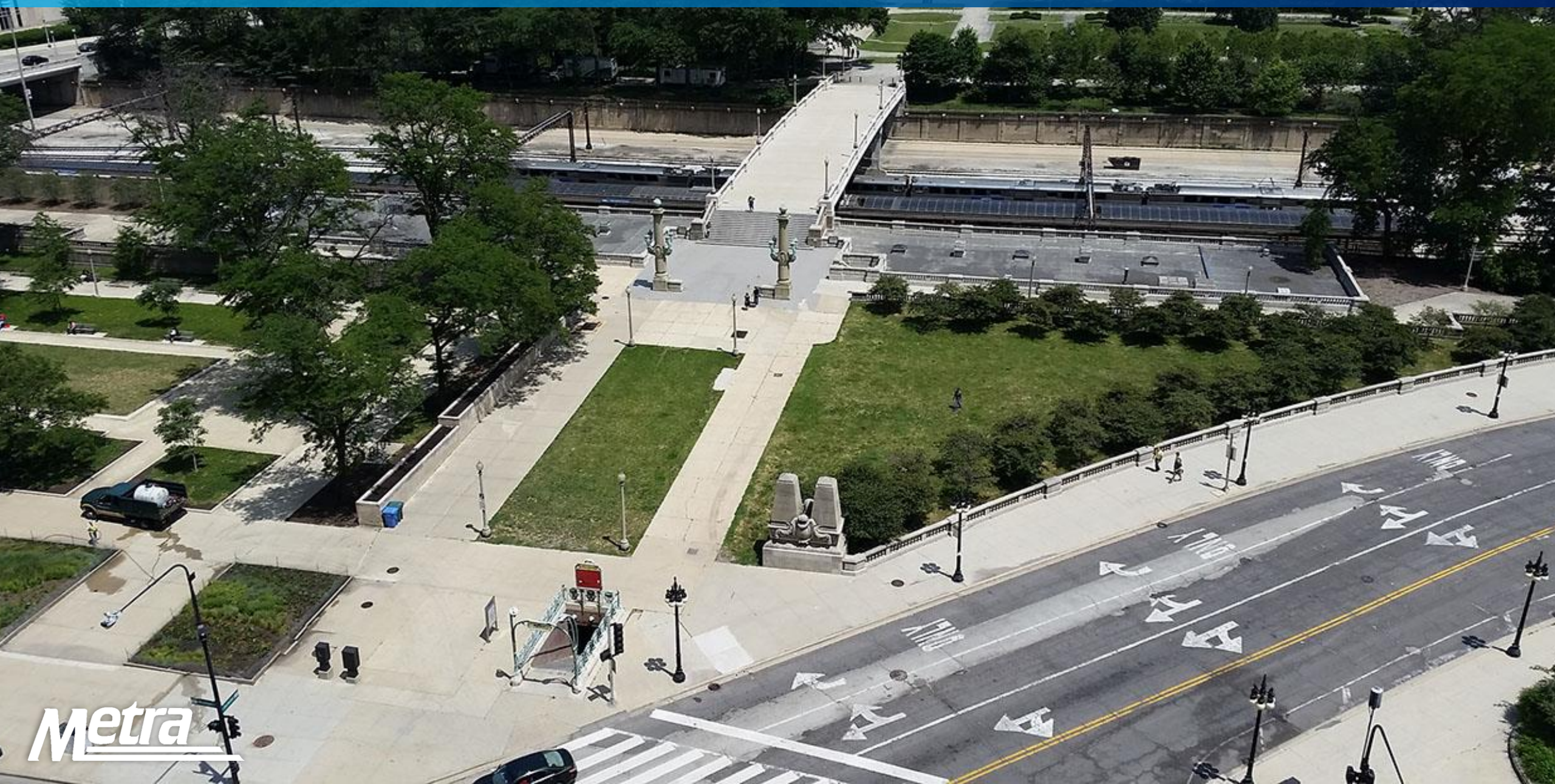
Improve and expand ADA access

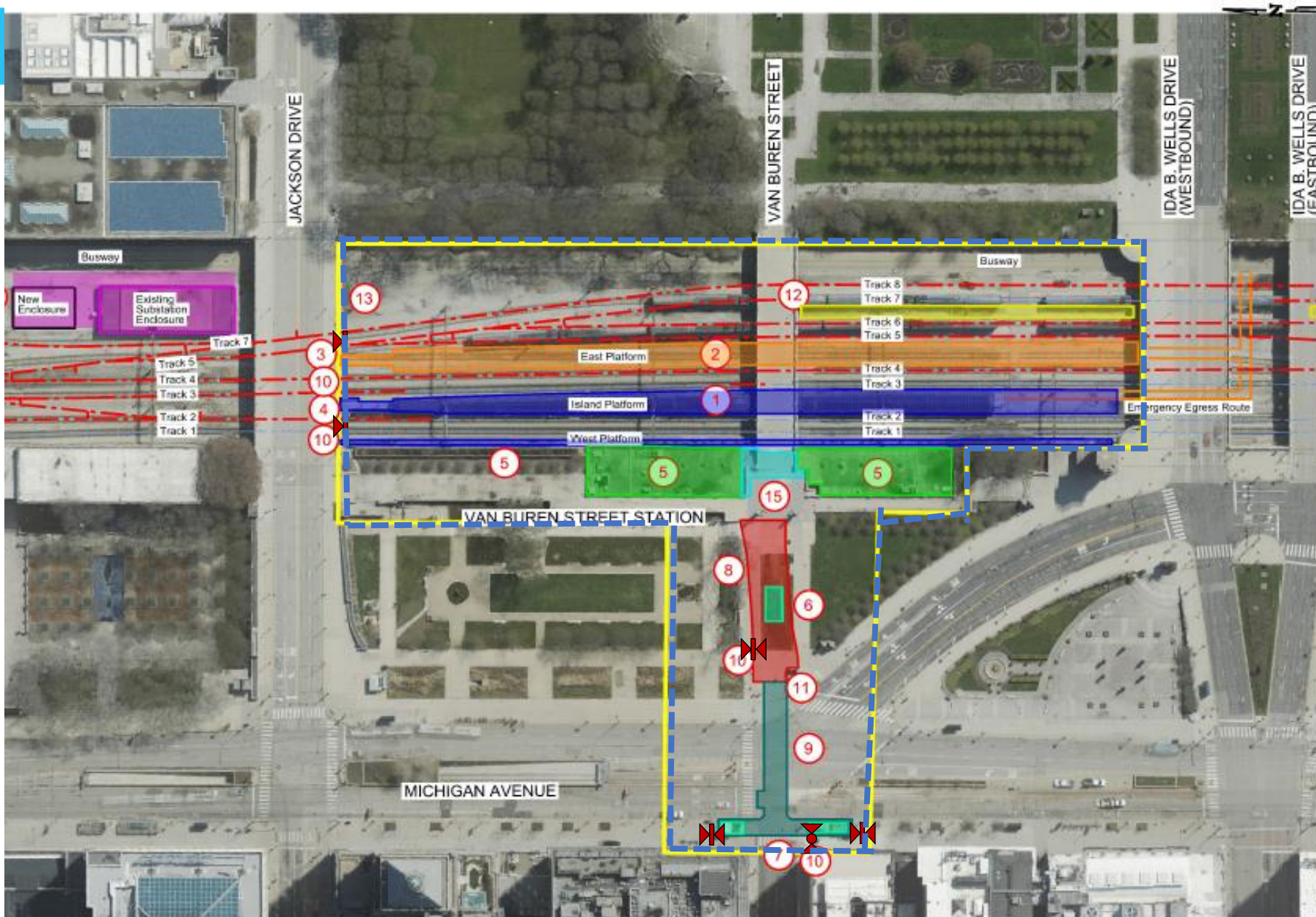
Overhaul pedestrian tunnel under Michigan Ave., including waterproofing

Improve rider experience with new shelters, platforms and signage

Improve and expand access to Grant Park and the lakefront

VAN BUREN STATION SITE





Notes:

Commuter Rail Station Improvements

- ① Rebuild and extend existing island platform and canopy with accessibility improvements (platform-level elevator connecting downward to tunnel linking to existing station tunnel).
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- ⑩ Temporarily remove decorative "Paris" stair sculpture to safeguard during construction and reinstall or move per City direction.

Railroad Improvements (for reference info only; not part of application)

- ⑫ Add new platform for train maintenance/service activity only.
- ⑬ Relocate three railroad tracks (Tracks 5 through 7) and add one new railroad track (Track 8), all within existing railroad right-of-way.
- ⑭ Substation capacity improvements - new precast concrete equipment enclosure at track level (including ornamental metal fencing)

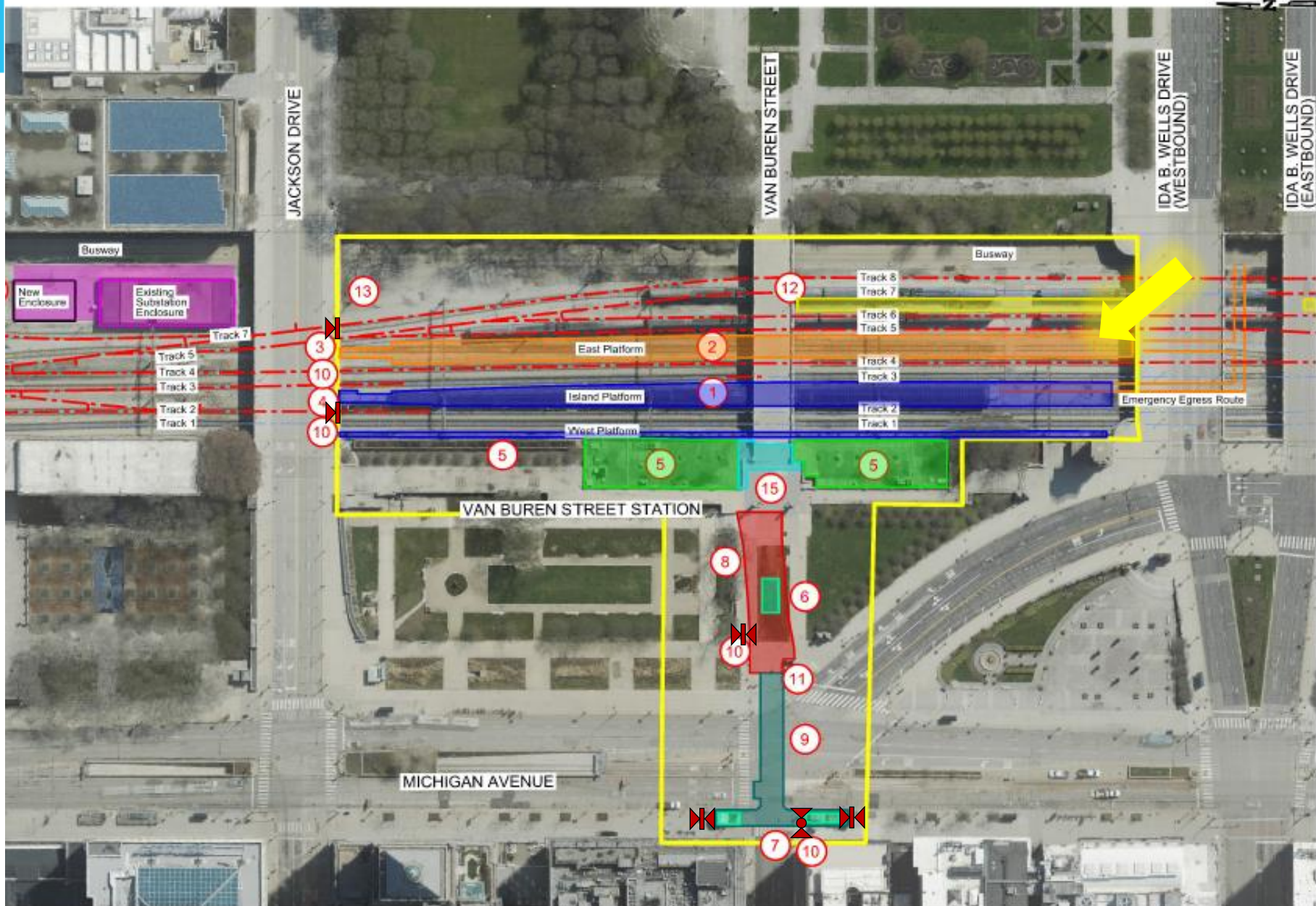
Park Improvements

- ⑮ Rebuild existing stairs and add ADA ramp to existing Van Buren pedestrian bridge.

Signage Improvements (for reference info only; not part of application)

- ⑩ New digital signs and sign post

Digital Signs



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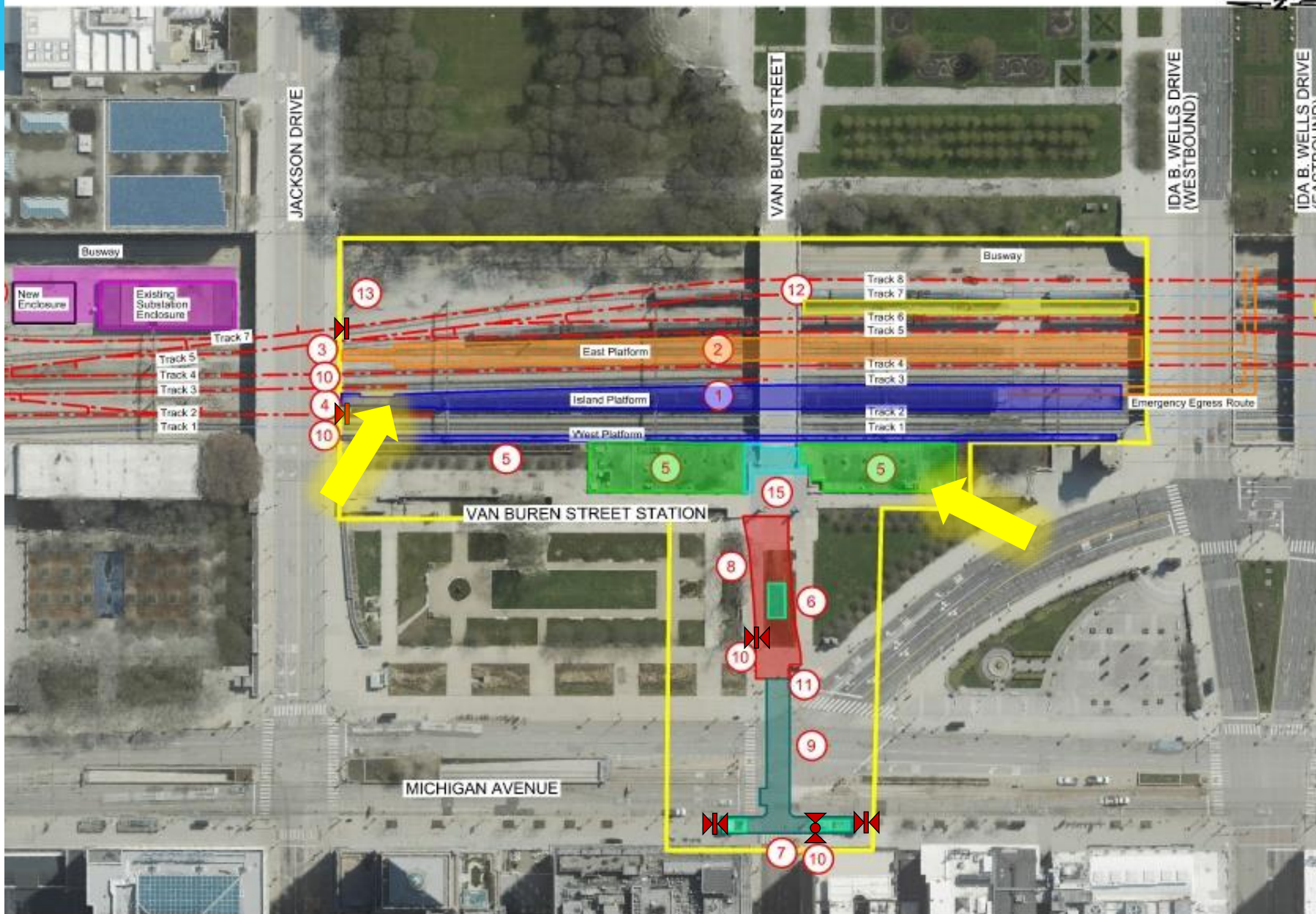
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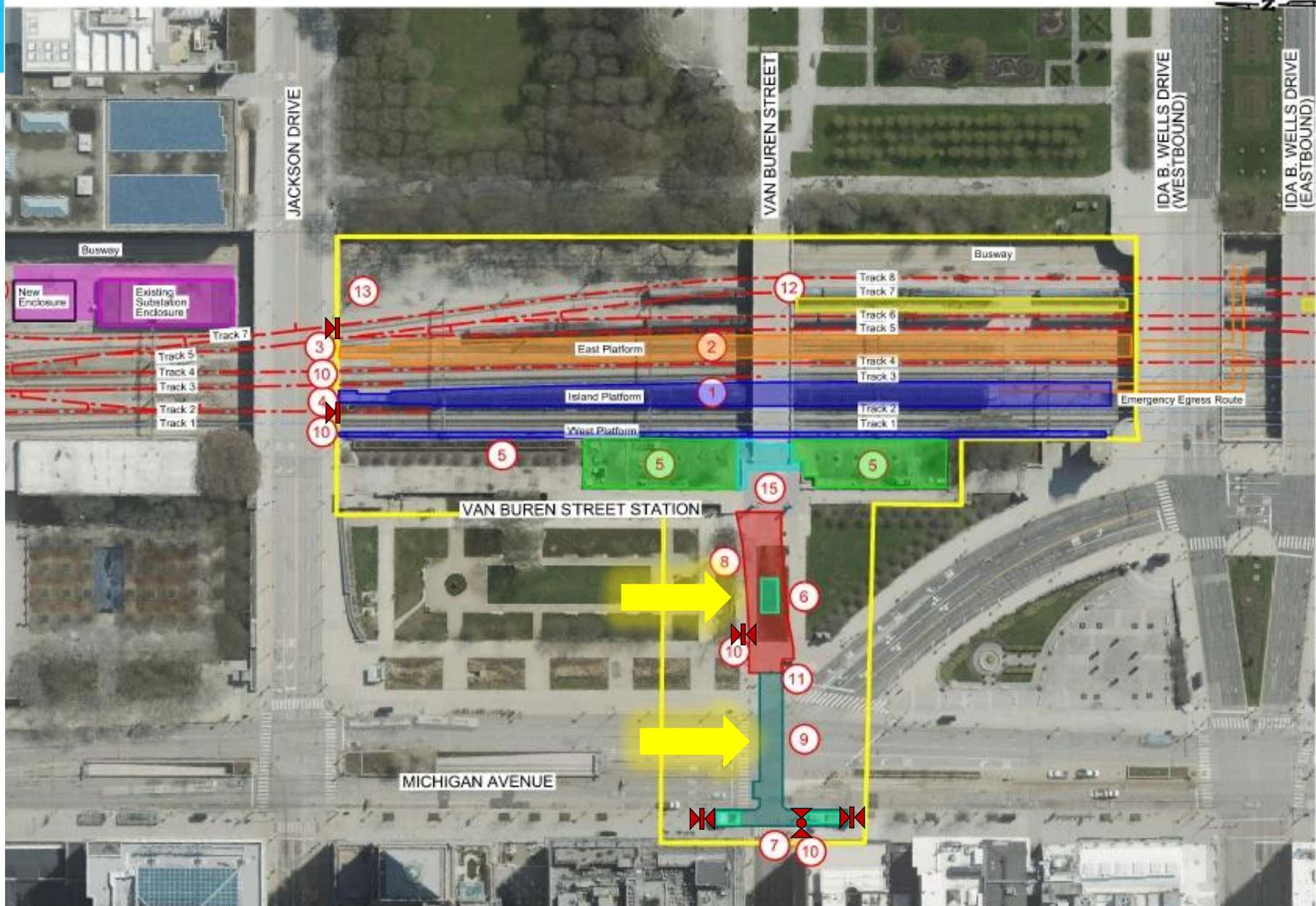
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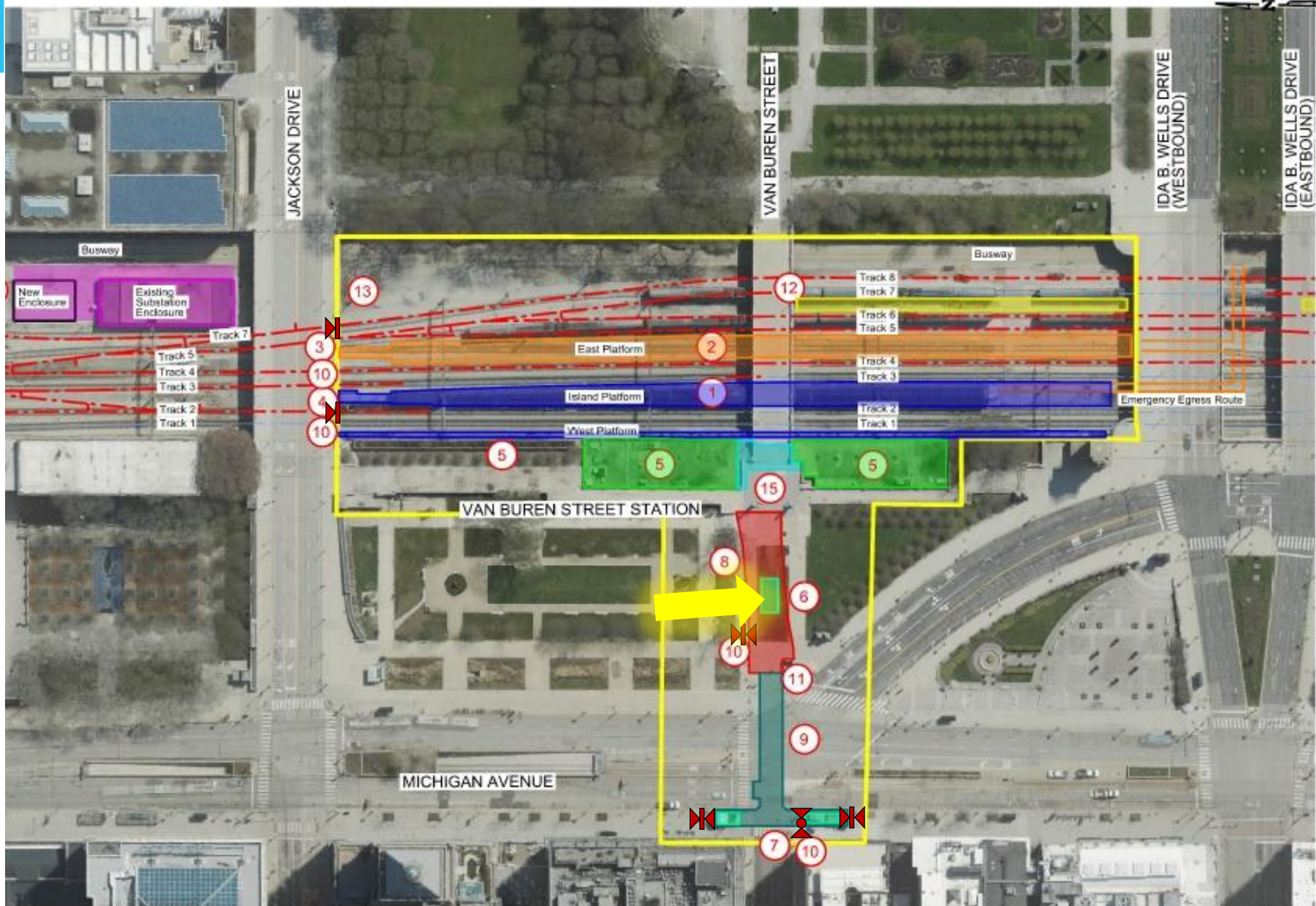
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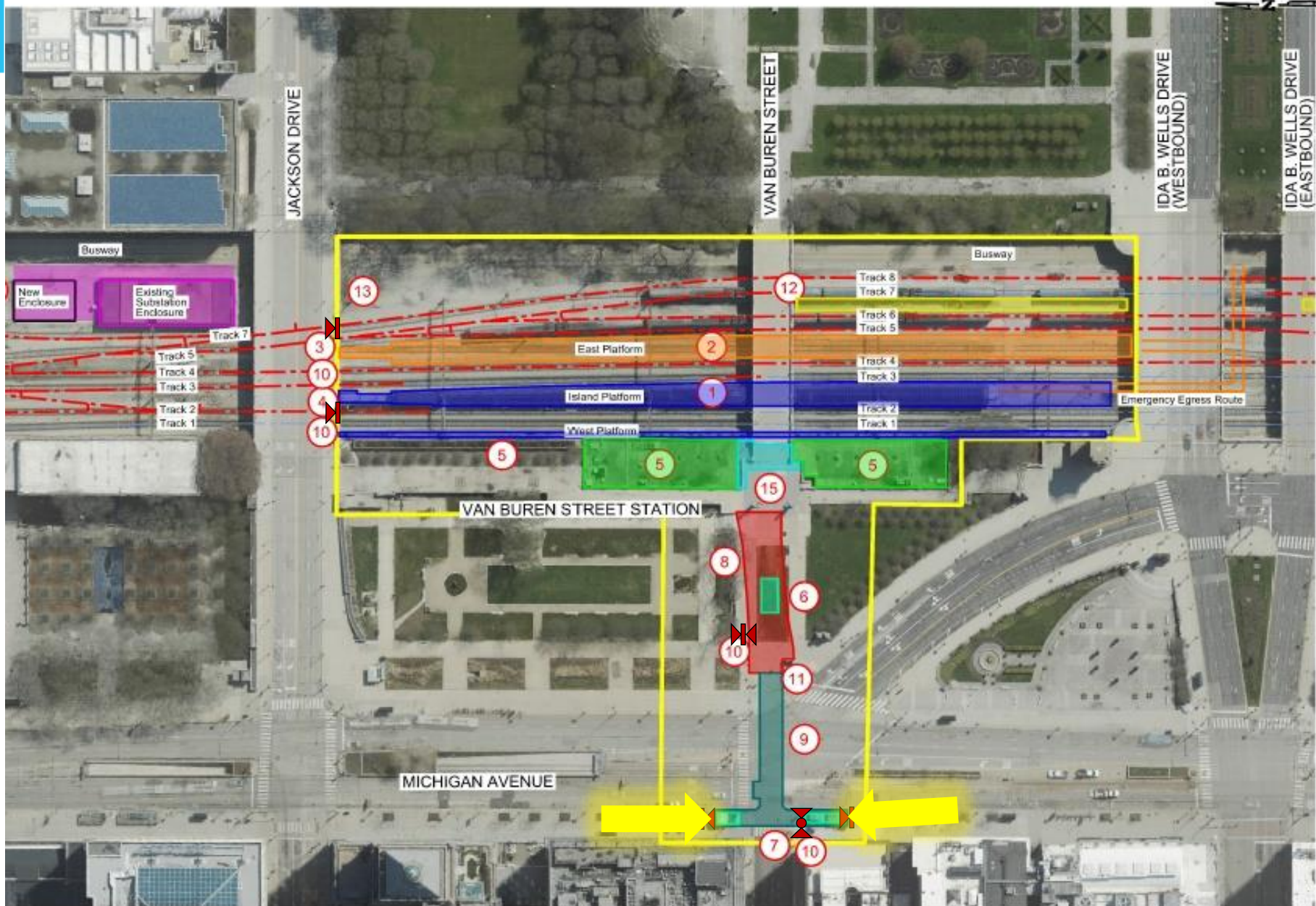
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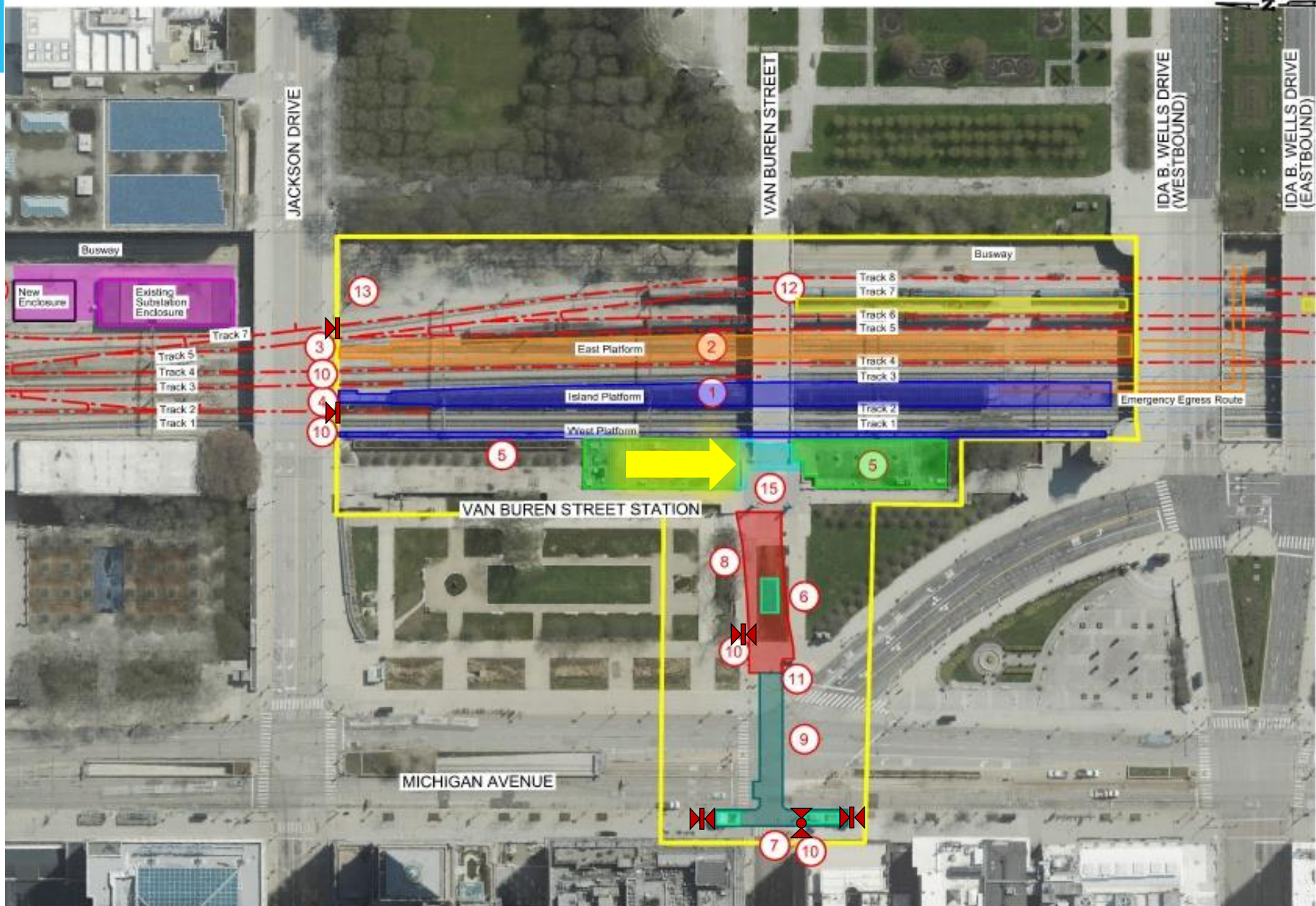
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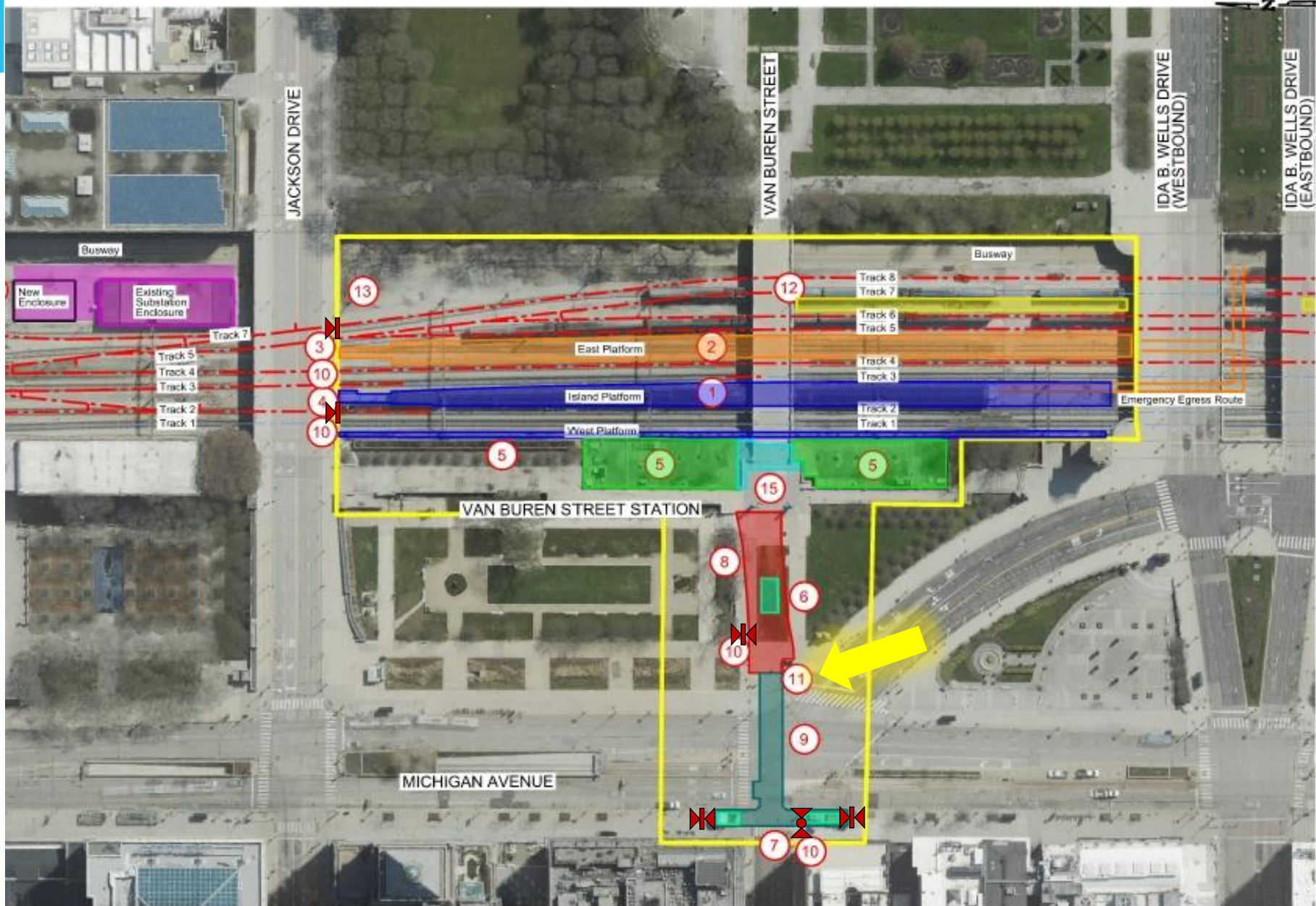
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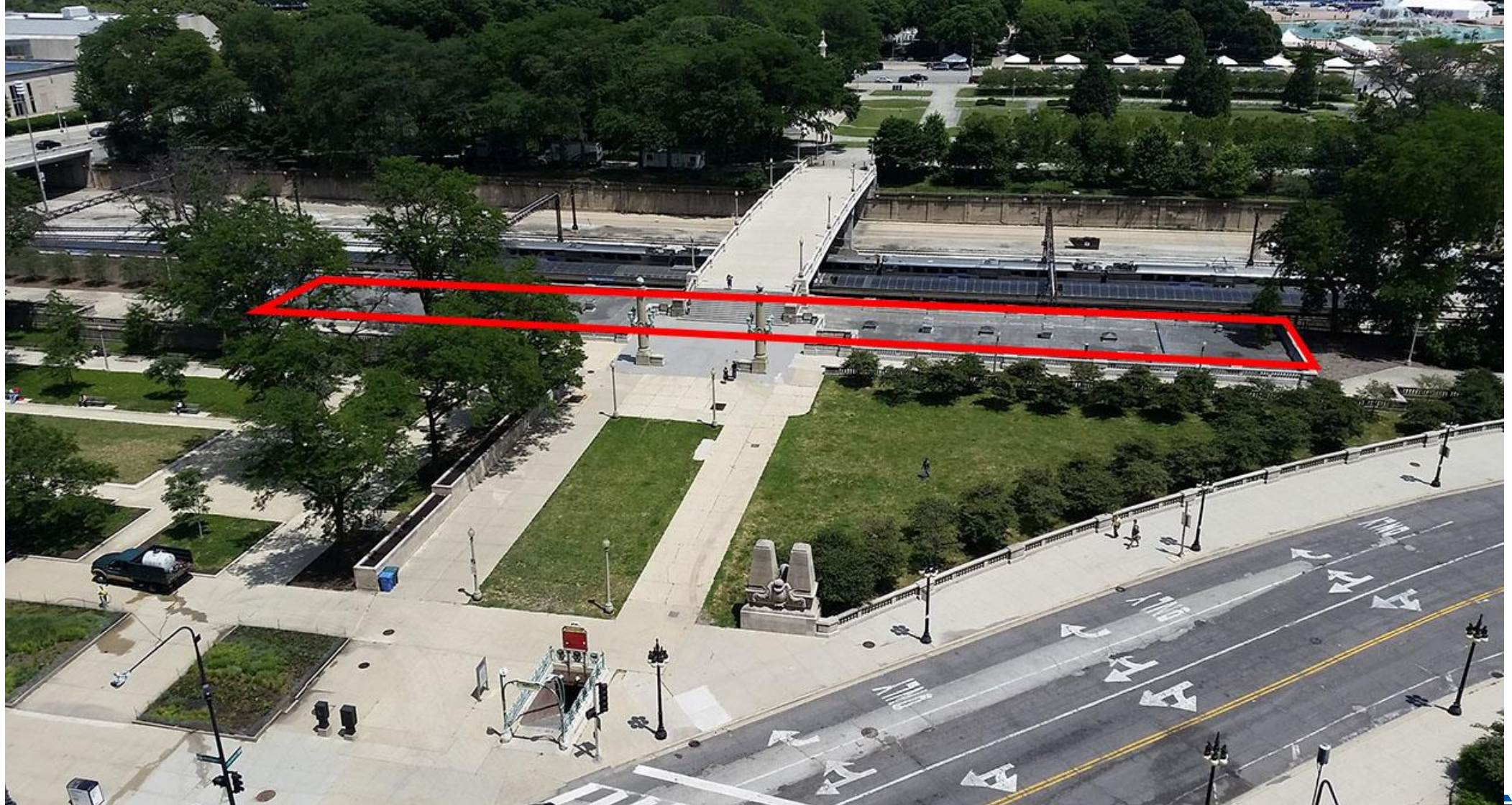
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⚡ Digital Signs



Site – Present Day



★ Historic Context – Van Buren Street Station



- As part of the access tunnel construction, two entry stair kiosks were erected on the west side of Michigan Avenue, flanking Van Buren Street. They were subsequently altered.
- A second pair of stair entry stair kiosks were constructed in Grant Park, on axis with Van Buren Street, in approximately the same location as the proposed Van Buren Street Station Pop-up entrance. These stair kiosks are no longer extant.

★ Improve & Expand ADA Access



ADD NEW MICHIGAN AVE • ENTRY "POP-UP"

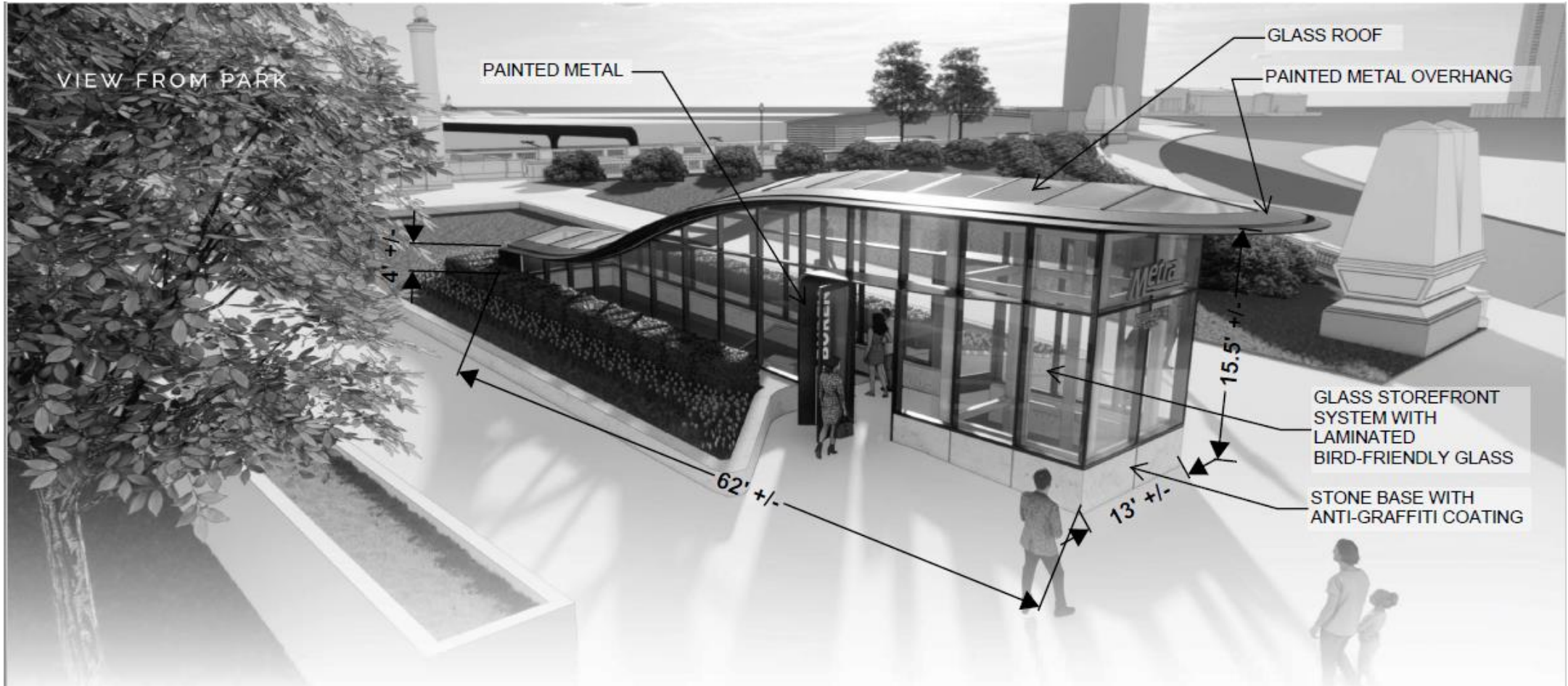


★ Improve & Expand ADA Access



ADD NEW MICHIGAN AVE • ENTRY "POP-UP"

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MICHIGAN AVE NEW ELEVATOR AND STAIRWAY

★ Improve & Expand ADA Access



ADD NEW MICHIGAN AVE • ENTRY "POP-UP"



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MICHIGAN AVE • ENTRY “POP-UP”

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JACKSON DRIVE NEW ELEVATOR AND STAIRWAY



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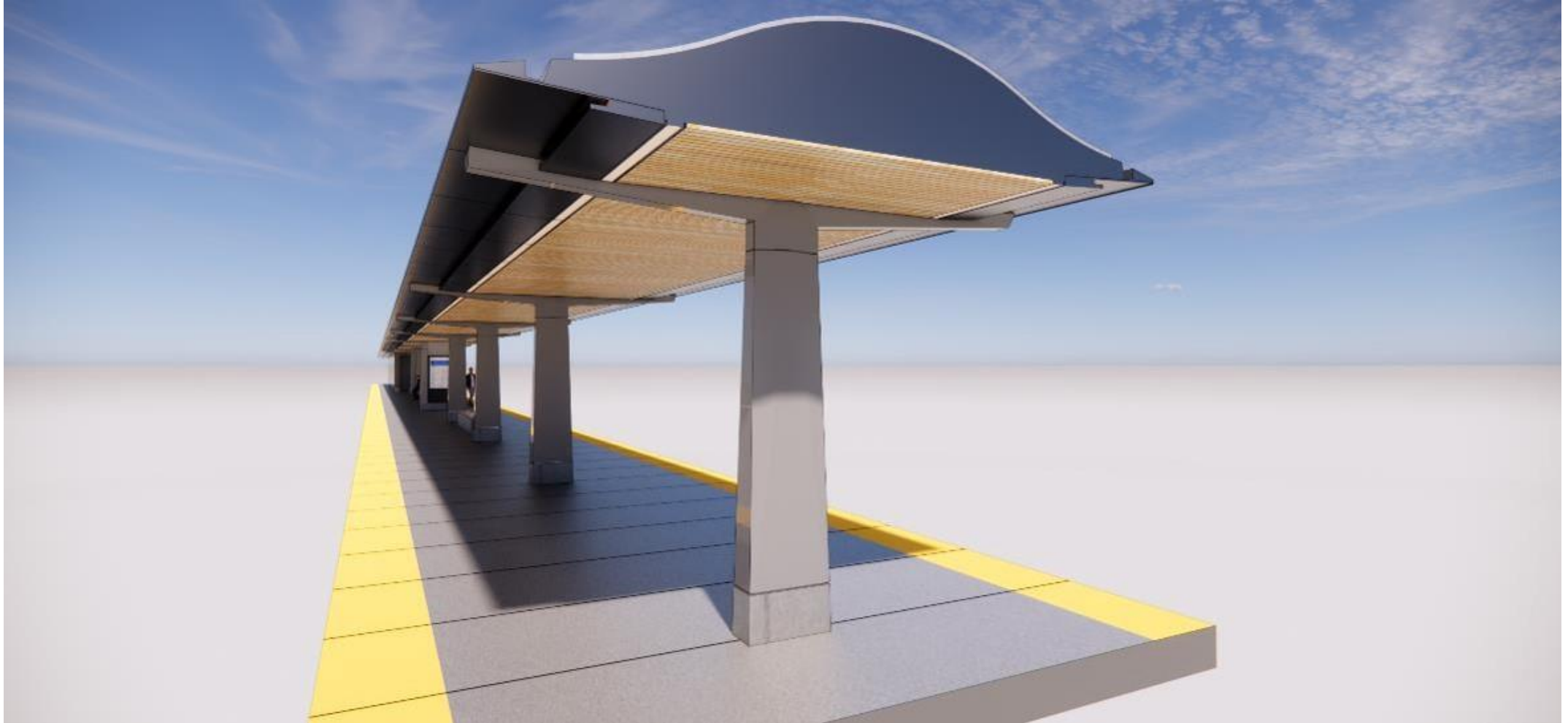


JACKSON DRIVE NEW ELEVATOR AND STAIRWAY

★ Extend Island Platform & Replace Canopy



★ Extend Island Platform & Replace Canopy



CANOPY GEOMETRY • PROPOSED



Extend Island Platform & Replace Canopy

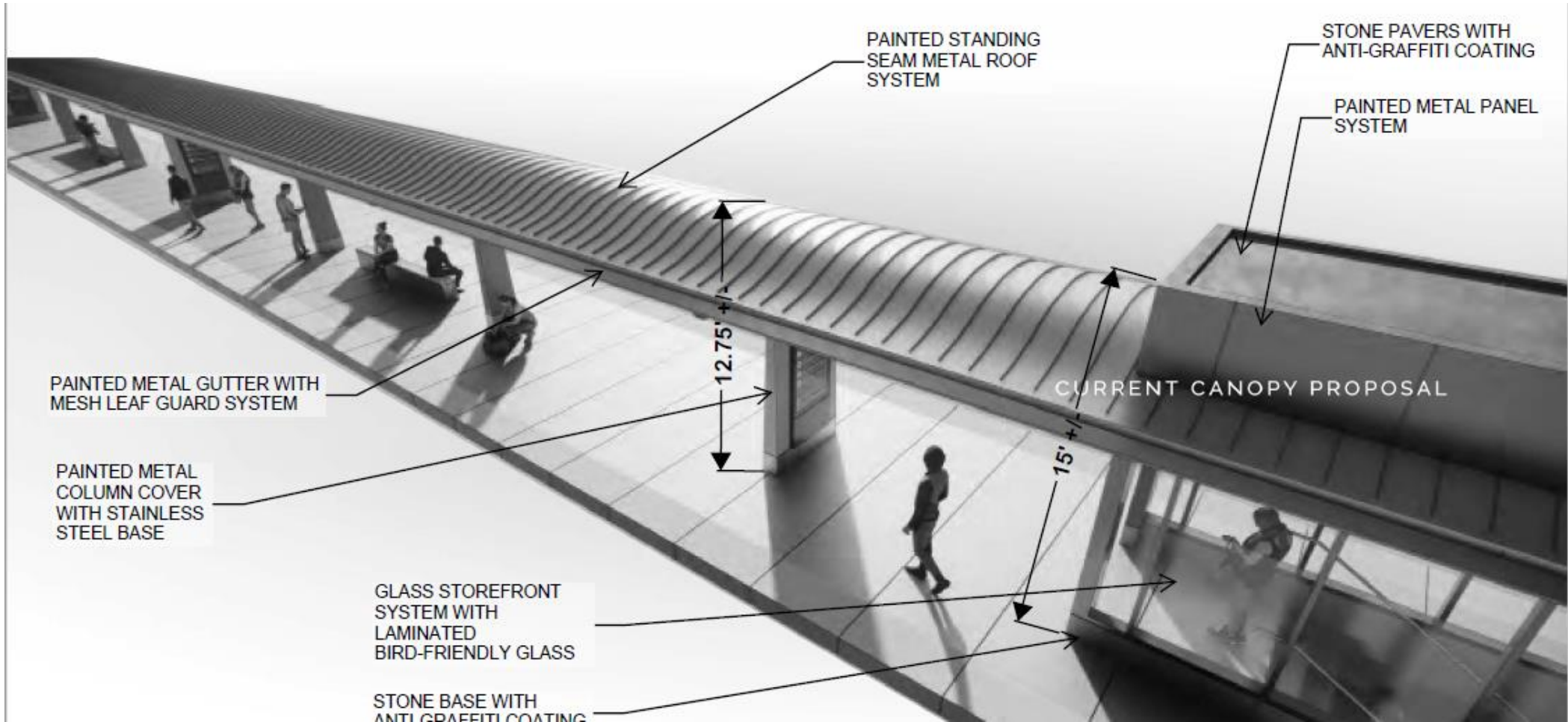


CANOPY GEOMETRY • PROPOSED





Extend Island Platform & Replace Canopy



CANOPY GEOMETRY • PROPOSED





Improve & Expand ADA Access



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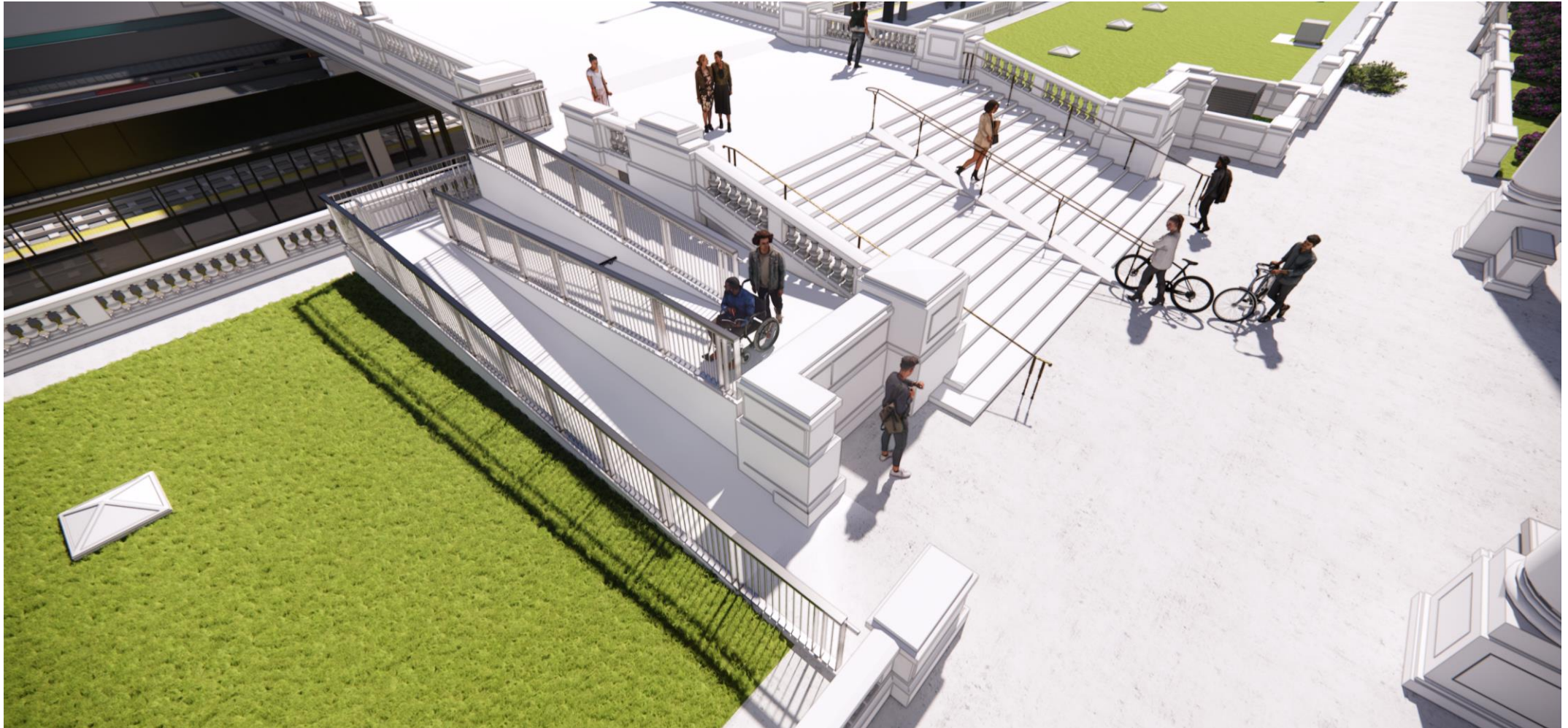
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★ Improve & Expand ADA Access



VAN BUREN PEDESTRIAN BRIDGE ADA RAMP

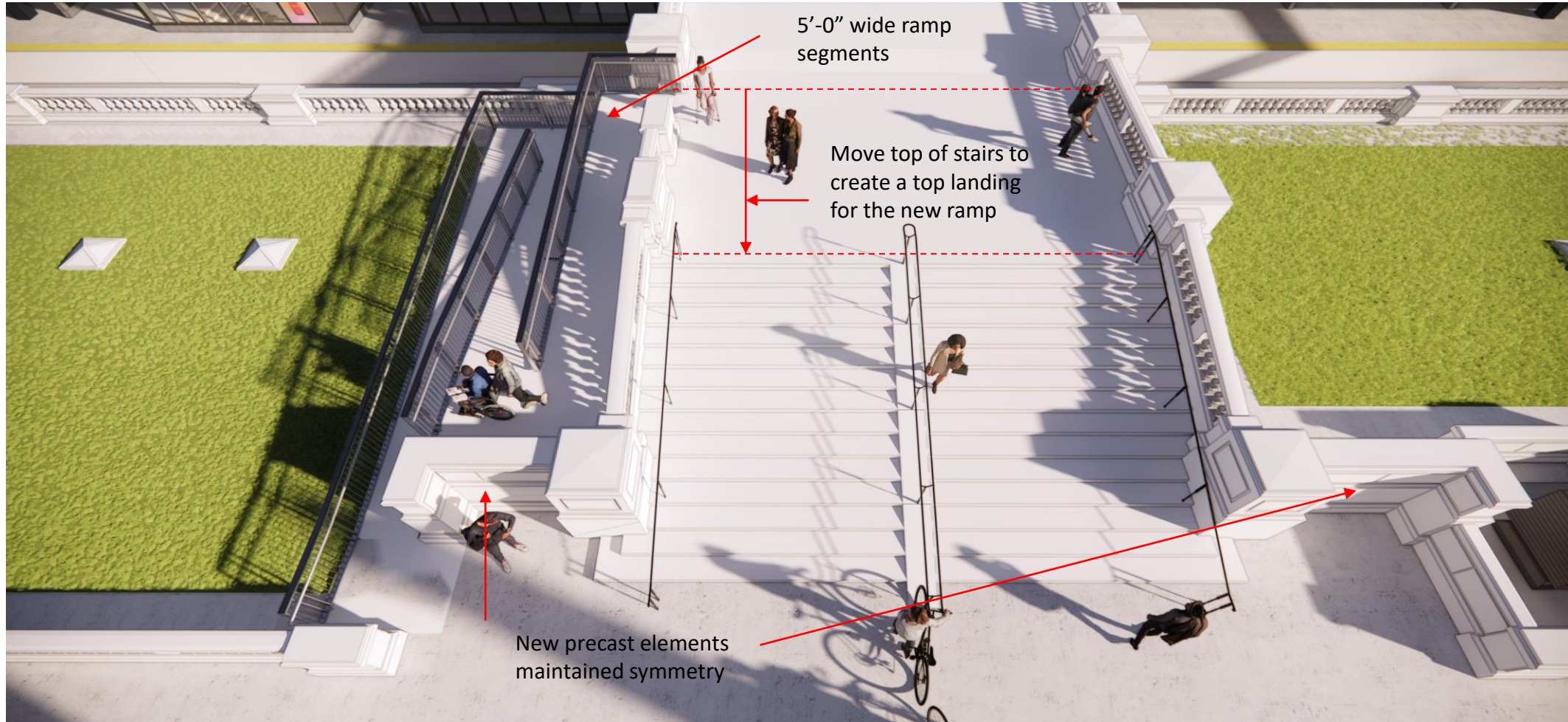
★ Improve & Expand ADA Access



**Overall View- VAN BUREN PEDESTRIAN BRIDGE
ADA RAMP**



Improve & Expand ADA Access



VAN BUREN PEDESTRIAN BRIDGE ADA RAMP



★ Improve & Expand ADA Access and Bike Access

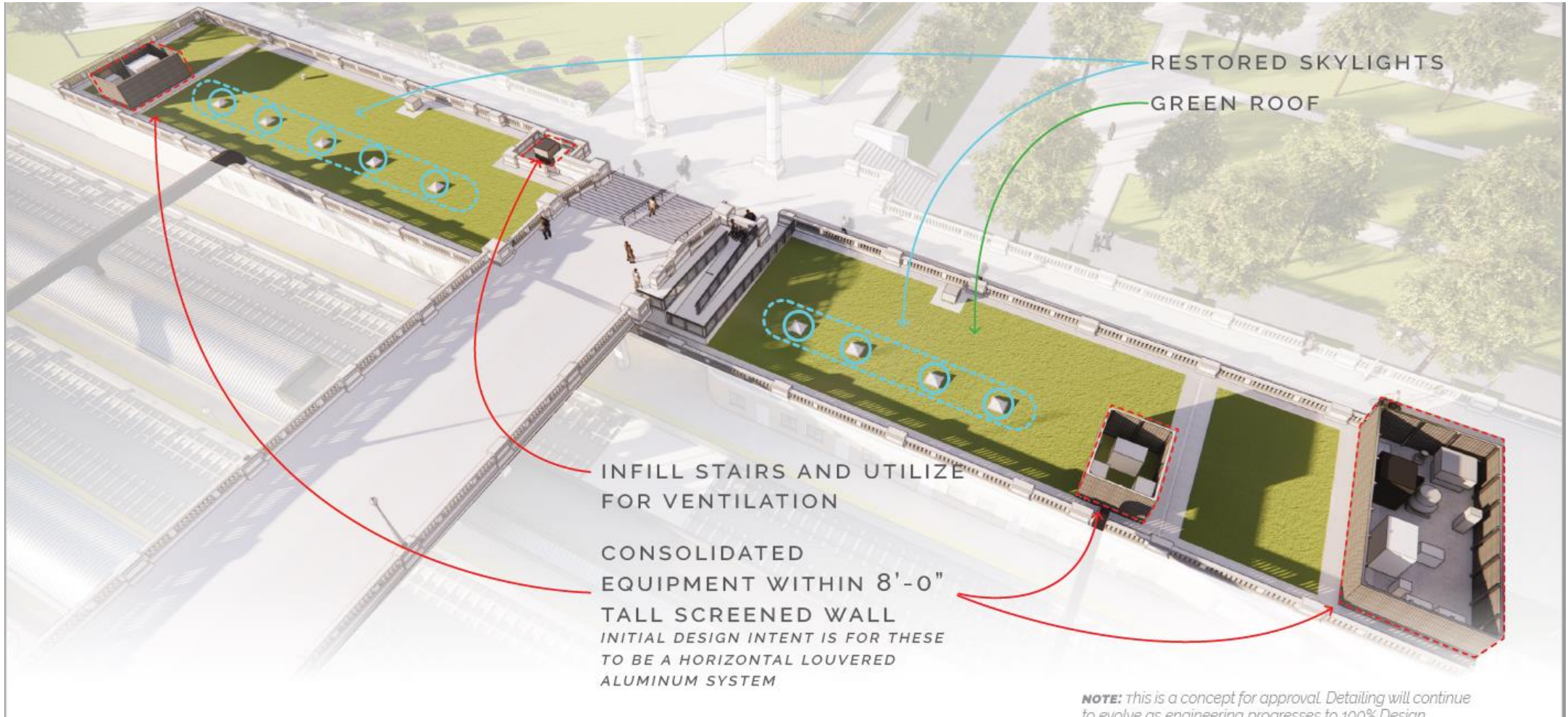


VAN BUREN PEDESTRIAN BRIDGE ADA RAMP AND STAIR WITH BIKE RAMP

★ Improve Station Rooftop

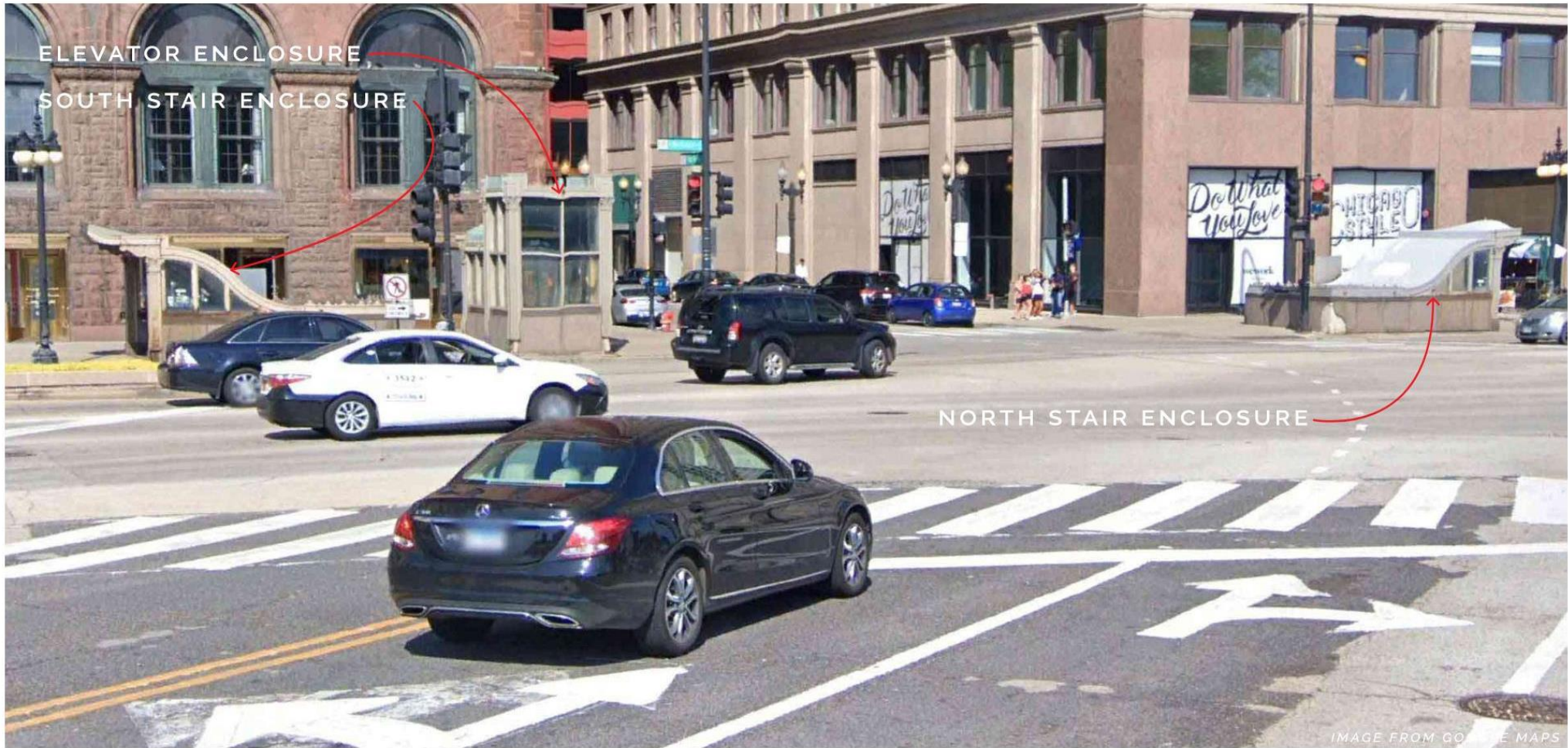


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Rehabilitate Michigan Ave. Enclosures



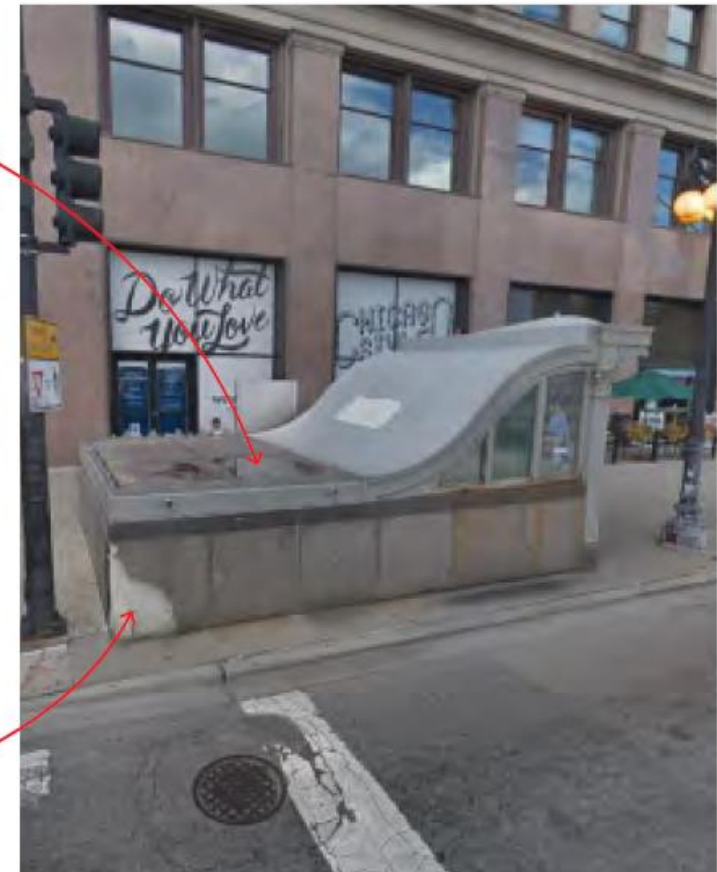


Overhaul Pedestrian Tunnel Under Michigan Ave



★ Rehabilitate Michigan Ave. Enclosures

PROPER STORMWATER DRAINAGE. REPLACE EXISTING FLAT GLASS BLOCK ROOF WITH NEW WATERPROOF SOLID ROOF. INCORPORATE SLOT DRAIN AROUND PERIMETER TO PREVENT CLOGGING.



★ Rehabilitate Michigan Ave. Enclosures

Proposed renovation work:

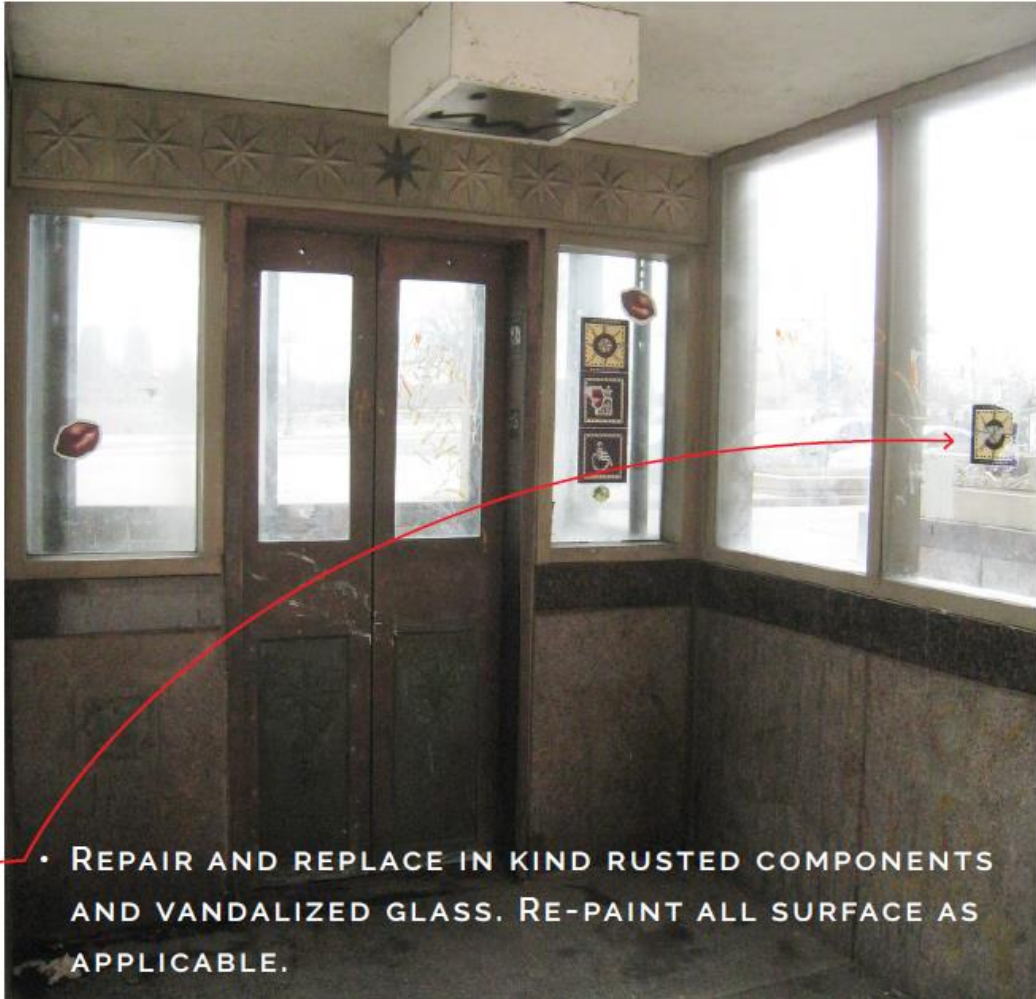
1. Renovations without significant alteration of stair/elevator enclosures will honor historic style, given location within Historic District.
2. Modify roof with sufficient slope to allow proper stormwater drainage. Replace existing flat glass block roof with new waterproof solid roof. Incorporate slot drain around perimeter to prevent clogging.
3. Repair and replace in kind rusted components and vandalized glass. Re-paint all surface as applicable.
4. Include new Metra and NICTD signage.
5. Upgrade lighting and conceal all exposed wires.
6. Replace all base granite. New granite base to have decorative relief panelized style similar to original design.





Rehabilitate Michigan Ave. Enclosures

- REPLACE ALL BASE GRANITE. NEW GRANITE BASE TO HAVE DECORATIVE RELIEF PANELIZED STYLE SIMILAR TO ORIGINAL DESIGN.



- REPAIR AND REPLACE IN KIND RUSTED COMPONENTS AND VANDALIZED GLASS. RE-PAINT ALL SURFACE AS APPLICABLE.



Close Staircase at the Guimard Sculpture





Guimard Sculpture – Metra commitments

- Carefully dismantle and store sculpture during construction
- Rehabilitate sculpture while in storage, including rust abatement and refinishing
- Rehabilitation to be monitored and overseen by DCASE. Performed per DCASE standards (which incorporate RATP specs)
- Fund re-installation of sculpture at location selected by DCASE
- Depending on future discussions, fund production of explanatory information about sculpture to accompany re-installation (content of explanatory information to come from DCASE)

(“DCASE” = City of Chicago Department of Cultural Affairs and Special Events)

(“RATP” = Régie autonome des transports parisiens)



Lakefront Protection: 14 Policies & Purposes

1. Complete the publicly owned and locally controlled park system along the entire lakefront.
2. Maintain and enhance the landscaped, spacious, and continuous character of the lakeshore parks.
3. Continue to improve the water quality and ecological balance of Lake Michigan.
4. Preserve the cultural, historical, and recreational heritage of the lakeshore parks.
5. Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.
6. Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure activities.
7. Protect and develop natural lakeshore park and water areas for wildlife habitation.
8. Increase personal safety.
9. Design all lake edge and lake construction to prevent detrimental shoreline erosion.
10. Ensure a harmonious relationship between the lakeshore parks and community edges but in no instance allow private development east of Lake Shore Drive.
11. Improve access to lakeshore parks and reduce vehicular traffic on secondary park roads.
12. Strengthen the parkway characteristics of Lake Shore Drive.
13. Ensure all port, water supply, and public facilities are designed to enhance lakefront character.
14. Coordinate all public and private development within the water, park, and community zones.



DPD Recommendations

- DPD has determined that the Application has met the minimum requirements of Section 17-6 of the Chicago Zoning Code
- DPD has found that the project is in compliance with the Policies and Purposes in Section 16-4-100 of the Lake Michigan and Chicago Lakefront Protection Ordinance



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THANK YOU

For more information
about the project:
metra.com/VanBurenStationProject

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