



Chris Gent | Landscape Studio

| Projects, Transportation |

Urban Design | Landscape Architecture

Landscaped Medians
Chicago Department of
Transportation

Design | Lead:

- Creation of standards for the City of Chicago's new median program
- Development of the city's first salt tolerant plant list
- Supervision of staff and consultants in the development of plans, schedules and budgets
- Oversight of construction projects
- Communication and coordination/facilitation of engagement with civic organizations, the surrounding communities, and elected officials

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Client: City of Chicago
Project Date: 1995 - 1997
Budget: NA
Design Firm: Varies



Developing medians throughout the city provided a unique set of challenges. CDOT's goals were to be fiscally responsible while beautifying Chicago's roads and providing shade that would cool the roadways helping to reduce the heat island effect. Gent was hired to develop median standards which included testing and developing the City's first salt tolerant plant list, standards for median design depending upon street width and conditions. In the process he educated the in-house engineering staff as to what was needed in order for plants to grow in the medians.

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LaSalle Median
Chicago Department of
Transportation

Chris Gent | Landscape Studio

Client: City of Chicago
Project Date: 1995 - 1996
Budget: NA
Design Firm:
Downtown - Jacobs Ryan and Assoc.
River North – Site Design Group



There are two sections to the La Salle Street Median, downtown, Washington Street to Wacker Drive, where the median planting had to contend with tall buildings casting heavy shade, limited space and tunnels under the street. For these reasons, above ground precast planters, while limiting the size of trees to be planted they allowed for easier construction in this congested area.

North of the river to Lincoln Park, La Salle Street was a wider more open stretch of road. Plantings of flowering pears were used to highlight key intersections and a ribbon of shrubs coursed through the medians tying them all together. Flowering perennials were planted to punctuate the medians.



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Landscaped Medians, Randolph
Chicago Department of
Transportation

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Client: City of Chicago
Project Date: 1996
Budget: \$5,500,000
Prime Consultant: CTE Engineers
Landscape Architect: Wolff Landscape
Architects



In preparation for the 1996 Democratic Convention, the City of Chicago made a significant investment to the upgrading of Randolph Street, between the Loop and Ogden Avenue, a main route between the downtown area and the United Center.

The area had served for many years as the market place for the city. In 1995 it was developing into an upscale restaurant row. To accommodate the diverse functional uses and the desire to improve the attractiveness of the area the existing three-lane roadway was narrowed to two lanes and two ten foot medians were inserted separating the main westbound lanes and the two service lanes while maintaining the width of the service drives. Precast planters with ornamental shrubs and perennials were designed for key intersections. Ornamental lighting, irrigation, lines of four inch shade trees, under-planted with salt tolerant shrubs, were installed along the nearly one-mile length of the project.



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Landscaped Medians, Congress
Parkway
Chicago Department of
Transportation

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Client: City of Chicago
Project Date: 1996
Budget: NA
Landscape Consultant: NA



Interest by the city and the surrounding community to dress-up a main entry into the downtown area and to help connect the booming residential area just south of the Congress Parkway led to the development of these median planters. A mix of ornamental trees, shrubs, perennials and annual flowers helped enliven the areas, which created safe places for pedestrians as they crossed eight lanes of traffic.



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Landscaped Medians,
Martin Luther King Drive
Chicago Department of
Transportation

Design | Lead:

- Supervision of staff and consultants in development of plans, schedules and budgets
- Oversight of project construction
- Communication and coordination/facilitation of engagement with civic organizations, the surrounding communities, and elected officials

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Client: City of Chicago

Project Date: 1996

Budget: \$6.5 million

Landscape Architect: Hoerr Schaudt

Landscape Architecture



The Chicago Department of Transportation, working in conjunction with the Departments of Planning and of Cultural Affairs, hired an interdisciplinary design team to restore the grandeur of a 10-block portion of the boulevard that runs through the historic Bronzeville neighborhood. The road was narrowed by creating bump outs that define the parking lanes. Unique features of this project included the use of decorative pavement and crosswalks, groves of trees, hundreds of thousands of spring bulbs, extensive perennial gardens highlighting key intersections and the inclusion of public art in the form of benches, historic medallions and sculpture.