Phillips/Elliot Park
Land Bridge Proposal

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Location
The Surrounding Demographics
Population

💖 Elliot Park
1990 – 5,678  2000 – 6,476
% Change – 14.1%

💖 Phillips
1990 – 17,247  2000 – 19,805
% Change – 14.8%
Housing Occupancy

Elliot Park
% Change in total housing units from 1990 – 2000 = -19.0%

Phillips
% Change in total housing units from 1990 – 2000 = -11.3%
Current Site
Current Site
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Community Improvement

- Connects Phillips to downtown
- Improves community amenities
- Improves mobility through transit access and walk/bike alternatives
- Reduces noise from freeway
- Opportunity to create “pride in place”
- Provides needed housing units
- Provides desirable retail and office offerings
Site Basics

Commercial on Ends

Residential Units
Road Access

Maintains Chicago, Park and Portland Avenues
Road Access

Uses Existing Frontage Roads as Access Points
Residential Design Goals
New Construction Design
Minimums
Transportation Opportunity

- Transit hub that provides direct access to I-94 Express buses
- Improved pedestrian and Bicycle access to downtown
- Designed to reflect the low auto ownership in the surrounding communities
- Improved safety for pedestrians crossing the freeway
- Reduces need for multi-car households without undue harm to mobility
Transit Oriented

Multi-Level Bus Terminal
Parking Required

Restricted Parking
Traffic Analysis

150 mid-rise apartment units
Total Peak Hour Trips = 122

Medical/Dental Office Building (20,000 sq ft.)
Total Peak Hour Trips = 165

Pharmacy (10,000 sq. ft.)
Total Trips (weekday) = 130

Video Rental Store (5,000 sq ft.)
Total Trips (4 – 6pm) = 60

High Turnover Restaurant (5,000 sq ft.)
Total Trips / Hr (4-6pm) = 55
Benefit Cost Analysis
Calculations

- Ratio of 1.02
- Includes quality of life measures
- New land values and increased value of surrounding properties
- $72,077,750 Total Benefits
- $70,142,500 Total Costs