Evanston Main Street Station
Transit Oriented Development Plan and Study
Final Report

Submitted to:

City of Evanston

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ACTIVE TRANSPORTATION ALLIANCE

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Acronyms Used in this Document

AA	Alternatives Analysis
ADA	American with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
CATS	Chicago Area Transportation Study
CDOT	Chicago Department of Transportation
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Management Air Quality
CNS&M	Chicago North Shore & Milwaukee Railroad
ComEd	Commonwealth Edison
CTA	Chicago Transit Authority
CRT	Chicago Rapid Transit
EA	Environmental Assessment
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
HRT	Heavy Rail Transit
IDOT	Illinois Department of Transportation
LEHD	Local Employer-Household Dynamics
METRA	Commuter Rail Division of Regional Transportation Authority
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
RA	Redevelopment Area
RTA	Regional Transportation Authority
ROW	Right-of-Way
TIF	Tax Increment Finance
TOD	Transit Oriented Development
TIS	Traffic Impact Study
UPRR	Union Pacific Railroad

ES Executive Summary

ES.1 Introduction

This Executive Summary Report summarizes the findings and recommendations of the Final Report. The Final Report summarizes the identification, analysis and recommendations for the CTA and Metra Stations and Study Area. The recommended improvements were generated from comments received from study area residents and businesses, property owners, local mixed-use developers, city staff, stakeholders and the consultant team over the course of the 13 month study. Project stakeholders from local agencies included the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metropolitan Rail Corporation (METRA) and Union Pacific Railroad (UPRR). During the study, the Project Advisory Group (PAG), comprised of City staff, and Technical Advisory Group (TAG) recommended a preferred station concept and study area improvements, which are documented in this report. The following Report and Appendices describe in greater detail the analysis and the findings of the study.

- *Appendix A: Existing Conditions Report* summarizes the existing socioeconomic, land use and public, motorized and non-motorized transportation conditions.
- *Appendix B: Station Option Evaluation Report* presents the estimated capital costs for station and study area improvements.
- *Appendix C: Market Assessment Report* provides an overview residential, office and retail market conditions in the study area.
- *Appendix D: Traffic Analysis Report* analyzes the existing and future traffic operations for Main Street and Chicago Avenue.
- *Appendix E: Ridership Methodology Report* provides growth scenario estimates for new transit riders at CTA and Metra Main Street Station.
- *Appendix F: Station and Study Area Concept Plans* contains renderings of the recommended improvements in the station and study area.

The following sections describe the results and conclusions of the Evanston Main Street Station TOD Plan and Study.

ES.2 Purpose of the Study

The purpose of the *Evanston Main Street Transit Oriented Development (TOD) Plan and Study* is to engage Evanston in defining a unified vision for the future improvements to the CTA and Metra Main Street Station and Study Area. A series of public meetings, held in 2013 and early 2014, provided the opportunity for public input on the strategies to improve access to the CTA and Metra Main Street Station and mobility within the study area.

The Main Street Station and Study Area plans in this report were developed to increase the pedestrian and bicycle connectivity to and between the CTA and Metra Main Street Station, the Main Street Business District and surrounding neighborhoods. The City partnered with the Regional Transportation Authority (RTA) through its Community Planning Program to conduct the study. The RTA Community Planning program is designed to assist communities in creating more transit-friendly and multi-modal places.

A Project Advisory Group (PAG) comprised of City staff and a Technical Advisory Group (TAG) with representatives from Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metropolitan Rail Corporation (METRA) and Union Pacific Railroad (UPRR) met regularly throughout the project to provide input on the analysis and recommendations.

Objectives identified at beginning of the study include:

- Plan for the future redesign/improvement of the CTA Purple Line and Main Street Station.
- Anticipate and identify redevelopment opportunities that can capitalize on the anticipated transit investments at the Main Street Station Area.
- Promote new mixed use, office and technology focused development in the study area.
- Strengthen the Metra/CTA customer transfer opportunity.
- Develop a strategy that best utilizes proposed transit investments to increase economic development activities in the Main Street Shopping District.
- Enhance multi-modal connectivity of the Main Street Station Area; including bicycle, pedestrian, and bus services to the rail stations.
- Identify public open space opportunities in the study area to further enhance the desirability and livability in the area.
- Study the feasibility of providing for an elevated multi-purpose bicycle and pedestrian path between the Metra and CTA corridors.

ES.2.1 Study Area

For the existing condition assessment, the study area was defined as the area within 1/3-mile radius surrounding the Main Street Stations. The study area is approximately 160 acres and is bounded to the east by Michigan Avenue, Keeney Street (to the south), Ridge Avenue (to the west) and Greenleaf Street (to the north). These boundaries were set to encompass the Main Street and Chicago Avenue commercial area and the surrounding residential areas within a 0.5

mile walking distance for CTA and Metra customers. The Main and Chicago study area is well recognized as a local and regional location for shopping and entertainment destinations, workplaces, K-12 education and with single, multi-family and apartment housing. The study area, major activity centers are shown in Table ES.1 and Figure ES.1.

Table ES.1. Activity Centers within and near the Study Area

Fig.1.1 Key	*A*ctivity Center
1.	CTA Main Street Station
2.	Metra Main Street Station
3.	Main and Chicago development site
4.	City owned off-street parking (811 Main, 716 Main, 727 Main and 925 Sherman)
5.	Off-street parking lot
6.	Historic, transit oriented retail
7.	ROW between Metra and CTA rail, potential for NS bicycle/pedestrian connectivity
8.	Auto oriented retail development
9.	AMLI mixed-use development
10.	Nichols Middle School
11.	Lincoln Elementary School
12.	Park School Special Education
13.	Lakeside Historic District
14.	Ridge Historic District
15.	Grocery retail area (Jewell, Wholefoods and Trader Joes)

Figure ES.1. Study Area Map

ES.3 Public Involvement

Figure ES.2. Public Meeting #1, Lincoln School

Public involvement activities focused on informing a broad range of stakeholders at specific stages during the study, and defines the methods relied upon to invite public inquiry and comment. Project stakeholders from local agencies included the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metropolitan Rail Corporation (METRA) and Union Pacific Railroad (UPRR). During the study, the Project Advisory Group (PAG), comprised of City staff, and Technical Advisory Group (TAG) met for four times during the study prior and prior to public meetings.

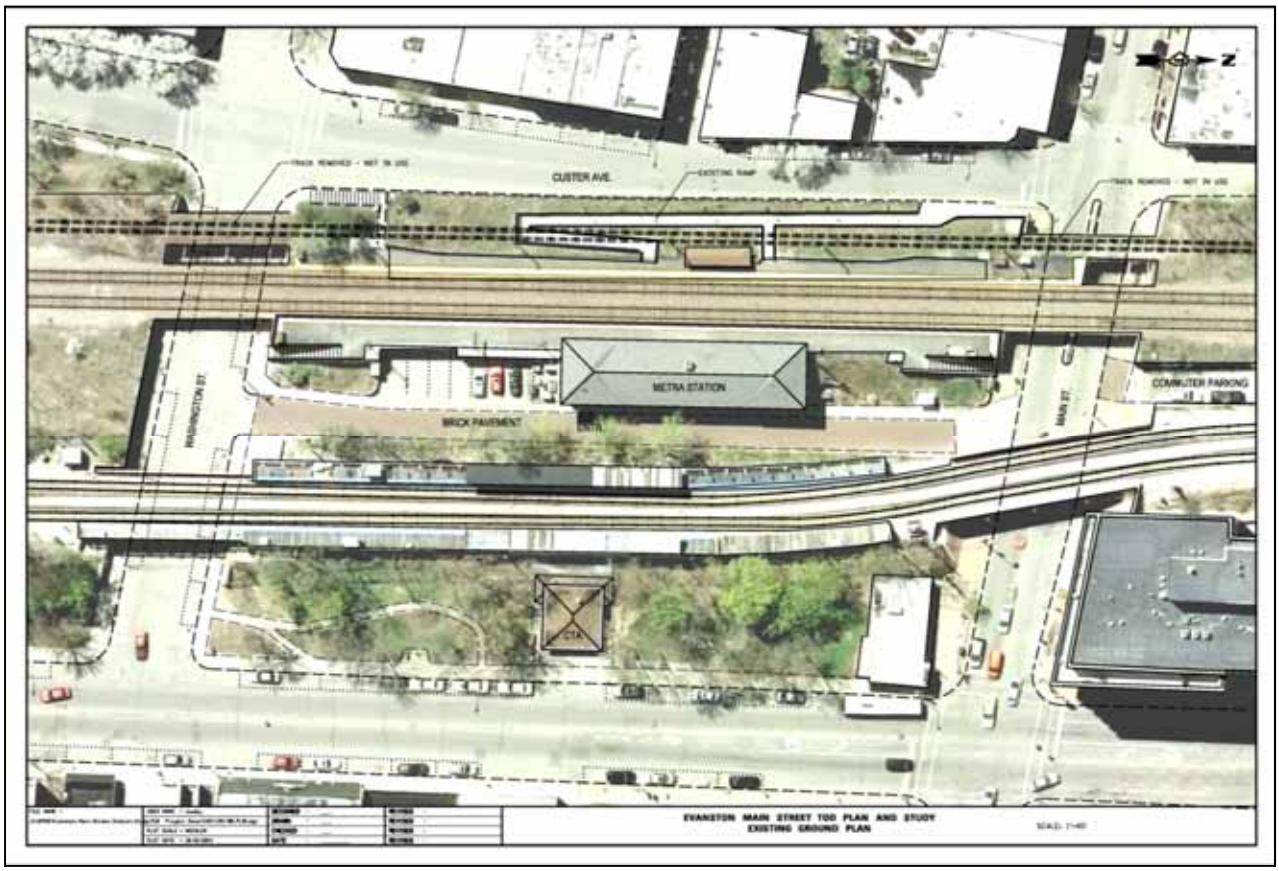
Three public meetings were held on April 18, 2013, November 4, 2013 and February 27, 2014 to present the findings and evaluation results at each stage of the study. The City of Evanston published the notices for the public meetings in the local newspaper and on the City's website http://cityofevanston.org. Additionally, the meeting announcements were posted on the project website at http://evanstonmainstreettod.org/. Prior to the public meetings and at key stages in project schedule, a Technical Advisory Committee meeting was held to brief the CTA, RTA, Metra and UP RR on the study.

The public meetings were held in the study area at the Lincoln School located at 910 Forest Avenue. Public comment forms were provided at each meeting.

ES.4 Recommended Improvements

Conceptual station designs were developed for three proposed Main Street Station Concepts (See Appendix B). Each concept plan was evaluated for the most appropriate station plan and in accordance with CTA and Metra design standards. The station and study area concept plans, capital cost estimates, and evaluation was presented to the Project Advisory Group and Technical Advisory Group for review and comments in September 2013. Based on the capital cost and station design analysis, a preferred station concept was recommended to be presented at the second public meeting held on November 4, 2013. The recommended station and study area plan is described in this report. The existing Main Street Station site plan is shown in Figure ES.3. The dotted lines just below Custer Street represent the former UPRR third track alignment.

Figure ES.3. Main Street Station Area Existing Site Plan



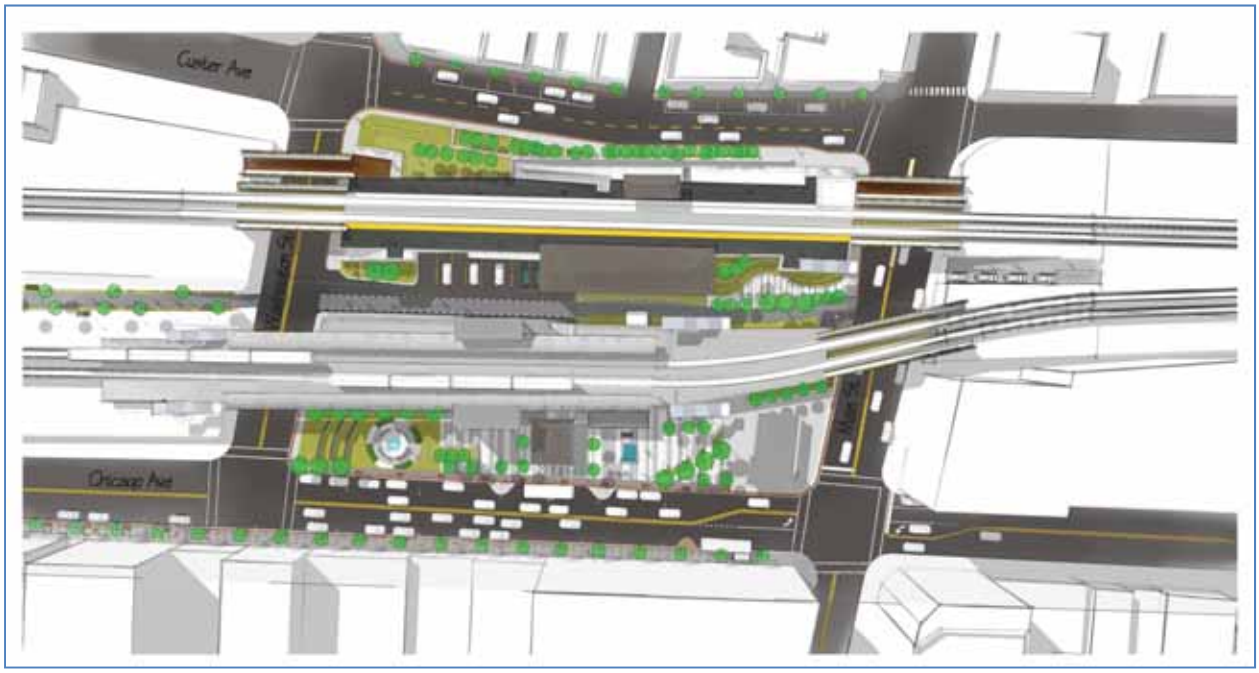
Source: Parsons Brinckerhoff

ES.1.1 Metra Main Street Station Improvements

The proposed Main Street Station concept site plan is shown in Figure ES.4 and ES.5 as well as in Appendix F. Based on input from Metra and UP, the study team determined that major improvements or replacement of the Metra Station house and/or platforms would not be cost effective or necessary based on existing and projected ridership. As a result, the existing Metra station house and platform area was recommended to remain with no changes except for the stair access to the northbound platform and the service drive located along the side of the station house.

The proposed concept plan includes an additional stairway for the Metra northbound track platform at the southeast corner of the Main and Custer. Currently, pedestrian traffic from the Metra northbound platform uses either the stairway located at Custer and Washington or the ADA ramp (exits approximately 75 feet south of Main and Custer). This stairway improvement at Main and Custer is intended to increase pedestrian connectivity to the Main Street Shopping District. The stairway at Main and Washington is also proposed to be improved as part of the Custer Street improvements.

Figure ES.4. Main Street Station Area Proposed Concept Plan



Note: Aerial view of Main Street Station area between Custer (top) and Chicago (bottom).

Figure ES.5 Main Street Station Area Proposed Concept Plan

Note: View looking southwest at the CTA Main Street Station entrance on Chicago Avenue

Figure ES.6 illustrates the improvement proposed to the existing stairway on the northeast corner of the Custer and Washington intersection. This option is designed to provide a tiered seating for public events, such as the Custer Street Fair, and additional sidewalk space at the NE corner.

In order to construct this option, Custer Street (2 lanes) would be reduced in curb-to-curb width from approximately 50 feet (existing curb width at Custer and Washington) to 36 feet (Custer and Main). In addition, a sidewalk is proposed to be constructed along the existing retaining wall (east side of Custer) and connect from Washington, to the handicap ramp and then to Main Street. The retaining could be redesigned and moved east several feet or the existing parallel parking on the west side of Custer could be removed in order to accommodate the reduction in curb-to-curb width of Custer. Custer Street is currently used for informal kiss-and-ride drop-offs and sidewalk on east side would allow track side drop-offs and pick-ups. Assuming that the third UP track may need to be restored, these improvements could be designed to allow future reuse of the third track. However, the current handicap ramp and platform are also located within the former third track area. As result, Figure ES.6 illustrates a concept that would require a detailed design to confirm the constructability of these improvements and impact to the abandoned third track area. Preliminary cost estimates, presented in Table ES.2, include the potential for reconstructing the retaining wall along the embankment.

Figure ES.6. Metra Station Stair Concept Washington and Custer – Before and After

Note: Top and bottom photo looking northeast from Custer and Washington.

An additional stairway for the Metra northbound track platform is shown in Figure ES.4 at the southeast corner of the Main and Custer intersection. Currently, pedestrian traffic from the Metra northbound platform uses either the stairway located at Custer and Washington or the ADA ramp located approximately 50 feet south of the intersection. This stairway improvement is intended to improve greater pedestrian connectivity to the Main Street Shopping District, as shown in Figure ES.7.

Figure ES.7. Metra Station Stair Concept Main and Custer – Before and After

Note: Looking south from Main and Custer.

ES.1.2 CTA Main Street Station Improvements

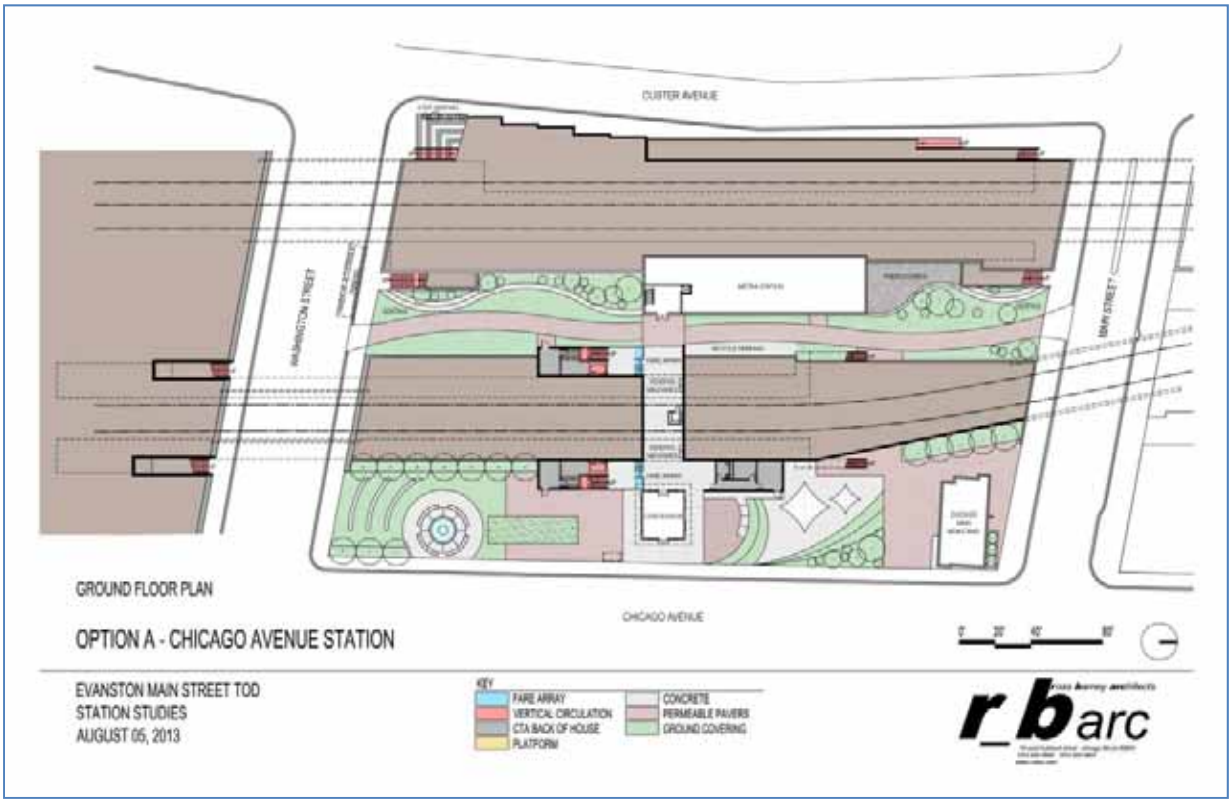
The entrance to CTA Main Street Station would continue to be located within the historic 1908 CTA station house located on Chicago Avenue. CTA Main Street Station improvements include:

- CTA station fully Americans with Disabilities Act-accessible.
- CTA platform extended to accommodate 8 train cars.
- CTA Auxiliary exits with roto-gates are provided at both ends of both platforms, connecting to Washington and Main streets.
- Public (outside of fare area) mid-block access between Chicago Avenue and the UPRR service drive.
- Improved Saint Paul Park along Chicago Avenue and new public spaces between the CTA and Metra Station.
- Protected bicycle parking in the CTA station house.
- Exterior bicycle racks located near the CTA station entrances.

As shown in Figure ES.8 (See also Appendix G for renderings), the station concept plan proposes to redevelop the north portion of the Metra/UP service drive, between Main and Washington, as a landscaped public plaza space with a sidewalk to a new CTA west station

house entrance and facilities for covered bicycle parking. The CTA Main Station concept design includes a public access walkway underneath the CTA embankment from Chicago Avenue to the service drive area as shown in the draft station floor plan in Figure ES.8.

Figure ES.8. Main Street Station Area Draft Floor Plan

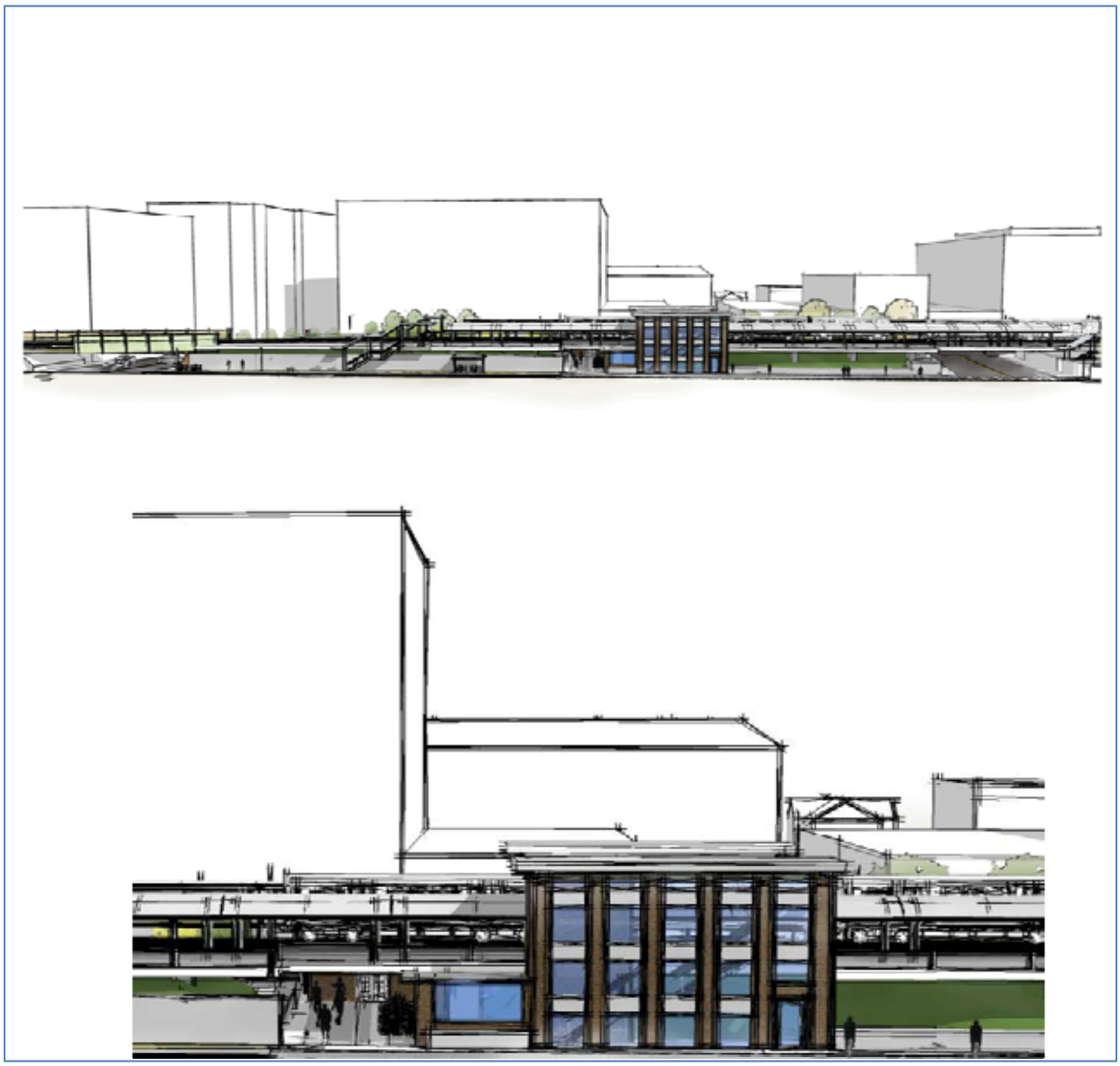


Note: Metra handicap and vendor parking is not shown and retained in Figure 3.2.

Currently, the alley/service drive between the CTA and Metra tracks serves as a kiss-and-ride and taxi drop-off area, and provides three handicap parking and three assigned vendor spaces located near the Metra station house elevator to the southbound platform. Closing vehicle access to the UP service drive and/or relocating the ADA parking would likely violate the Illinois Accessibility Code and FTA requirements by moving the existing ADA spaces further from the accessible station entrance. As a result, the proposed concept plan retains the handicap and vendor parking as currently configured. A detailed design study would need to be completed to determine the feasibility of the service drive improvements and compliance with ADA accessibility standards.

This new entrance way under the embankment would provide access to the CTA fare lobby, stairs and elevators to the CTA Main Street NB and SB platforms. The CTA Main Street West Station Entrance is shown in Figure ES.9.

Figure ES.9. CTA Main Street Station West Entrance



Note: Top and bottom photo looking east towards CTA Main Street Station entrance on Metra service drive.

Although not explored in detail, the creation of a public plaza space on the north side between the CTA and Metra stations may also offer the opportunity to provide ground floor retail/café space in the Metra Station with an entrance to the alley. This improvement was suggested at a public meeting in April 2013.

Figure ES.10 presents a conceptual rendering of the CTA Main Street Chicago Avenue entrance. As also shown in Figure ES.4, the CTA station improvements include two enclosed towers to house stair and elevator connections to the platforms. The new station entrance and fare collection area is proposed to be located in an entry way structure located underneath the

embankment. The existing house could be renovated for retail space or connected from rear of the building to the new entry way and fare gate area underneath the embankment.

Figure ES.10. CTA Main Street Station Chicago Avenue (East) Entrance

Note: View looking west at CTA Main Street Station from Chicago Avenue

The Saint Paul Park area in front of the CTA station along Chicago Avenue would also be redeveloped as a landscaped plaza area with fountain, public art, and seating areas as described in Section 4.4. Costs for The Saint Paul Park improvements are cost estimates provided separately in Section 4.4 and shown below in Figure ES.11.

Figure ES.11. Saint Paul Park Plaza Area along Chicago Avenue

Note: View looking southwest from Main and Chicago.

The existing commuter parking area located north of Main Street and between the tracks would remain. This area could be improved as part of the proposed pedestrian and bicycle path to Greenleaf Street as shown below in Figure ES.12. Cost estimates are described in Section on 4.5.

Figure ES.12. Pedestrian and Bicycle Pathway

Note: Top photo looking south from Main and bottom photo looking north from Washington.

A station reconstruction of the magnitude shown would also directly relate to the CTA's Red Purple Modernization alternatives, which proposes an eight car train platforms for all Purple Line stations. As result, the station option concept plan shows an eight car train platform length for CTA. This would extend the existing platforms across Washington Street. However, it has not been determined in this study if the extended platforms can be accommodated on the existing structure.

Table ES.2. Main Street Station Cost Estimate (2013 $M)

SCC		Line Item				Budgeted Costs	Notes
20	A	Station House	4,500 SF	at	$1,200 /SF	$5,400,000	1
20	B	Platform	9,833 SF	at	$1,300 /SF	$12,782,900	2
20	C	Bridge	0 SF	at	$1,300 /SF	$0	
20	D	Stairs	8 EA	at	$150,000 /EA	$1,200,000	
20	E	Elevators	2 EA	at	$500,000 /EA	$1,000,000	
40	F	Excavation Sheet Pile, Shoring	1,226 CU YD	at	$35 CU YD	$42,907	
40	G	Plaza -- Landscape	8,349 SF	at	$7 /SF	$58,443	
40	H	Plaza -- Paving	4,200 SF	at	$30 /SF	$126,000	
40	I	Plaza -- Site Development	951 SF	at	$40 /SF	$38,040	
90	J	Design Contingency	20%			$4,129,658	3
	K	Total Construction Cost				$24,777,948	
80	L	Working Outside Normal Hours	5%			$1,238,897	
80	M	General Conditons, Overhead, & Fe	15%			$3,902,527	
80	N	Contingency (Bidding/Construction)	10%			$2,991,937	
80	O	Escalation	4.3%			$1,415,186	
80	P	General Liability Insurance & Bonds	2.2%			$755,183	
	M	Total Project Budget				$35,081,679	

Notes:

1. Budgeted cost of constructing the station house includes all mechanical, electrical, plumbing, fire protection, communication, security systems, lighting, fare equipment and barriers, concrete and masonry, storefront, etc.
2. Budgeted cost of constructing the platform includes all mechanical, electrical, plumbing, fire protection, communication, and security systems, lighting, concrete, railings, canopy, etc.
3. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

ES.5 Potential Revenue and Financing Techniques

The goal of the *Evanston Main Street Transit Oriented Development (TOD) Plan and Study* is to engage Evanston in defining a unified vision for the future improvements to the CTA and Metra Main Street Station and study area. Future project development for the CTA and Metra Main Street Station improvements would generally proceed in three phases:

- Phase 1. Preliminary Engineering and Environmental Study
- Phase II. Contract Plan Preparation
- Phase III. Construction

Phase I of this project would likely include federal and local funding sources. However, increased local funding strategies for Phases II and III will need to be considered and developed as the project further develops.

The applicability of the funding recommendations to the proposed project phases varies. As illustrated in the following table, the sources that could generate revenue are more flexible than the project financing techniques, the latter of which are generally most appropriate for Phase III, Construction. Table ES.3 summarizes the potential applicability of the funding sources by project development phases.

Table ES.3 Potential Applicability of Funding Recommendations to Project Phases

Source		Phase I	Phase II	Phase III
Revenue Sources				
Federal	Flexible Highway Funds (STP, CMAQ)	X	X	X
	Urbanized Area Formula Funds (§ 5307)	X	X	X
	New Starts and Small Starts		X	X
	State of Good Repair (§ 5337).		X	X
	Enhanced Mobility of Seniors and Individuals with Disabilities (§ 5310)	X	X	X
	Bus and Bus Facilities (§ 5339)			X
	New Starts Core Capacity Upgrade (§ 5309)	X	X	X
	National Infrastructure Investments (TIGER)			X
Local	Special Assessments		X	X
	Joint Development			X
	Naming rights			X
	Private sector contributions	X	X	X
Project Financing				
Federal	Bonds (GANs, PABs, & BABs)			X
	Transportation Infrastructure Finance and Innovation Act (TIFIA)			X
Local	Tax-Exempt Borrowing (i.e. municipal bonds)		X	X

Source		Phase I	Phase II	Phase III
	Tax Increment Finance (TIF)	X	X	X
	Transit Oriented Development (TOD)			X
	Special Service Area (SSA)	X	X	X

ES.6 Transit Oriented Development Potential

Land use planning and small-scale infrastructure improvements to support transit are critical, and often make the difference in the success of transit service. Transit Oriented Development (TOD), goes beyond considering transit-supportive land use, and includes making a community walkable and transit-friendly, it also involves land use planning that creates a comfortable environment for pedestrians and uses high-quality design features. TOD also includes the development of funding and incentive programs for transit-supportive local planning. As previously mentioned in Section 2.0 and *Appendix A: Existing Conditions Report*, the existing land use surrounding the Main Street Station Area is nearly 90 percent developed. There is currently one undeveloped parcel (.6 acres) located at the southeast corner Main and Chicago proposed for mixed-use development. The proposed nine-story building would have seven residential floors with a total of 112 rental apartments as well as one floor each of retail and office space on the first and second levels.

The CTA has developed a hierarchy of typologies for CTA transit station development[1]. The five major categories range from the extremely dense "Downtown Core" to comparatively low-density "Urban Neighborhoods." In addition, two special typologies were developed to describe special districts that exist within the CTA rail system; "Service Employment" and "Manufacturing." The Main Street Station area can be categorized as a "Local Activity Center". The CTA report defines that this category includes station areas that exist in the centers of identifiable neighborhoods. Local Activity Centers are focused on supporting the surrounding area or community. These centers have a mixture of higher intensity land uses and are noticeably denser than the neighborhoods that surround them providing a mix of employment in retail, service, and other sectors. Some of these centers will have civic and community uses, but this is not a defining characteristic of these areas. Station areas within a "Downtown Core" or "Major Activity Center" generally have these characteristics. Local Activity Centers are walkable and also provide good access to bus and rail transit. Development opportunities for the Main Street Station Area would include:

- Maintain existing residential densities.
- Provide infill projects that maintain the stability of the study area and encourage transit use.

[1] CTA Transit Friendly Development, November 2009.
https://www.cityofchicago.org/city/en/depts/dcd/supp_info/transit_friendlydevelopmentguide.html

- Encourage multifamily buildings and local retail development directed immediately adjacent to the station area.

- Encourage primarily retail uses on the ground floors of surrounding commercial corridors, specifically Main Street and Chicago Avenue.

TOD potential is determined, in part, by sites available for development or redevelopment in close proximity to a transit station. Physical constraints and existing land uses adjacent to station area also will serve to limit the near term development potential surrounding the station the Main Street Station. For example, the CTA and Metra rail embankment has formed a historical physical and visual barrier to local mobility and neighborhood connectivity in the study area. Within the study area, east-west pedestrian and vehicle travel between Custer and Chicago can only occur on Greenleaf, Main, Washington, Madison and Keeney.

Other potential land uses associated with TOD generally focus on high-density residential, office and/or retail uses adjacent to the stations. However, CTA station retail development experience has shown that transit riders generate very little business for retail establishments other than for coffee, convenience and food service shops. The primary market for other commercial/retail uses is from the residents or surrounding neighborhood. Because of the existing developed residential character of the Main Street Station Area, there is limited potential for new office and other concentrated development that would create a significant employment base to attract new transit riders to the station. The lack of open development sites along the Chicago Avenue corridor also reduces the near-term potential for additional TOD in the study area. As discussed in Section 2.0, the Chicago Avenue corridor has experienced recent parcel assembly for the AMLI mixed use development.

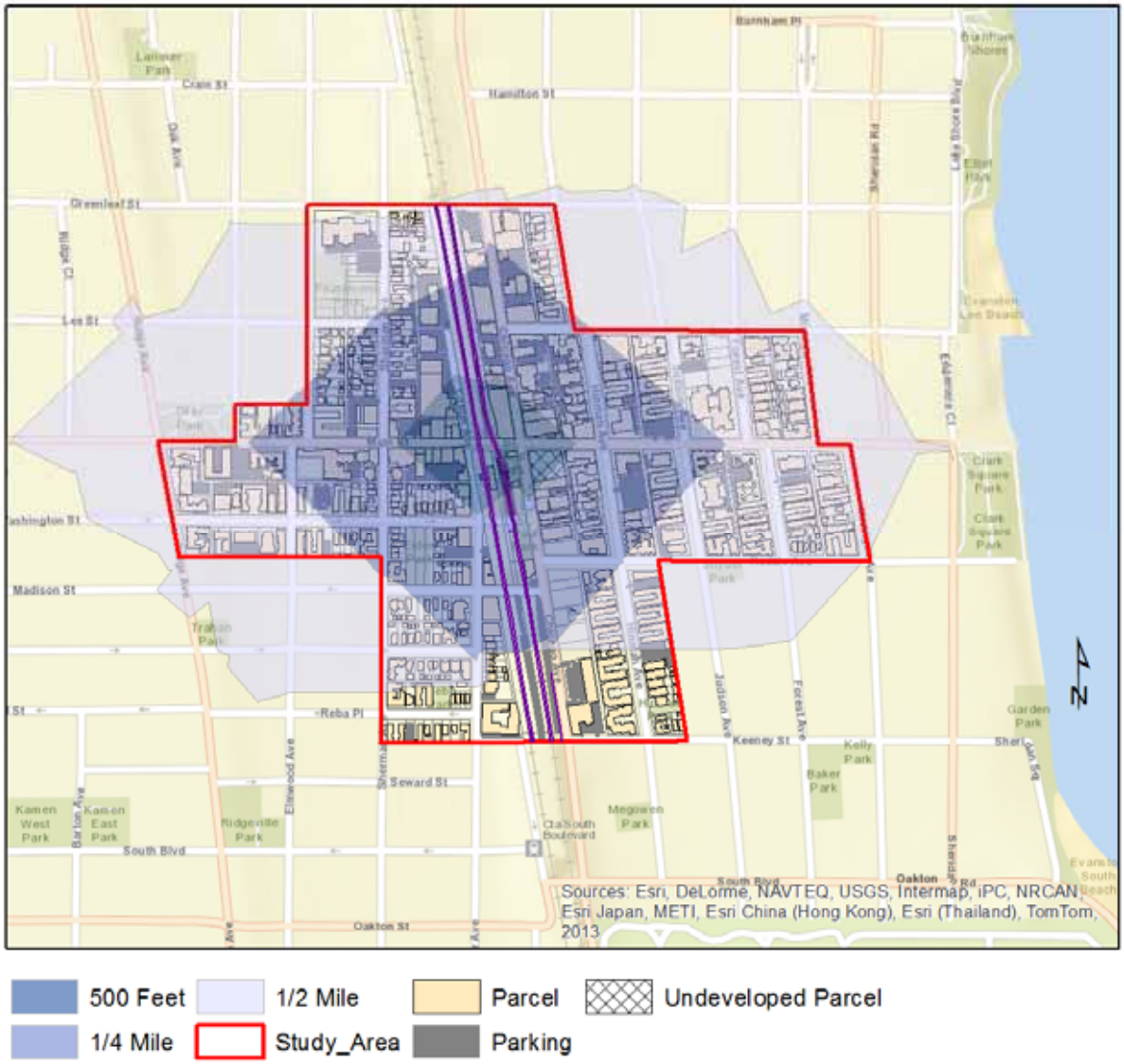
For the Main Street Station Area, a walk-to-station catchment area was developed, similar to the process described in *Appendix E: Ridership Report*. ESRI Network Analyst was used to compute an area equivalent to a 0.5 mile walking distance from the Main Street Station area, using streets and pedestrian paths as a walking network. This 0.5 mile radius catchment area was further divided into tenth-mile bands to enable the accounting of lower rates of access as distance from the station increases. The 0.5 mile bands also represent a good delineation of TOD development potential.

As shown in Figure ES.13, A future development should focus on the potential for redevelopment of existing parcels and/or economic development incentives (for example, Main and Chicago TIF District) to leverage future transit friendly development within a short walking distance to the station. Redevelopment with higher residential and commercial density within 500 feet to 0.25 miles of the station area would have the greatest impact or potential to increase transit ridership on CTA or Metra.

Surface parking accounts for approximately 16 percent of the total land area within the study area. Many of these lots are located on small, non-contiguous parcels or are not located within 0.25 miles of the station area. As result, the potential of redevelopment of the existing parking

lots is low compared to the redevelopment of the existing parcels. The market assessment for the study area (Appendix C) indicated that over the next 5 to 10 years, there is also likely to be an opportunity to redevelop the blocks at the north end of the Study Area (between Lee and Greenleaf) for mixed-use residential and commercial projects, most likely retail/service on the ground floor with residential use above.

Figure ES.13. TOD Development Potential



Between Lee and Greenleaf, the parcels along east side of Chicago are approximately 19.9 acres and on the west side of Chicago are approximately 4.6 acres. This area is located 0.25 to 0.5 miles from the station area. Greenleaf is located approximately 0.5 miles from the Main Street and Dempster station. The recent opening of Trader Joe's on Chicago Avenue (two blocks north of Main Street near Whole Foods and Jewel), is likely to increase pedestrian and bicycle traffic between the Main and Dempster stations. This could open up redevelopment opportunities for

the blocks between Main Street and Dempster Street in the future. Table ES.2 summarizes the study area acreage for redevelopment.

Table ES.4. Total Acreage of Redeveloped Land for TOD

Zoning Classification	Study Area	
	Acres	Percent
Parking	15.5	9.73%
Developed	143.1	89.9%
Total Redevelopment Area for TOD	24.5	14%
Total Study Area	**159.2**	**100%**

Source: City of Evanston GIS. Study area acres are approximate and do not represent parcel level acreage of zoning.

ES.7 Project Recommendations

Implementation of the vision will rely on both public and private infrastructure investment. The recommendations of the Implementation and Funding Strategy are broken into two parts - Funding Elements that deal with establishing a source of funding for improvements and Key Projects, which outline the key infrastructure projects recommended for the Main Street Station Study Area.

The recommended Funding Strategy is intended to prioritize infrastructure that serves broader public audiences (e.g., transit users) and to match Evanston investments to expected development outcomes. A key consideration is to update the Main and Chicago TIF plan to include the improvements identified in the study. Implementation of the vision will rely on both public and private infrastructure investment. The total cost of all study are improvements indicated in this report, including those contemplated for public and private funding, is approximately $61 Million (see Study Area Recommendations in Section 4.0). As result, future partnerships with the CTA and Metra will be critical to implementing the station improvements as part of the federal grant process for the CTA Red and Purple Line Modernization Program[2]. Local funding sources, such as Tax Increment Finance (TIF) districts and Special Service Areas (SSA), can also provide local matching grants for federal grants as previously summarized in Section ES.2 and in the Final Report Section 5.2.

Implementing TOD is considered more difficult than conventional development because of the different and many players involved, both public and private. Each entity needs to be brought to an agreement in order to carry out anything from a simple to a complex design. For developers, municipal difficulty and cost equal risk which is a major deterrent to implementing TOD, but developers survive on their own profits, so it is fitting that the private sector should bear a greater financial burden. Public dollars are limited (particularly for the CTA and Metra given the current backlog of capital projects necessary to maintain a state of good repair on the

[2] CTA Red and Purple Line Modernization Program. http://www.transitchicago.com/rpmproject/

transit system), and therefore implementing TOD requires strategic municipal investment aligned across programs, agencies and jurisdictions to leverage private investment. Prioritizing funds to locations and programs allows an entity to focus a wide range of tools and limited resources in areas to make the biggest impact in advancing TOD. Prioritization can be made by aligning regional funding with the local TOD plans and policies, and with clear expectations tied to outcomes, the community benefits from grant-funded programs which can be enhanced. Other local strategies to consider for financing TOD include:

- Long term leases
- Waive (permit) fees, etc.
- Gap financing
- Land assembly
- Buy back provisions
- Pre-zoning parcels for future mixed-use development
- Parking Management Program
- Transportation impact fees
- Development corporation
- Enabling legislative authority (For example to create Special Service Authority)
- City contribution to infrastructure, streetscaping, landscaping through the capital improvement program.
- Public-Private Partnerships
- Tax Increment Financing (TIFs)

5.5.1 Short Term Projects

Recommended short term improvements for CTA and Metra Main Street Station were indentified in Appendix A.1: Existing Conditions. Short term projects could be implemented by federal grants with local match funds (possibly City, TIF and/or SSA funds) or in combination with state and federal grants for transit stations. Projects that could be funded by the City include:

- Unified signage to direct riders and public to the CTA and Metra stations
- Unified streetscape improvements to create a unique identify for the study area (landscaping, street lighting, way finding signage, banners on light poles, etc.)
- Bicycle racks in station and study area.

The following section provides a summary of the identified short term improvements.

CTA's Main Street station can be entered only from the west side of Chicago Avenue. The approach from the north is along a sidewalk that is approximately 8 feet wide. The first intersection from the north (Main Street) is fully signalized and has marked crosswalks and curb cuts at all corners. From the south, the approach is along a sidewalk that is approximately 11 feet wide. The intersection to the south (Washington Street) only has one marked crossing, the left one. Motor vehicle traffic on Washington Street is controlled with a sign. It is

recommended that north and south crosswalks be added so that pedestrians may cross Chicago Avenue at this location.

Metra's Main Street Station can be entered from four points at street level, two for each direction of travel. For Chicago-bound passengers, the platform can be reached by two sets of stairs, one at the intersection of Main Street and the Metra station driveway, and the other at the intersection of Washington Street and the driveway. The Washington Street stair can be reached by a sidewalk that is approximately 10 feet wide, either from the east or the west. The Main Street stair can be reached by a sidewalk that is approximately 14 feet wide.

For North Shore-bound passengers, the platform can be reached by an Americans with Disabilities Act (ADA) compliant ramp or a stairway. The ramp is located at the intersection of Main Street and Custer Avenue. The stairway is located at the intersection of Washington Street and Custer Avenue. They are served by the same sidewalks as the stairs leading to the Chicago-bound platform.

The intersection to the west on Main Street (Custer Avenue) has north and south crosswalks controlled with signs on Custer Avenue. The west crosswalk has no control and there is not an east crosswalk. It is recommended that signs be added to improve the west crossing.

The intersection to the west on Washington Street (Custer Avenue) has curb cuts, marked crosswalks, and stop signs at all four corners. The intersection to the east (Chicago Avenue) has been discussed above.

The existing condition evaluation ranking for the CTA and Metra Stations is shown Table ES.5 and ES.6 and was used to identify short term improvements each station. Appendix A.1 contains more detail on the station existing condition assessment rankings conducted at the start of the study.

Table ES.5. CTA Main Street Station Existing Condition Assessment[3]

	Good		Fair		Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics			3		
Bird Control					
Circulation & Capacity				2	
Clearances & Dimensions			3		
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance			3		
Materials & Finishes			3		
Noise Control			3		
Resource Conservation			3		
Safety & Security				2	
Site Development				2	
Systems Coordination			3		
Wayfinding				2	
Weather Protection & Climate Control					1
Station Components					
Standard Building Surfaces			3		
Key Station Elements			3		
Station Identity				2	

Table ES.6. Metra Main Street Station Existing Condition Assessment[4]

	Good		Fair		Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics			3		
Bird Control			3		
Circulation & Capacity				2	
Clearances & Dimensions					1
Configuration & Adjacencies			3		
Context			3		
Customer Comfort & Convenience				2	
Illumination			3		
Maintenance					1
Materials & Finishes					1
Noise Control			3		
Resource Conservation			3		
Safety & Security				2	
Site Development				2	
Systems Coordination				2	
Wayfinding			3		
Weather Protection & Climate Control				2	
Station Components					
Standard Building Surfaces				2	
Key Station Elements				2	
Station Identity			3		

CTA Main Street Station Material and Components Conditions

The CTA Main Street station is in fair to poor condition. The station house envelope seems to be in serviceable condition, with fare collection equipment appearing to be in the best condition. Most of the other elements in the station house, stairs, corridor, and platforms are in disrepair. The following are examples, not a complete list, of deficiencies.

The ceiling at the station level has peeling paint and areas of extensive efflorescence. At the roof level, wood appears to be water-damaged and wires are exposed. The concrete and tile stairs

[3] CTA Main Street Station Existing Condition Assessment, April 2013, Ross Barney Architects

[4] Metra Main Street Station Existing Condition Assessment, April 2013, Ross Barney Architects

are cracking and concrete walls are spalling. At the platform level a portion of the platform is collapsing (this portion has been closed off to the public). Railings are corroding and the wood slats of the benches appear to be loose.

Station Surroundings

- Add crosswalk and stop control to cross Chicago Avenue at Washington Street.
- Clarify the location of, and which buses stop, in front of the station house on Chicago Avenue.
- Consider adding signage to clarify the location of the station at the intersections of Chicago Avenue with Main Street and with Washington Street.

Station House

- Replace the stationhouse signage with a larger, more legible sign.
- Clean and repaint entry doors inside and out.
- Inspect eaves for the source of water damage, address the source, and repair and paint the eaves.
- Run exposed wires through conduit.

Circulation/Vertical Circulation

- Repair cracks on stairs.
- Replace scratched windbreaks with clear glass and perforated metal panels, as has been done elsewhere in the CTA system.
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Inspect concrete walls and ceilings and provide necessary repairs at areas of cracking and spalling.
- Inspect for sources of water intrusion that are causing efflorescence. Address the source and make repairs to the concrete.

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy. Replace elements that are made unusable through corrosion.
- Remove or relocate storage elements (i.e., sand boxes) to widen the passing areas on the platforms.

Metra Main Station Material and Components Conditions

The Metra Evanston Main Street station is in fair condition, with the caveat that it does not include as many elements as does CTA's Main Street. The concrete stairs and asphalt platforms have some cracking. Metal railings and partitions are corroding in places. There are few places to sit and, on the North Shore-bound platform, there is no protected seating. While the station was only inspected during the day, the number of fixtures may indicate adequate lighting.

Station Surroundings

- Add sidewalk to the east side of Custer Avenue so that people using wheelchairs may get to the ramp from the intersection with Washington Street.

- Remove signage that indicates that there is an accessible route to the Chicago-bound platform (unless elevator access is improved as stated under "Station House", below).
- Add stop controls (signs) to Main Street at the intersection with Custer Avenue.
- Add signage to clarify the location of the station at the intersection of Chicago Avenue with Main Street.

Station House/Vertical Circulation

- Make the elevator available to disabled patrons without relying on the presence of another person.
- Repair cracks on stairs.

Platform Elements

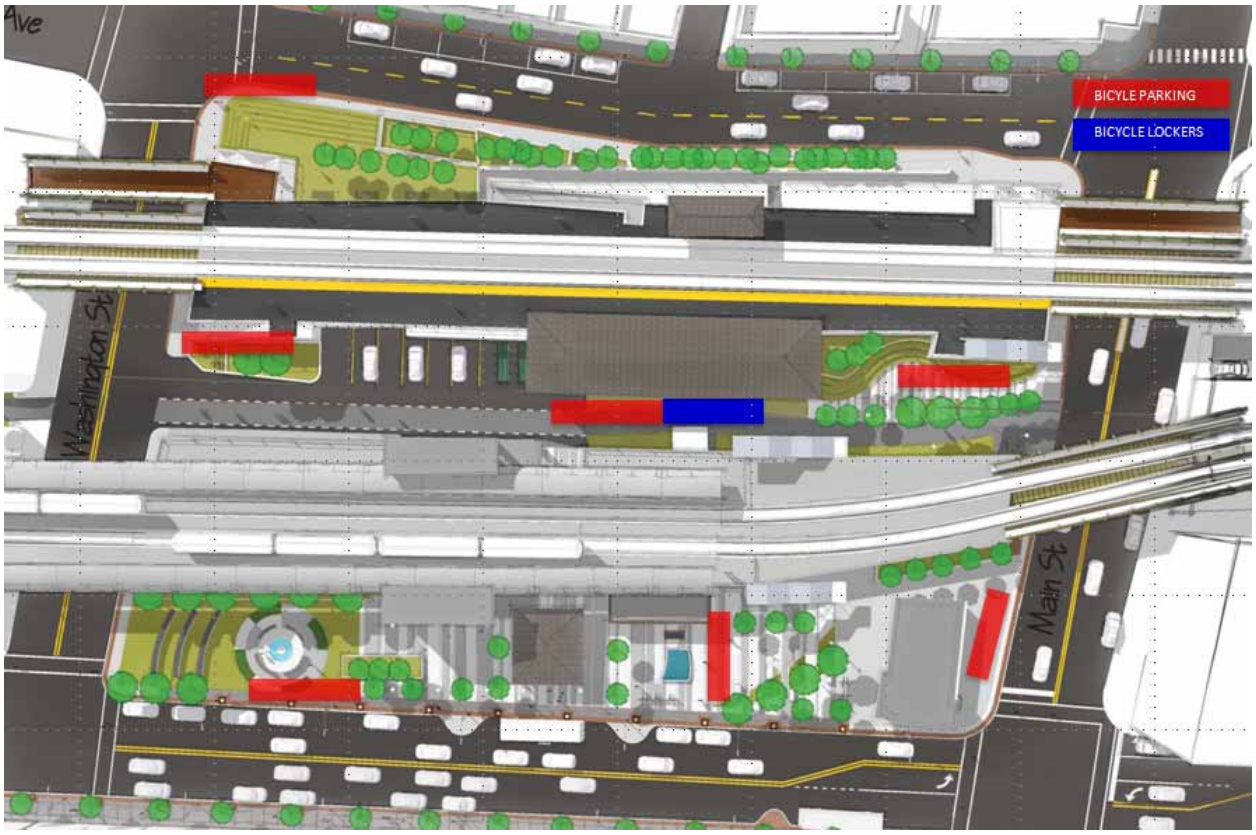
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Provide seating that is protected from rain and wind on both platforms.

Station Area Bicycle Recommendations

The existing conditions analysis included and assessment of bicycle access and parking in the Main Street Station Area. Recommendations are summarized below and shown in Figure ES.14. For further information on the assessment see Appendix B.1.

- Install 15 to 22 new racks in the station area (includes 25% for other uses)
- Provide a mix of rack types
- Convenience – racks closest to station entrance and platform stairs
- Provide covered bicycle parking adjacent to the station entrances
- Provide bike lockers for multiple days/long term storage n. (These bike lockers should be additional to typical bike rack requirement)

Figure ES.14. Bicycle Parking Recommendations

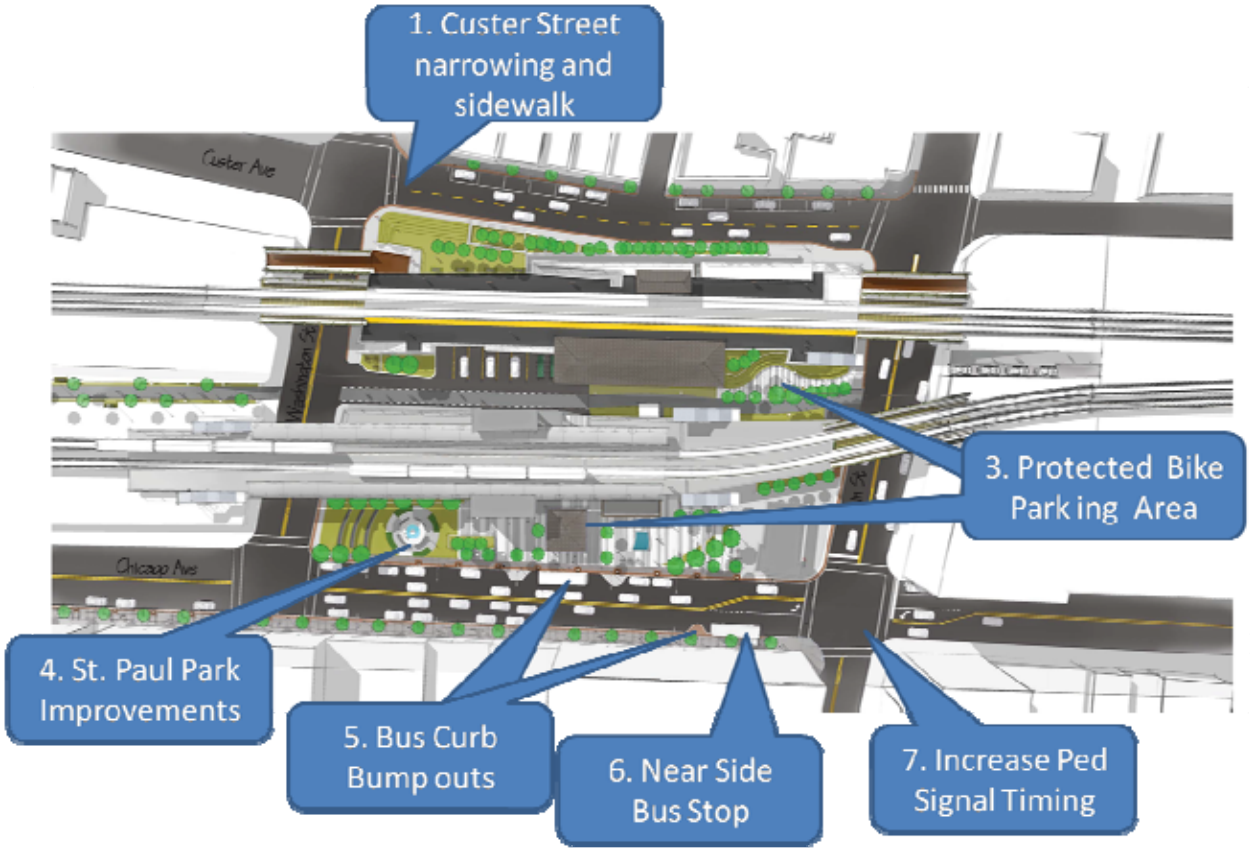


5.5.1 Short Term Projects

For larger scale public investments, a strategic series of projects intended City and developer investments should be pursued as resources are available and market interest in the study area deepens. These projects include (see Figure ES.15):

1. Custer Street – Reduce excess street ROW at Washington and Custer and construct sidewalk on east side of Custer
2. Bicycle racks and protected bike storage area adjacent to CTA or Metra Station houses
3. Saint Paul Park Improvements
4. Curb bump outs for bus stop on Chicago Avenue
5. Near Side Bus Stop and shelter on northbound Chicago Avenue
6. Increase pedestrian signal walk time from 5 seconds to 7 seconds

Figure ES.15. Short Term Projects

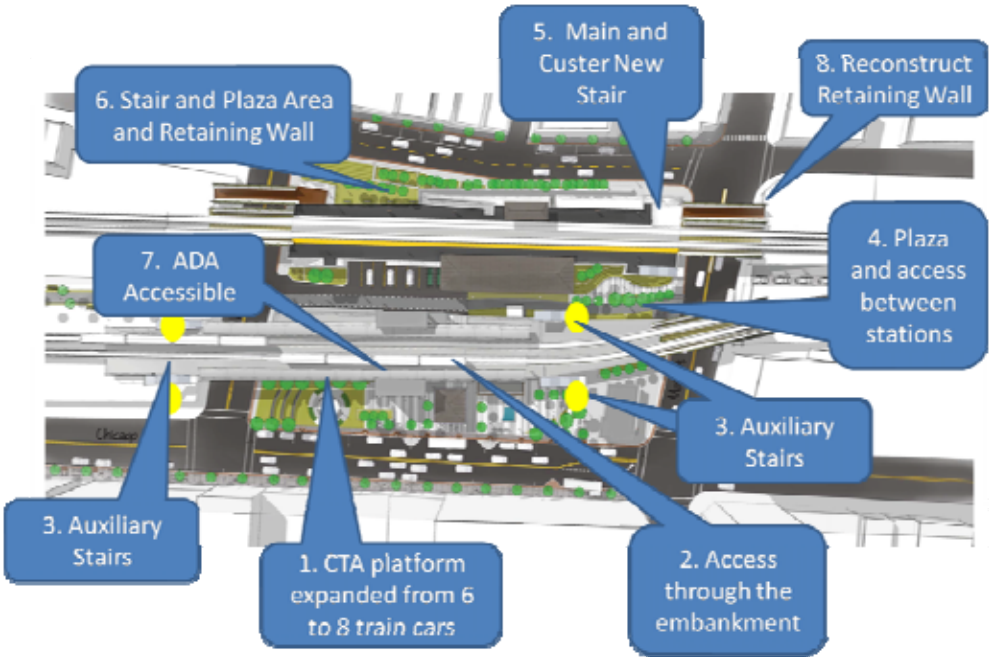


5.5.2 Long Term Projects

As a longer term project, Evanston should continue to promote the redevelopment of the Main Street Station Area with elements included in the Main Street Station renderings and in Figure ES.16.

1. CTA platform expanded from 6 to 8 train cars
2. West side CTA entrance
3. Auxiliary exist stairs to CTA platforms at Washington and Main
4. New public space (Metra service drive area)
5. New stair to Metra northbound platform at Main and Custer
6. New stair and plaza area to Metra northbound platform at Washington and Custer
7. CTA station Fully Americans with Disabilities Act-accessible with elevators and stairs to platforms
8. Reconstruct retaining wall on northeast corner of Main and Custer to improve site distance

Figure ES.16. Long Term Projects



5.5.3 Conclusion

Although every TOD situation is unique, the projects described above provide a general framework to implement TOD in Main Street Station Area. Flexible programs and policies will accommodate differences throughout various situations during planning, coordination, and consultation with major stakeholders while still maintaining consistency with overarching goals of Evanston's various programs and policies. With the right market forces and framework in place, TOD will occur through a normal development process rather being forced or subsidized by the public. The recent AMLI mixed-use development and current Main and Chicago development proposal are both examples of such developments in the study area.

1.0 Introduction

Evanston was one the first communities in the Chicago Region to benefit from the expansion of steam locomotive railroads from Chicago in the 1890's. Competition between several private railroads and streetcar operators led to the extension of multiple rail tracks parallel to one another from the north side of Chicago, with portions along Chicago Avenue, to Davis Street in downtown Evanston. In the early 1900's, the railroads elevated the tracks throughout Evanston (Figure 1.1) in response to City of Evanston ordinances aimed at eliminating grade crossing accidents. The development of these railroad lines, as well the multiple station locations at Main Street and other stops, is an integral aspect of the City since the incorporation of Evanston in 1863.

Figure 1.1. CTA and Metra Main Street Stations

A view to the northwest from Benson just north of Church during the second phase of track elevation in the 1920s. The C&ME's tracks are still at street level in the foreground. (Collection J.J. Sedelmaier Productions, Inc.; M. D. McCarter photo.)

The Union Pacific North Line (UP-N) was constructed in 1854 by the Chicago & Milwaukee Railroad (C&NW). This line was known as the Chicago & Northwestern/North Line until C&NW was absorbed by Union Pacific circa 1995. Commuter rail services along the line started operating between the Chicago and Northwestern Terminal (now Ogilvie Transportation Center) and Evanston in 1911. The C&NW became part of Metra when it was formed in 1983. The UP-N runs between Chicago and Waukegan, Illinois, with some trains continuing to Kenosha, Wisconsin. It is part of the Metra system, but it is operated by the Union Pacific Railroad (UP). The station was built at 600 Main Street in 1910 and located between Chicago Avenue and Custer Avenue, with CTA's Main Street station located immediately to the east. It is one of two Metra stations in Evanston to provide direct transfers to the CTA rail system, the

other being the Metra Davis Street station. A historic renovation of the Metra Main Street station was completed in 1977 by the City of Evanston and the Evanston Preservation Committee. In 1987, Metra completed major improvements to the retaining walls, platforms and station house. Additional improvements included a ramp to access the northbound track and an elevator in station house to access the southbound platform.

The Chicago Transit Authority (CTA) Purple Line or "Evanston Line" began service on July 31, 1949. However, the origins of the "Evanston Line" go back to 1908, when the former Northwestern Elevated Railroad (NER) extended its mainline service over the leased trackage owned by the Chicago, Milwaukee, St. Paul and Pacific Railroad. On April 2, 1912, the line reached its present day terminal at Linden Avenue in Wilmette. CTA succeeded NER as the operator of the rapid transit system in late 1949. Currently, the Purple Line trains operate local service north from Howard Street to Linden and express service, weekday rush hours only, to the Chicago Loop. The station was constructed in 1908 at 836 Chicago Avenue. The CTA Main Street station is the second station north of Howard. In 2005, CTA replaced the viaducts over Main Street and Washington Street. In Aril 2013, CTA started work on a seven month track and tie replacement project to reduce slow zones along the Purple Line.

Figure 1.2 shows the CTA Purple Line and Metra Union Pacific North Line station houses in 2013.

Figure 1.2. CTA and Metra Main Street Stations

	
CTA Main Street Station, 836 Chicago Avenue Avenue	Metra Main Street Station, 600 Main Street

Source: Parsons Brinckerhoff, 2013

1.1 Purpose of the Study

The purpose of the *Evanston Main Street Transit Oriented Development (TOD) Plan and Study* is to engage Evanston in defining a unified vision for the future improvements to the CTA and Metra Main Street Station and Study Area. A series of public meetings, held in 2013 and early 2014, provided the opportunity for public input on the strategies to improve access to the CTA and Metra Main Street Station and mobility within the study area.

The Main Street Station and Study Area plans in this report were developed to increase the pedestrian and bicycle connectivity to and between the CTA and Metra Main Street Station, the Main Street Business District and surrounding neighborhoods. The City partnered with the Regional Transportation Authority (RTA) through its Community Planning Program to conduct the study. The RTA Community Planning program is designed to assist communities in creating more transit-friendly and multi-modal places.

A Project Advisory Group (PAG) comprised of City staff and a Technical Advisory Group (TAG) with representatives from Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metropolitan Rail Corporation (METRA) and Union Pacific Railroad (UPRR) met regularly throughout the project to provide input on the analysis and recommendations.

Objectives identified at beginning of the study include:

- Plan for the future redesign/improvement of the CTA Purple Line and Main Street Station.
- Anticipate and identify redevelopment opportunities that can capitalize on the anticipated transit investments at the Main Street Station Area.
- Promote new mixed use, office and technology focused development in the study area.
- Strengthen the Metra/CTA customer transfer opportunity.
- Develop a strategy that best utilizes proposed transit investments to increase economic development activities in the Main Street Shopping District.
- Enhance multi-modal connectivity of the Main Street Station Area; including bicycle, pedestrian, and bus services to the rail stations.
- Identify public open space opportunities in the study area to further enhance the desirability and livability in the area.
- Study the feasibility of providing for an elevated multi-purpose bicycle and pedestrian path between the Metra and CTA corridors.

1.2 Previous Plans and Studies

The Evanston Comprehensive General Plan was adopted in 2000. It establishes the long range planning goals and objectives in functional areas of General Land Use, Public Facilities, Circulation, and Community Environment. The General Plan is currently undergoing an update by the City of Evanston.

Three additional studies also provide additional data and background on the study area. The first study, *The Redevelopment Plan Chicago/Main TIF District (January 2013)* was conducted to establish a Tax Increment Finance (TIF) District and define the Redevelopment Plan for Chicago/Main area located within the project study area. The second plan, *The Skokie Swift North Shore Corridor Travel Market Analysis (July 2007)* provides a detailed analysis of the travel markets for the North Shore area, which includes the study area. The third study, *The Evanston Multi-Modal Transportation Plan (2009),* documents the long-range planning efforts for the future transportation system in Evanston. Other plans and documents reviewed include the *City's Comprehensive Plan(s) (2000 and PLAN2030 issues)*, *CDBG Consolidated Plan 2010-2014 (February 2010)*, *Chicago Avenue Streetscape Plan (March 2006), St. Paul's Park Design Report (July 2006)* and other relevant plans conducted in the study area were used to identify the station concepts and improvements analyzed during the study.

1.3 Evaluation Criteria

The study used five evaluation criteria to identify and evaluate the best possible mix of station investments consistent with City plans. Stakeholder and public involvement also were used to improve and prioritize the evaluation criteria throughout the study. The evaluation criteria are organized into five categories as follows:

Table 1.1. Evaluation Criteria

Evaluation Criteria	Goal	Assumptions
Station Area	Accessible / ADA compliant access	Elevators, Ramps and Stairs
	Comfortable, safe, and convenient for passengers	CTA and Metra design criteria
	Easy to secure and operate	Clear lines of site
	Easy to maintain	Durable materials
Study Area/Neighborhoods	Station easy to find	Highly visible, Clearly identifiable
	Enhance livability in the study area	Increase open space opportunities
Economic	Cost effectiveness	Project costs
	Local economic effects	Land use and economic development impacts to Main Street Business District
	Identify redevelopment and infill opportunities	Underutilized or vacant land
Transportation	Refine parking requirements	Incentives to reduce parking
	Enhance multi-modal connectivity	Bicycle, pedestrian, rail and bus
	Seamlessly and safely connected to streets and transit	Short distance between trains and streets and strengthen transfer opportunity

Evaluation Criteria	Goal	Assumptions
Sustainability	Identify sustainable development opportunities	Use of sustainable materials in station area, public and private development

1.4 Public Involvement Approach

This section documents the City of Evanston's commitment to public involvement and identifies the array of public involvement activities focused on informing a broad range of stakeholders at specific stages during the study, and defines the methods relied upon to invite public inquiry and comment. Project stakeholders from local agencies included the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metropolitan Rail Corporation (METRA) and Union Pacific Railroad (UPRR). During the study, the Project Advisory Group (PAG), comprised of City staff, and Technical Advisory Group (TAG) met for four times during the study prior and prior to public meetings.

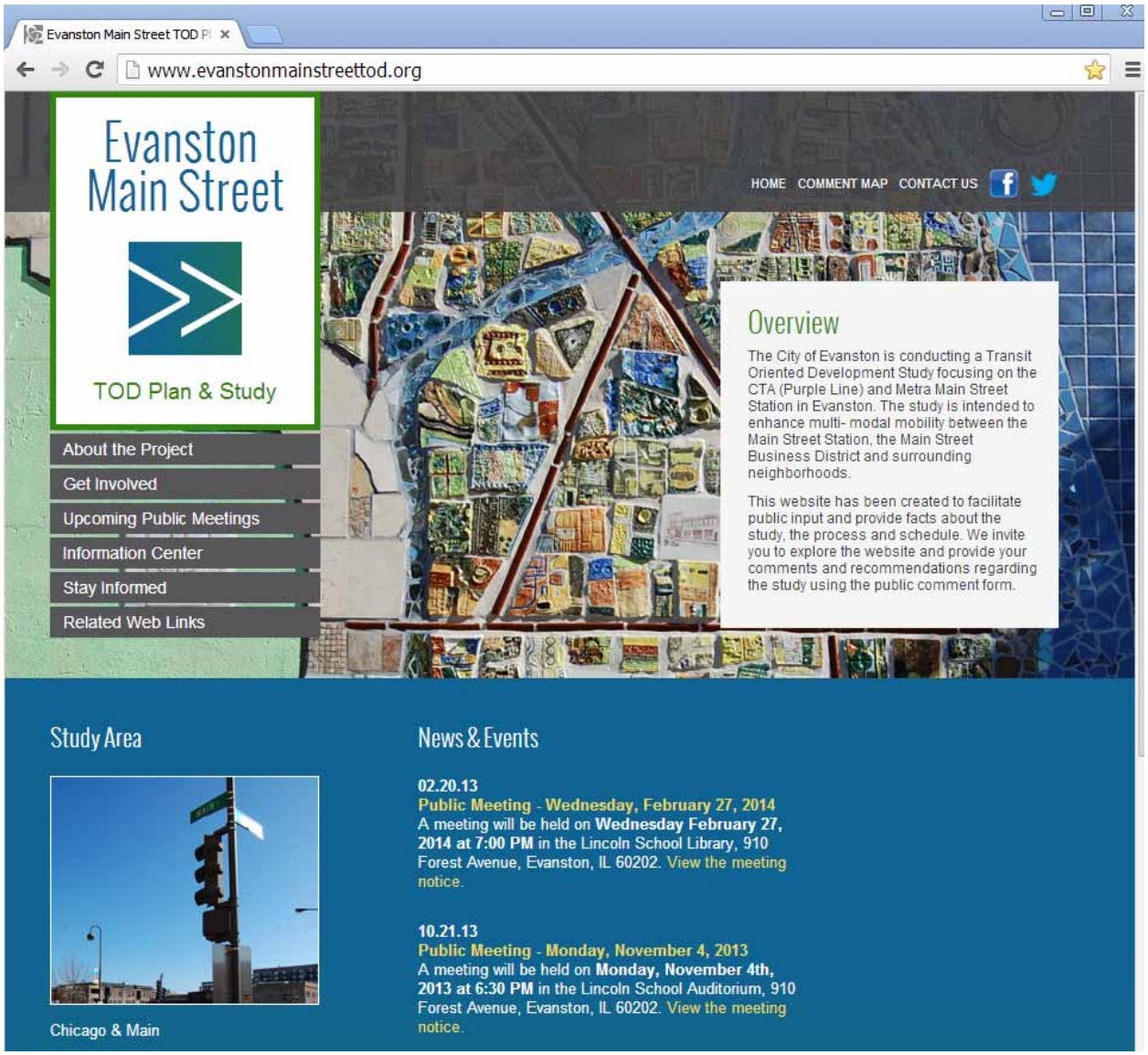
Three public meetings were held on April 18, 2013, November 4, 2013 and February 27, 2014 to present the findings and evaluation results at each stage of the study. The City of Evanston published the notices for the public meetings in the local newspaper and on the City's website to inform the community of the proposed project and upcoming meetings. Additionally, the meeting announcements were posted on the project website at http://evanstonmainstreettod.org/ (see Figure 1.3). Prior to the public meetings and at key stages in the project schedule, a Technical Advisory Committee meeting was held to brief the CTA, RTA, Metra and UP RR on the study.

The public meetings were held in the study area at the Lincoln School located at 910 Forest Avenue. Public comment forms were provided at each meeting.

The City chose community meeting locations that met the following criteria: the facility must be within the study area, free of charge, wheel chair accessible, accessible by transit and can accommodate an audience of at least 100 people.

An open house meeting format with display boards, 15-20 minute PowerPoint presentation, and question and answer (Q&A) period was used. City staff, members of the Advisory Committee and the consultant team attended each meeting. Attendees were given the opportunity to talk independently with project team members, city staff, and agency representatives and participate in Q&A and/or submit a pre-addressed comment card. The presentation and meeting materials were made available on the project website within 1 week after each public meeting.

Figure 1.3. Project Home Page



2.0 Existing and Future Conditions

2.1 Introduction

This section describes the existing and future conditions of the study area. A summary of socioeconomic characteristics, zoning and land use information, economic incentive districts, transportation network description, and transit services is described. The analysis of socioeconomic data relies on 2000 and 2012 Census estimates, while 2010 and 2040 population, households and employment projections are from CMAP. For further detail on existing conditions in the study area see *Appendix A: Existing Conditions Report.*

2.2 Study Area

For the existing condition assessment, the study area was defined as the area within 1/3-mile radius surrounding the Main Street Stations. The study area is approximately 160 acres and is bounded to the east by Michigan Avenue, Keeney Street (to the south), Ridge Avenue (to the west) and Greenleaf Street (to the north). These boundaries were set to encompass the Main Street and Chicago Avenue commercial area and the surrounding residential areas within a 0.5 mile walking distance for CTA and Metra customers. The Main and Chicago study area is well recognized as a local and regional location for shopping and entertainment destinations, workplaces, K-12 education and with single, multi-family and apartment housing. The study area, major activity centers are shown in Table 2.1 and Figure 2.1.

Table 2.1. Activity Centers within and near the Study Area

Fig.1.1 Key	*A*ctivity Center
1.	CTA Main Street Station
2.	Metra Main Street Station
3.	Main and Chicago development site
4.	City owned off-street parking (811 Main, 716 Main, 727 Main and 925 Sherman)
5.	Off-street parking lot
6.	Historic, transit oriented retail
7.	ROW between Metra and CTA rail, potential for NS bicycle/pedestrian connectivity
8.	Auto oriented retail development
9.	AMLI mixed-use development
10.	Nichols Middle School
11.	Lincoln Elementary School
12.	Park School Special Education
13.	Lakeside Historic District
14.	Ridge Historic District
15.	Grocery retail area (Jewell, Wholefoods and Trader Joes)

Figure 2.1. Study Area Map

2.3 Socioeconomic Characteristics

2.3.1 Population, Households and Employment

Various factors over the past decade have influenced the estimated 2012 population, households, and persons per households in the study area. The study area, as the rest of the city, is a fully developed area with little or no vacant land to build on. In 2000, there were 2,931 households and approximately 5,220 residents living in the study area. Since 2000, the residential neighborhoods in the study area have experienced a slight increase over the last decade. Consequently, the population and number of households in the study area have increased by 2.4 percent to 5,724 persons and increased 3 percent to 3,211 households. Household size has remained at about 1.7 persons per household, as shown in Table 2.2.

The Chicago Metropolitan Agency for Planning (CMAP) shows that employment in the study area was approximately 3,188 workers in 2010. In 2040, the CMAP estimate is slightly higher with 3,225 workers in the study area. New construction, including the AMLI mixed used development on Chicago Avenue, is not yet reflected in CMAP projections. However, CMAP projections do not completely fit within Evanston's municipal boundary or the study area. As a result, the projections presented below tend to overestimate population, households and employment for the city and study area. Overall, the CMAP 2040 Forecast for Evanston suggests a 15 percent increase in population and one percent increase in employment is expected over the next 30 years.

Table 2.2. Population, Households and Employment

Category	Census 2000		Census 2012		CMAP 2010 Forecast		CMAP 2040 Forecast	
	Evanston	Study Area	Evanston	Study Area	Evanston	Study Area	Evanston	Study Area
Population	74,239	5,220	76,029	5,724	80,382	13,551	93,022	14,799
Households	29,651	2,931	30,540	3,211	33,199	6,454	38,280	7,189
Employment	38,220	3,416	37,596*	3,109*	39,536	3,188	39,753	3,225
Average Household Size	2.27	1.77	1.72	1.70	2.22	2.03	2.22	1.99

Sources: U.S. Census; ESRI Business Analyst Online. CMAP 2010 and 2040 Forecast. *ACS 2005-2009 estimate.

2.3.2 Employment

Evanston's annual average unemployment rate was 6.8 percent in April 2013. The Evanston labor force was 41,324 in February, with 3,189 looking for work.[5] Census 2005-2009 ACS estimates show there are 3,109 employed people who reside in the study area. This is approximately 54 percent of the total estimated 2012 study area population of 5,724. As seen in Table 2.3, an estimated 16.4 percent of the total employed population works management related jobs. Another 13.2 percent are employed in education, training and library jobs.

[5] Illinois Department of Employment Security, Local Area Unemployment Statistics.

Table 2.3. Employment by Occupation in the Study Area

Occupation	Evanston		Study Area	
Management	5,248	14.0%	511	16.4%
Business and financial operations	2,473	6.6%	246	7.9%
Computer and mathematical	1,579	4.2%	143	4.6%
Architecture and engineering	1,008	2.7%	127	4.1%
Life, physical, and social science	1,458	3.9%	270	8.7%
Community and social services	943	2.5%	29	0.9%
Legal	1,478	3.9%	106	3.4%
Education, training, and library	4,907	13.1%	410	13.2%
Arts, design, entertainment, sports, and media	2,338	6.2%	237	7.6%
Healthcare practitioner, technologists, and technicians	1,856	4.9%	164	5.3%
Healthcare support	503	1.3%	16	0.5%
Protective service	670	1.8%	15	0.5%
Food preparation and serving related	1,028	2.7%	46	1.5%
Building and grounds cleaning and maintenance	693	1.8%	7	0.2%
Personal care and service	876	2.3%	75	2.4%
Sales and related	3,531	9.4%	286	9.2%
Office and administrative support	4,115	10.9%	212	6.8%
Farming, fishing, and forestry	0	0.0%	0	0.0%
Construction and extraction	523	1.4%	9	0.3%
Installation, maintenance, and repair	567	1.5%	47	1.5%
Production	800	2.1%	69	2.2%
Transportation and material moving	1,002	2.7%	85	2.7%
Total	37,596	100%	3,109	100%

Sources: U.S. Census 2005-2009 ACS; ESRI Business Analyst Online.

Major employers in the study area include Autobarn, Evanston Lumber, Dard Products, Lincoln Elementary School, Nichols Middle School and Park School. Majors employers located near the study area include Saint Francis Hospital, Jewel, Whole Foods and Trader Joes. Other employment in the study area includes small businesses, other national retailers (Walgreens), banks, restaurants, schools and religious facilities. An inventory of existing businesses within and near the study is located *Appendix A: Existing Conditions Report.*

An analysis of Census Local Employer-Household (LEHD) data for 2001 shows that 3,255 study area residents (represents 57 percent of the estimated 2012 study area population) are employed. Approximately, 98 percent (3,181) of study area residents travel to jobs located outside the study area. LEHD data shows that 1,225 workers live outside the study area and travel to jobs located in the study area. The LEHD data also reports that 44 people live and work in the study area.

As shown in Figure 2.2 below, workers employed in the study area and living outside account for fewer than 30 percent (1,225) of the total work travel. The highest number of total work trips terminates less than 10 miles away from the study area in the following directions: north to Downtown Evanston (458 trips), west-northwest towards Skokie and Northbrook (449 trips) and south towards the Chicago north side (320 trips). The strongest direction of worker to employer location travel is south (780 trips) 10-24 miles from the study area. Appendix A contains more data on study area employment characteristics.

Figure 2.2. Study Area Work Trip Inflow and Outflow 2011

Source: US Census Bureau LED OnTheMap, http://lehdmap.did.census.gov/

2.4 Existing Zoning

2.4.1 Study Area Existing Zoning

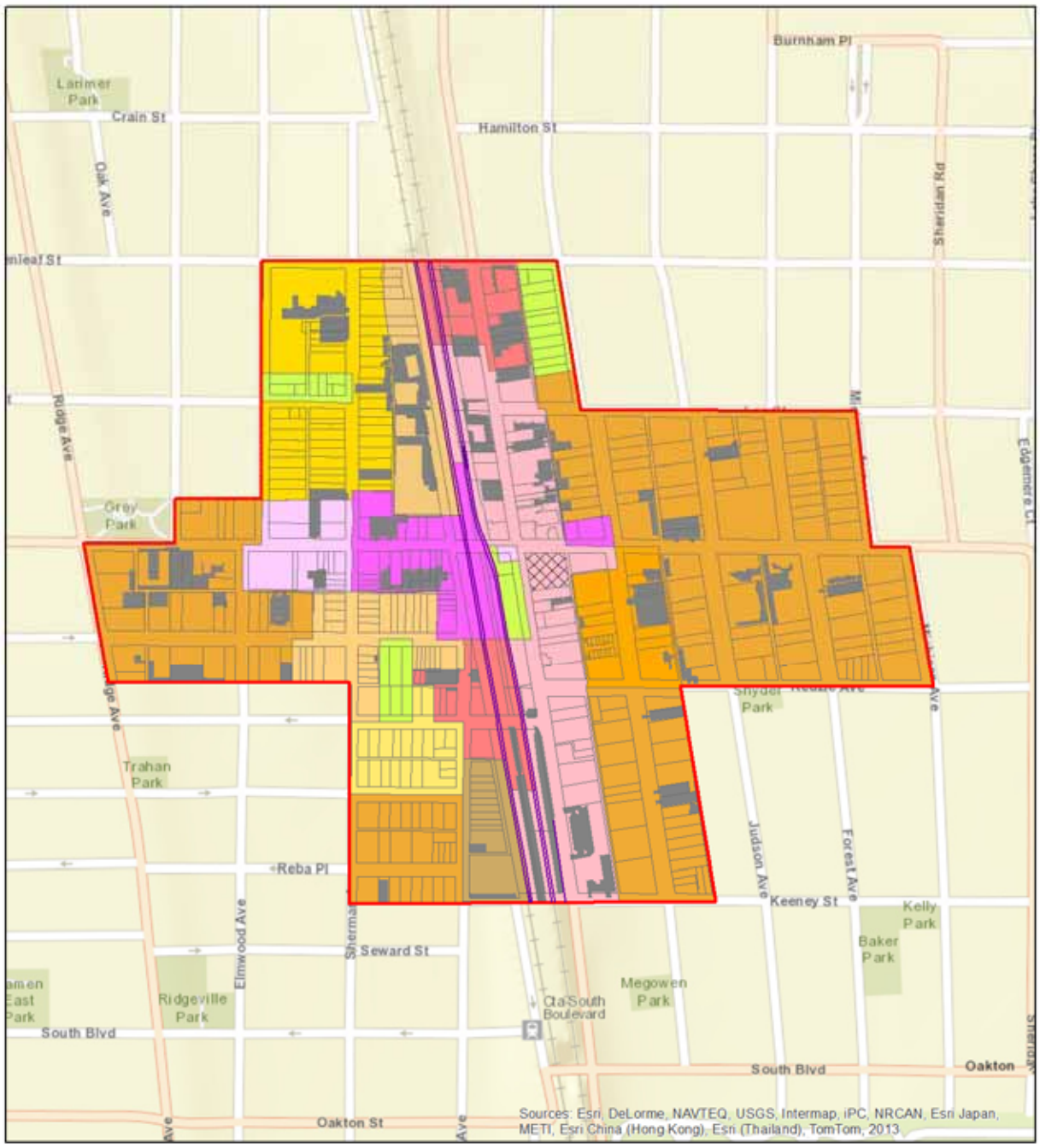
The study area comprises a diverse mix of single family and multi-family residential, commercial retail/services, industrial, parks, schools and other land uses. The study area is almost fully developed, and new commercial development has primarily focused on Main Street, Custer and Chicago Avenue. Table 2.4 and Figure 2.3 summarize the existing zoning, parking, developed and total undeveloped land in the study area. There is one parcel in the study area, southeast corner of Main and Chicago that is vacant and available for mixed use development (shown on Figure 2.1). This undeveloped parcel (.6 acres) is zoned (C1a) Commercial and Mixed-Use Development. A Future Land Use Map based on the Evanston zoning is shown in Figure 2.4.

Table 2.4. Existing Zoning in the Study Area

Zoning Classification	Study Area	
	Acres	Percent
Business	**13.0**	**8.1%**
- B1	4.7	2.9%
- B2	8.3	5.2%
Commercial	**30.7**	**19.3%**
- C1	0.0	0.0%
- C1a	21.6	13.5%
- C2	9.1	5.7%
Manufacturing	**6.2**	**3.9%**
- MUE	6.2	3.9%
Mixed Use Employment	**3.9**	**2.5%**
- MXE	3.9	2.5%
Open Space - OS	**3.7**	**2.3%**
Residential	**101.7**	**63.9%**
- R1 Single Family	2.5	1.6%
- R2 Single Family	4.4	2.8%
- R3 Two Family	13.7	8.6%
- R4 General Residential	6.1	3.9%
- R5 General Residential	69.0	43.3%
- R6 General Residential	6.0	3.8%
Total Zoning	**159.2**	**100%**
Parking	15.5	9.73%
Developed	143.1	89.9%
Total Undeveloped	**.6**	**.004%**

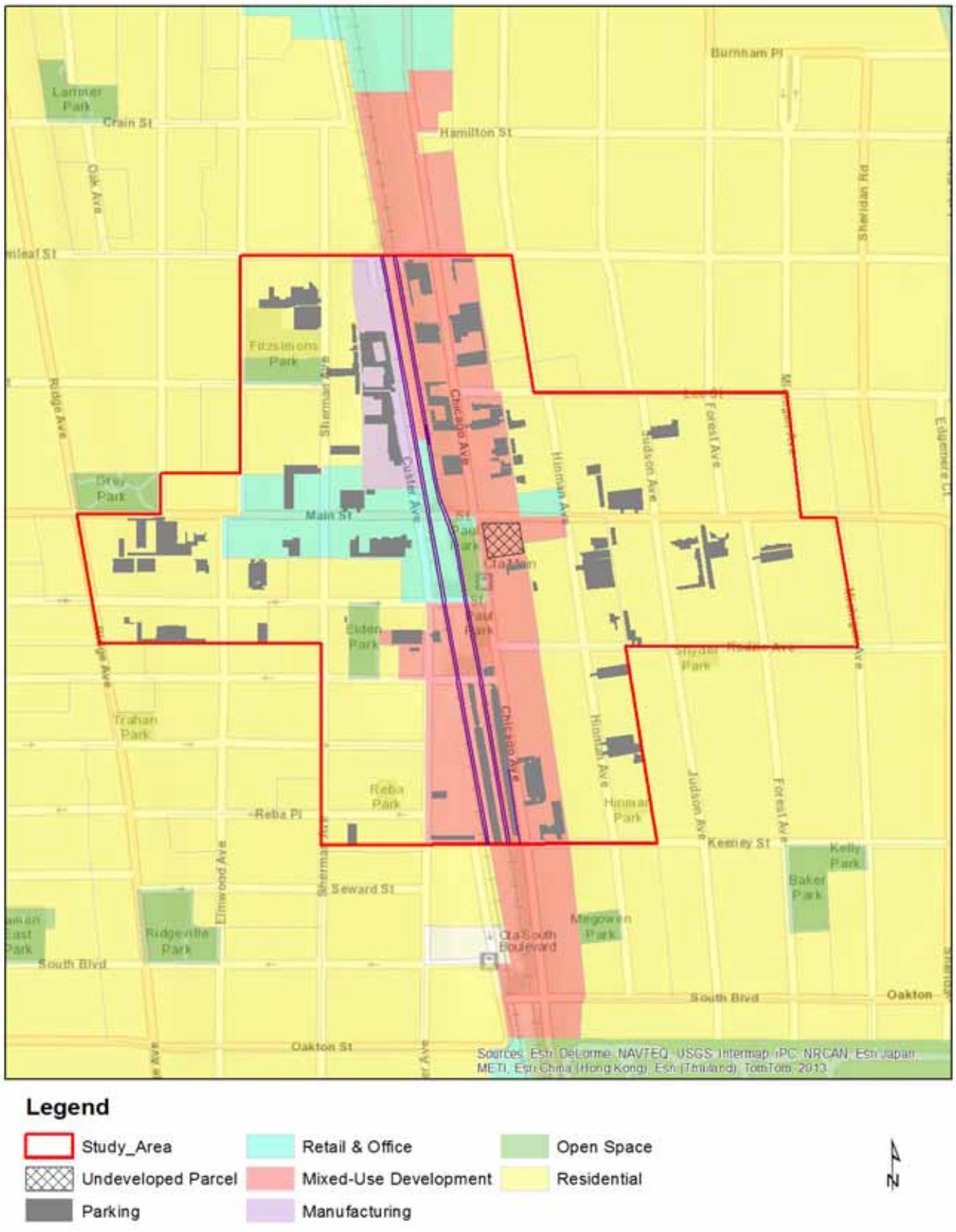
Source: City of Evanston GIS. Study area acres are approximate and do not represent parcel level acreage of zoning.

Figure 2.3. Study Area Existing Zoning Map



Source: Evanston GIS

Figure 2.4. Study Area Future Land Use Map



Source: Evanston GIS

Figures 2.3 and 2.4 both show that the Chicago Avenue Corridor, between Hamilton Street (North) and Oakton Street (South), is predominantly zoned Commercial Mixed Use (Ca1).
The C1a zone is intended to provide locations for the development of mixed-use buildings consisting of retail oriented and office uses on the ground level and office uses and/or residential dwellings located above, as well as multi-family residential. A higher floor area ratio and building height is permitted in the C1a district in order to encourage this type of development.

Existing Commercial Retail / Services

The Main and Chicago area is the major commercial within short walking distance of the Main Street Station area. The rail stations and the commercial district date back to the mid 19th century when the town of South Evanston was first established. In 1892, Evanston annexed South Evanston. Today the Main Street Shopping District is both a local and regional destination due to the CTA and Metra rail service.

The district extends east-west on Main Street from Sherman to Hinman and north-south on Chicago from Greenleaf to Keeney. Commercial properties and retail are also located south of Main Street on Custer. Commercial zoning accounts for 19.2 percent of the study area. The area between Greenleaf and Lee has been historically been the location for auto dealerships in the North Shore Area. The Autobarn Dealership is located on the west and east side of Chicago Avenue between Greenleaf and Lee Streets and is zoned Commercial (C2). The C2 District is intended to provide suitable locations for general business and commercial activities including automobile and recreational vehicle sales and services and other similar establishments that, due to their inherent nature, may create substantial negative impacts when located close to residential areas. In July 2013, Autobarn announced it would relocate its service facilities to an off-site location in southwest Evanston. Autobarn stated that moving the service operations would provide more space on Chicago Avenue for new car sales.

Figure 2.5. Commercial/Retail Areas in the Study Area

	
Looking east on Main east of Main/Chicago	View west at Main/Hinman

	
View South toward Chicago/Main	Autobarn Dealership along Chicago looking North from Lee

AMLI, a multi-family real estate developer, recently built a 214-unit rental apartment and mixed-use property called AMLI Evanston. This new development is located just south of Main Street, is located within walking distance of the Main Street Stations and South Boulevard. Immediately south of AMLI, there is strip retail center, Southpoint Plaza, and a Walgreens (NE corner of Keeney) that was completed in 2013. The new store is located on the site of an old Walgreens store that was razed at Chicago Avenue and Keeney Street. The store was built by recycling more than 85 percent of the demolished store's material like bricks, concrete and metal and features a zero-net energy design and electric generating wind mill, as represented below in Figure 2.6.

Figure 2.6. Walgreens Zero-Net Energy Store

Walgreens Debuts Nation's First Net Zero Energy Retail Store at 635, Chicago Avenue.

The Main Street area has been a commercial area for over 100 years as shown in Figure 2.7.

Figure 2.7. Historical Photos

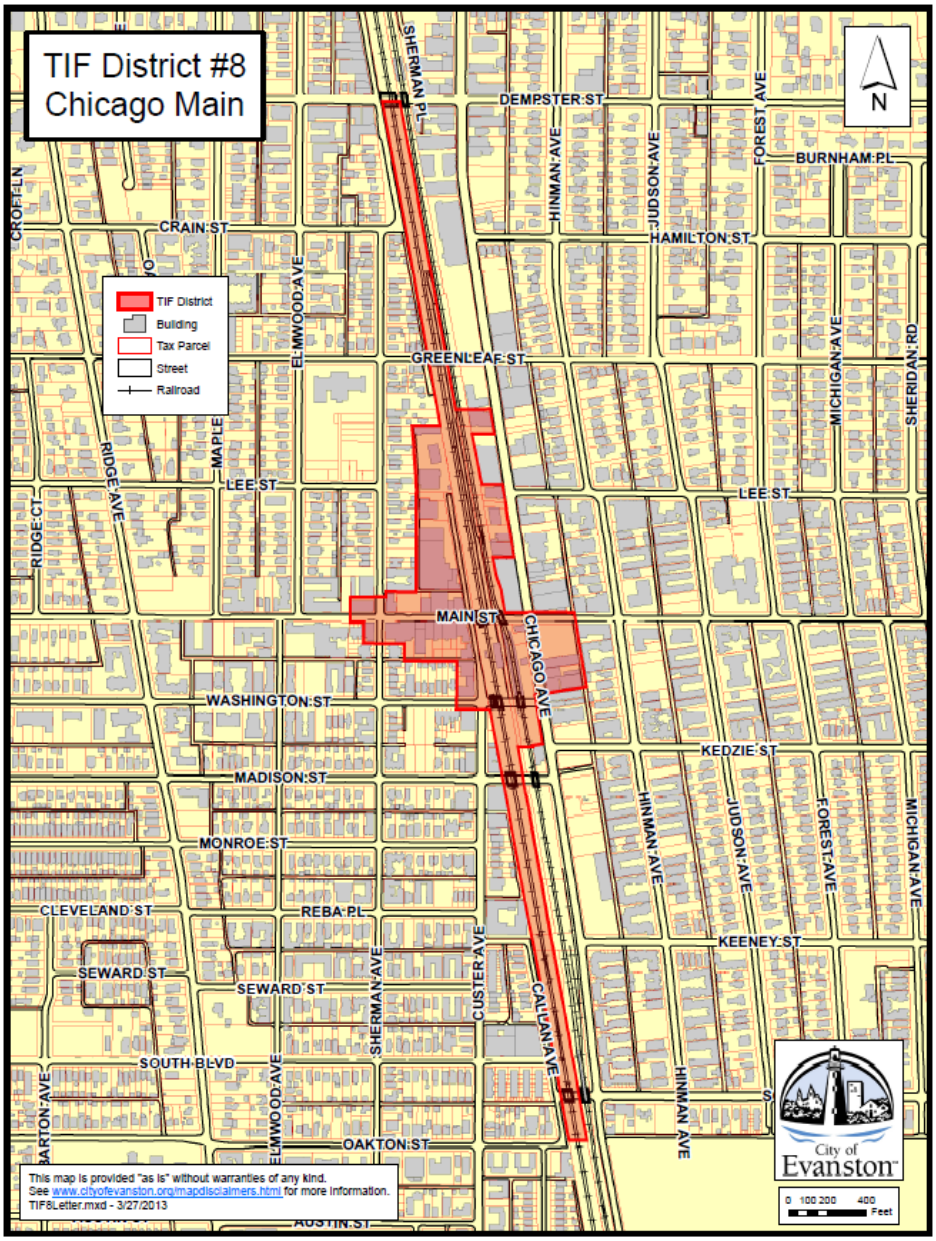
Looking south on Chicago Avenue, CTA Main Street Station on the right, 1940's. Evanston Historical Center

Chicago Avenue looking north towards Greenleaf, 1950's.
Evanston History Center

Economic Incentive Programs within or Near the Study Area

In December 2012, Evanston created the Chicago/Main Tax Increment Financing (TIF) District (TIF #8) in order to spur redevelopment in the area (shown in Figure 2.8). The district is located within the project study area and consists of fifty-two tax parcels in the vicinity of Chicago/Main. The *Market Assessment Report (October 2014)* provides an overview of residential, office and retail market conditions in the study area.

Figure 2.8. Chicago/Main TIF District



Source: Evanston GIS

2.5 Market Assessment

A market assessment for the Study Area was prepared as part of a Main Street TOD Plan and Study. Additional information on the Study Area is included in *Appendix A: Existing Conditions Report* and the *Appendix B: Market Assessment Report*.

The Study Area is well located with regard to public transportation (CTA rail, bus and Metra rail), a mix of housing types, proximity to good schools and parks, and a variety of quality stores and services. The retail district along Main Street and Chicago Avenue has an eclectic group of businesses including many independently owned stores and restaurants that serve both a local, and in some cases, regional clientele. Many have operated in the Study Area for decades.

2.5.2 Residential Market

The southeast corner of Main and Chicago is currently the primary desirable study area location for a building with residential or condominium units. There are no additional new condominium buildings under construction or planned, as of December 2013. However, land prices are now more affordable than they were five years ago. As the Class A inventory of condos on the market continues to decrease, it is expected that developers will be interested in building again. Some buildings could start as rentals, but be of condominium quality so that they could be converted when the time is right.

Several Realtors contacted for this market assessment indicated that by 2015 that they expect there will be increased demand for new condominiums. The price points should be slightly lower than in Downtown Evanston and units need to be of a high quality. Prices would probably start in the low to mid-$300,000 range for large one and two bedroom units, some of which could have dens, offices or family rooms.

2.5.2 Rental Market

The rental market in Evanston has been robust in 2013. The Study Area has a large number of older rental buildings at varying price points. Buildings range from "vintage" walk-up courtyard buildings, to 1960s and 1970s elevator buildings, as well as smaller and older 3- and 6-flats. As such, there is a wide range in rents depending on the level of renovation and amenities in the building and individual apartments. There are few studios and three bedroom apartments for rent at this time.

Several new rental buildings have opened in 2013, including AMLI Evanston in the Study Area and 1717 Ridge outside of the study area. A review of rents and occupancy at the other Class A apartment buildings in Downtown Evanston was conducted for comparison purposes. The Premier 415 building located across the street from the Howard Street CTA Station is considered to be in a less desirable location than the other buildings located in Evanston. It is more competitive with buildings in Rogers Park than with those in the Study Area or Downtown Evanston. Owners of older rental buildings in South Evanston noted that AMLI's wide ranging advertising has attracted more potential renters to the area, thereby increasing

traffic at their buildings as well. Renters unable to afford new construction prices but who like the neighborhood are checking out older, but more affordable apartments.

The three Downtown apartment buildings open for some time (Evanston Place, The Park Evanston and The Reserve at Evanston) have high occupancy rates (95%+). The two new buildings, AMLI Evanston and 1717 Ridge, are leasing well since opening in early 2013. They are the newest properties built as rentals since 2004 and are tapping into the pent-up demand and general interest in rentals by higher income households.

Another rental building started construction recently at the north edge of Downtown. Carroll Properties and Fifield Development are building a 356-unit apartment building and 14 townhouses at Oak and Emerson Streets. Slated to be completed in 2015, the building is designed with a majority of studio and one bedroom units. It will have extensive building amenities and will be more competitive with 1717 Ridge than with the Main Street area given its location.

There is some concern that the upper end of the Evanston rental market will be saturated with the above described rental buildings and another 80-unit building completed in 2013 in North Evanston on Central Street. However, the proposed building at Main and Chicago with approximately 112 apartments won't be ready for occupancy until 2015 at the earliest. It will have a much higher proportion of two bedroom units than the Oak and Emerson building and is expected to attract more couples and families. As such, the Market Assessment concludes that there is likely to be demand for a new, quality rental building in the Study Area within the next two years.

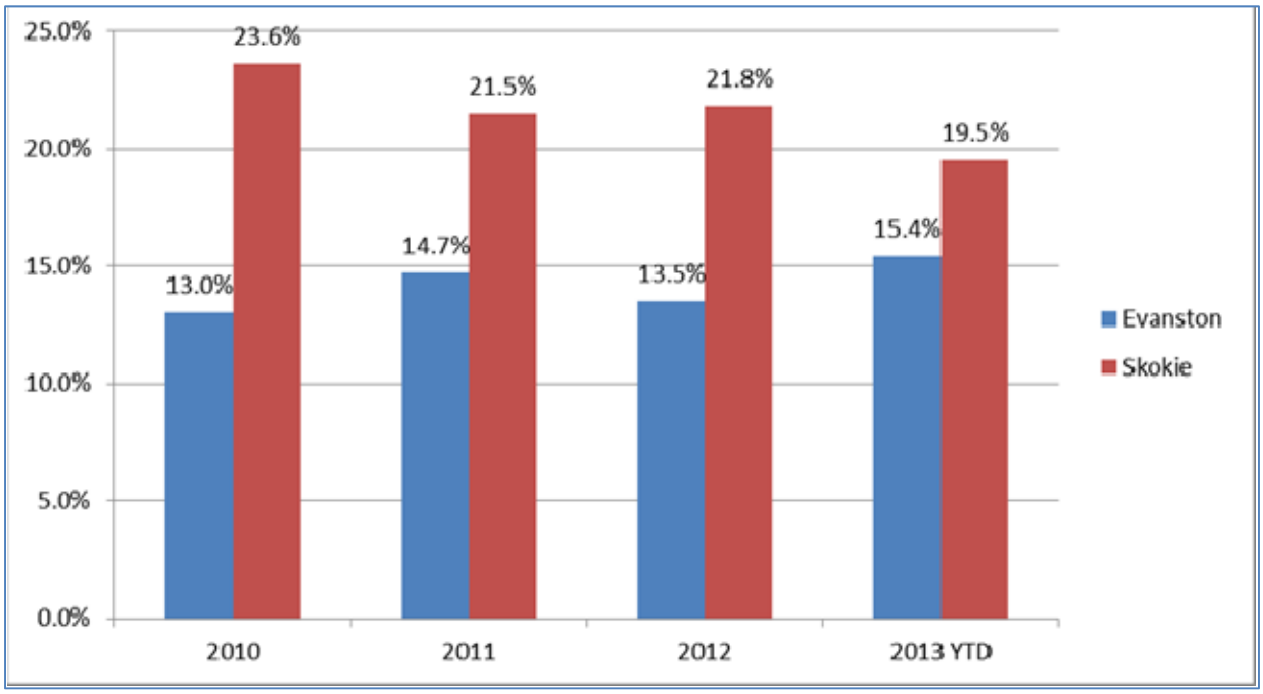
2.5.3 Office Market

Evanston is part of the North Suburban sub-market as defined by commercial real estate brokerage firms. The Chicago metro area suburban office market is still considered to be soft by CB Richard Ellis, though the market "continued to make strides towards stabilization" according to a recent report. Vacancy rates are still high throughout the region, though some sub-markets have experienced several quarters of positive absorption of office space. Rents are still well below the pre-recession rates and do not support new construction, except in a few select locations where tenants have already committed to anchor new buildings.

The office market was analyzed with data from FARA Commercial Brokerage, an Evanston-based real estate firm, on the Evanston market as summarized below. Evanston competes with buildings in Skokie, therefore we looked at both communities. Evanston has 2.6 million square feet of rentable space in multi-tenant buildings, of which 15.4% was vacant as of August 2013. The Class A vacancy rate was 13.2%, well below that of Class B and C space (22.6% and 17.3% respectively). Skokie's inventory is considerably larger at almost 4 million square feet, but with a higher 19.5% overall vacancy rate. Only 8.0% of Class A space is vacant, but almost one quarter of the Class B and C space is vacant.

Since 2010, Evanston's total vacancy rate ranged from a low of 13.0 percent at the end of 2010 to the current high of 15.4 percent. Skokie's vacancy rate has been consistently higher ranging from 23.6 percent in 2010 to the current low of 19.5 percent as shown in the Table 2.5 below.

Table 2.5. Evanston and Skokie Office Vacancy Rates



As of August 2013, the five Evanston buildings with the largest amount of vacant space are all located Downtown. Of these, 1007 Church Street, 500 Davis Street, 1603 Orrington Avenue and 1560 Sherman Avenue are Class A buildings. 960-990 Grove is a Class B building. Prospective tenants are reportedly looking at space that would reduce the vacancy rates in Evanston.

South Evanston is not an established office location and there is very little office space other than storefronts and the upper levels of smaller retail buildings. AMLI Evanston has 17 live/work spaces in its south building along Chicago Avenue. As of the date of this assessment, several of the spaces have been leased, including a joint space for Dollop Coffee & Hoosier Mama Pie Company.

Given the current vacancy rates in Evanston and the available space in Downtown Class A buildings, office brokers have been cautious to consider the market ready for a new office building in Downtown Evanston or on Main Street. The difficulty the owner of the southeast corner of Main and Chicago had in securing an anchor tenant is indicative of the lack of demand at this time for a new mixed use building in the Study Area.

A small amount of office and service space on the ground and second floors of a primarily residential building will be more marketable. There is evidence of these uses along Chicago Avenue where insurance and other service businesses occupy ground floor space. The current

plan for the southeast corner of Main and Chicago includes one floor with approximately 12,000 square feet of office space. This should be marketable to smaller companies, some of which may be tech firms.

2.5.4 Retail Market

Retail Inventory

The Existing Conditions Report identified over 120 businesses and organizations located within the Study Area. Of these, 8 are institutional including churches, government buildings and schools. Most of the others are retailers and restaurants, with some offices and service businesses primarily along Chicago Avenue. There is very little vacant space on Main Street with only two storefronts west of the railroad tracks currently vacant. Chicago Avenue has more vacancies including several ground floor spaces and in the AMLI Evanston building. Some space north of Main Street on Chicago Avenue is vacant and has been for many years.

Most of the Study Area businesses are independently owned and have been on Main Street and Chicago Avenue for many years. They have a loyal local following, and some draw customers from a much larger geographic area than South Evanston. These businesses serve nearby residents, contribute to the vibrancy of the area and enhance the city's tax base. While there is always going to be some turnover, spaces in good physical condition and priced fairly will lease. Newer businesses in 2013 include a toy store, boutique and fitness companies.

Brokers report that it is not that difficult to rent stores in the Study Area, though not all space is in good condition. Some stores on Main Street are narrow and deep, not a desirable configuration for today's retailers.

CB Richard Ellis reports that as of the second quarter of 2013, the retail vacancy rate in the north suburbs was only 6.8%, down from a high of 9.5% in 2010. This compares favorably to the total suburban Chicago area where the vacancy rate stood at 9.1%. However, net absorption was down in the suburbs overall as well as in the north suburbs. Asking rents in the north suburbs remain high averaging $19.37-21.82 per square foot on a triple net or NNN basis. The pro-rata charges to a tenant for common area maintenance, real estate taxes and insurance (known as pass-throughs) can add more than $10 per square foot to the base rent in Evanston. Other suburbs with lower property taxes have lower pass-through expenses, making them more affordable. Table 2.6 shows the retail real estate trends in the north suburbs and the Chicago suburbs overall.

Table 2.6. North Suburbs & Total Suburban Retail Market 2009-2013

Location	Year-End	Gross Building Area (SF)	Vacancy Rate	Net Absorption	Avg. Asking Lease Range/SF
North Suburbs	2009	9,908,367	8.7%	39,633	$14.85-$18.40
	2010*	9,658,367	9.5%	-305,517	$16.07-$20.41
	2011	9,658,367	7.3%	212,484	$14.70-$20.68
	2012	9,830,624	6.8%	208,835	$19.34-$25.61
	2013**	9,438,018	6.8%	-365,909	$19.37-$21.82
Total Suburbs	2009	114,288,873	13.3%	-826,858	$16.41-$20.36
	2010*	113,334,841	11.8%	-215,932	$12.78-$20.41
	2011	113,792,157	9.7%	2,778,877	$11.44-$21.62
	2012	113,479,510	9.0%	577,726	$11.96-$25.61
	2013**	111,410,159	9.1%	-1,996,680	$12.22-$21.82

Note: Data from Fourth Quarter unless otherwise noted

* 2010 data from Third Quarter, Fourth Quarter not available

** 2013 data from Second Quarter, most recent available

Source: CB Richard Ellis; Valerie S. Kretchmer Associates, Inc.

Retail Sales

Since 2010, total consumer retail sales (excluding agriculture and manufacturers) increased by 5.8 percent for a total of $861.3 million in 2012. The highest sales volumes by far are in food and general merchandise stores, followed by drugs and miscellaneous retail, and eating and drinking places. All retail categories with the exception of apparel and furniture, household and radio registered sales increases during this period. The recession took a toll on sales in the furniture, household and radio category everywhere. The demand for furniture and home furnishings declines when households are less likely to move, as happened during the recession. Total consumer retail sales averaged $28,264 per Evanston household in 2012, up 1.4 percent since 2010.

Sales are not broken out for the market area or the Study Area. There are no large retailers in the Study Area. The largest big box retailers in Evanston are on the southwest side on Howard, Oakton and Main Streets. These include Target, Home Depot, Sam's Club, Food 4 Less, Jewel and Best Buy. Jewel and Whole Foods have stores a few blocks north of Main Street on Chicago Avenue and are the largest retailers proximate to the Study Area. Autobarn, a large car dealer on Chicago Avenue north of Lee Street, generates significant sales and sales taxes for the city. Evanston boasts that it is the dining capital of the North Shore and the sales figures confirm this, as eating and drinking establishments generated $129.5 million in sales in 2012, up 4.7% since 2010.

Sales Potential

It is also useful to look at the retail sales potential of residents of the market area (zip code 60202) compared to the sales potential of the city overall. Table 2.7 provides a summary of the store potential by retail category on a per household and aggregate basis. Alteryx, a demographic data vendor, provides estimates of spending power based on an area's population and income characteristics. The average household spending potential or demand from residents in the market area is very similar to that of the city overall, and for some categories it is slightly higher.

The average South Evanston household has spending power of $26,893, while the average for all Evanston households is $26,625. These figures are slightly lower than the total consumer retail sales per household shown above, meaning that Evanston is attracting more people to shop and dine here than are leaving the city to shop. Alteryx estimates that the aggregate spending power of city residents is $811.4 million, slightly lower than the 2012 consumer sales of $861.3 million.

The only retail category for which Evanston captures a lower share of resident spending power is apparel and accessory stores. These stores are typically based in regional malls and are well represented at Westfield Old Orchard in nearby Skokie. While the city has a number of chain and independently-owned clothing stores, this category tends to be underrepresented in downtown and neighborhood business districts throughout the metro area (not just in Evanston) and are difficult to attract.

Retail Opportunities in the Study Area

Retail is likely to be an accessory use in the Study Area occupying all or portions of the ground floor in mixed-use buildings. Asking rents for new retail space are typically more than $25 per square foot on a NNN (triple net) basis where the tenant pays its pro-rata share of real estate taxes, common area maintenance and insurance, which can add another $10+ to the rent. These rents are well above what most independent retailers can afford to pay.

The proposed building at Main and Chicago will have approximately 14,000 square feet of ground floor space as well as dedicated retail parking. Assuming competitive rents, the retail space should be marketable. Brokers indicate that there is demand in the Study Area for service and convenience-oriented retail businesses including a bank, as well as more casual sit-down and fast casual restaurants, and specialty stores. AMLI Evanston has leased two of its retail spaces to a coffee and pie shop and a dry cleaner, which is consistent with the type of tenants that are expected to be attracted to the Study Area.

Table 2.7. Retail Demand Summary Comparison for Zip Code 60202

	Zip Code 60202	City of Evanston	60202 as % of Evanston
Average Annual Household Dollars 2013			
Building Material & Garden Equipment & Supply Dealers	$764	$765	99.8%
Clothing & Clothing Accessories Stores	$1,016	$1,008	100.8%
Electronics & Appliance Stores	$379	$373	101.7%
Food & Beverage Stores	$3,558	$3,506	101.5%
Foodservice & Drinking Places	$2,823	$2,809	100.5%
Furniture & Home Furnishings Stores	$501	$498	100.6%
Gasoline stations	$3,399	$3,269	104.0%
General Merchandise Stores	$2,894	$2,844	101.8%
Health & Personal Care Stores	$671	$669	100.3%
Miscellaneous Store Retailers	$476	$474	100.4%
Nonstore retailers	$1,049	$1,052	99.6%
Sporting Goods, Hobby, Book, & Music Stores	$318	$321	99.0%
Total Average Annual Retail Demand	**$26,893**	**$26,625**	**101.0%**
Aggregate Household Dollars 2013			
Building Material & Garden Equipment & Supply Dealers	$10,483,144	$23,305,259	45.0%
Clothing & Clothing Accessories Stores	$13,948,631	$30,723,399	45.4%
Electronics & Appliance Stores	$5,207,082	$11,361,276	45.8%
Food & Beverage Stores	$48,846,301	$106,844,724	45.7%
Foodservice & Drinking Places	$38,764,675	$85,593,587	45.3%
Furniture & Home Furnishings Stores	$6,876,741	$15,166,998	45.3%
Gasoline stations	$46,661,466	$99,622,775	46.8%
General Merchandise Stores	$39,728,877	$86,655,694	45.8%
Health & Personal Care Stores	$9,215,887	$20,397,411	45.2%
Miscellaneous Store Retailers	$6,536,528	$14,450,934	45.2%
Nonstore retailers	$14,399,367	$32,073,446	44.9%
Sporting Goods, Hobby, Book, & Music Stores	$4,363,989	$9,788,137	44.6%
Total Aggregate Annual Retail Demand	**$369,244,568**	**$811,392,302**	**45.5%**

Source: 2012 Experian, Inc. All Rights Reserved, Alteryx, Inc.

2.5.5 Conclusions

The primary development parcel in the Study Area is at the southeast corner of Main Street and Chicago Avenue. Originally planned as a condominium building with ground floor retail space, the site has been empty since the recession made it impossible to pre-sell condominiums, a condition for financing.

The rental market has seen a considerable amount of activity in Evanston as in other locations in the Chicago metro area. AMLI Evanston's luxury rental building opened in April 2013 with 214 units at the south end of the Study Area on Chicago Avenue between Kedzie and Keeney Streets, and the apartments have been leasing well. One other new rental building in Downtown Evanston at 1717 Ridge Avenue has also leased a large number of its 175 units since it opened earlier this year. Prices at the two buildings are comparable and are higher than at any of the other Class A rental buildings in the city.

The southeast corner of Main and Chicago is most suitable for a mixed-use residential building with ground floor retail space that could include convenience-oriented stores, services, bank and restaurants catering to the large residential population and transit riders using the Main Street CTA and Metra stations. The most recent plan under review includes ground floor retail space, second floor office space and building amenities, and approximately 100 rental apartments, most of which will have two bedrooms. This will be easier to finance than a condominium building in the current lending environment. Assuming the building is attractive with reasonably sized units, it should be readily marketable.

This site had been targeted for office and ground floor retail space to serve technology companies. However, an experienced developer had been marketing the site for several years, but was unable to attract an anchor tenant.

Office brokers consider Evanston a niche market that is attractive to tenants who want to be close to Northwestern University, the city's two hospitals, and whose executives live along the North Shore and don't want long commutes. Firms that want easy highway access and visibility, or a corporate campus environment do not consider Evanston. The Northwestern University – Evanston Research Park has been unable to attract major new tenants for its buildings despite its desirable location at the north edge of Downtown and its proximity to the university. Given Evanston's 15% office vacancy rate, without an anchor tenant, a building with only office and ground floor retail space will be difficult to finance.

However, the accessibility by public transit is a positive factor for the Study Area and Evanston overall. This will become more significant as companies need to attract highly educated, younger employees living in Chicago who don't want to commute by car to more distant suburbs. A limited amount of office space as a secondary use as currently proposed should be marketable at the vacant site at Main Street and Chicago Avenue.

In 2013 as of July, the number of condominium sales increased to 284 from 269 last year during the same period. The average marketing time decreased from 194 to 145 days and the average sales price increased by 14.3 percent to $247,900. In addition, the unsold inventory of condos has dropped from over 500 several years ago to only 162 as of September 2013. While condominium prices are still depressed compared to pre-recession prices, sales activity has increased in the past year. The number of foreclosed units is down and prices are increasing, though they still have not reached pre-recession levels. Realtors report that the market should be able to support new condominiums in the next year or two and that the Study Area would

be a desirable location for a new condominium building at the Southeast corner of Chicago and Main.

Over the next 5 to 10 years, there is also likely to be an opportunity to redevelop blocks at the north end of the Study Area for higher intensity mixed-use projects, most likely retail/service on the ground floor with residential use above. Autobarn, which occupies the block north of Lee Street on Chicago Avenue, has plans to move some its operations further west in Evanston to a site off of Howard Street and Hartrey Avenue. This block is currently a dead zone for pedestrians. However, with the recent opening of Trader Joe's on Chicago Avenue (three blocks north of Main Street near Whole Foods and Jewel), there is likely to be increased pedestrian traffic north of Main Street. This could open up mixed-use development opportunities in the study area for the blocks between Greenleaf Street and Keeny Street in the future.

2.6 Ridership Assessment

As part of this study, transit ridership estimation was performed for a variety of potential land use and development alternatives in the Study Area. While the size and scope of this study made the execution of a full regional transit forecasting model run infeasible, a geographic information system (GIS) and spreadsheet based sketch model was utilized. This model is based on the Chicago Metropolitan Agency for Planning (CMAP) regional travel model and socio-economic data, and results in an estimate of average daily boardings in the current year for the proposed development alternatives in the study area. It should be noted that no distinction in ridership can be made within the analysis between Metra North Line and CTA Purple Line station boardings based on the analysis methodology; however, Metra boarding currently represent approximately 1/3 of the total passengers between the CTA and Metra Main Street Stations, and it can be assumed that this split would continue. However, is should be noted that ridership numbers alone do not justify significant capital improvements to the stations. *Appendix E: Ridership Estimate Report* summarizes the technical methodology and the assumptions used to estimate the ridership for the CTA and Metra Main Street Stations.

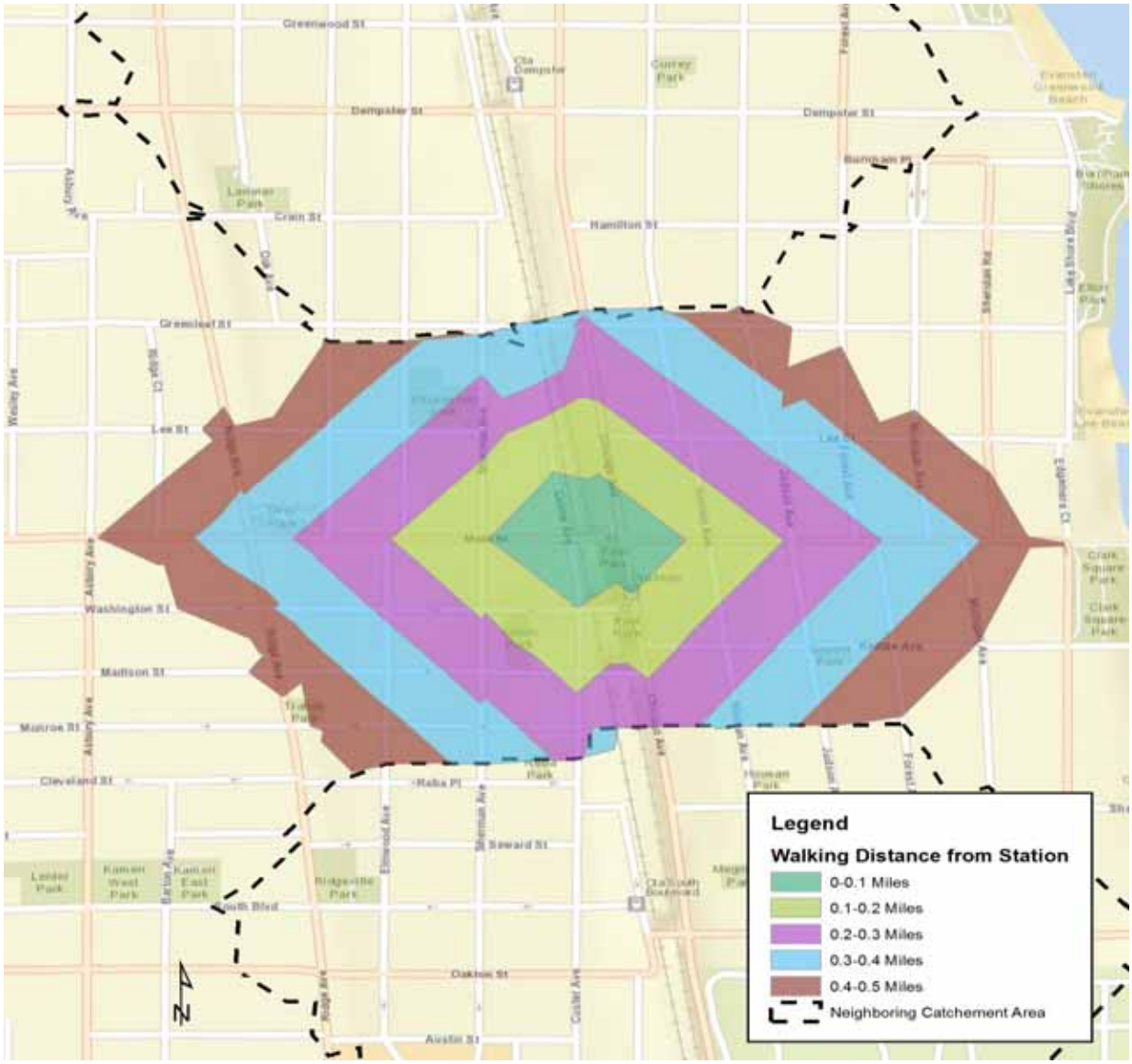
Identification of Station Catchment Areas

For Main Street Station Area, a walk-to-station catchment area was developed. Similar to the process described in *Appendix A: Existing Conditions Report*, ESRI Network Analyst was used to compute an area equivalent to a 0.5 mile walking distance from the Main Street Station area, using streets and pedestrian paths as a walking network. This 0.5 mile radius catchment area was further divided into tenth-mile bands to enable the accounting of lower rates of access as distance from the station increases (See walkshed analysis methodology in Appendix A, Section 2.4.2).

It should be noted that the 0.5 mile radius catchment area of the Main Street Station overlaps with the 0.5 mile radius catchment area of the CTA South Boulevard and CTA Dempster Street stations. To prevent double counting of riders, as well as to ensure that riders, as modeled, would walk to their closest station, Network Analyst automatically computes the break points

between adjacent stations and creates the catchement polygons based on which access point is closer by travel distance along the network to a given point on the network. A result of this adjustment is shown in Figure 2.9.

Figure 2.9. Catchment Area for Main Street Station



The results of the scenario analysis are shown below in Table 2.8. The scenarios estimates range from a 1.8 percent to 6.9 percent increase in new total riders or average ridership increase of 4.3 percent over 10 years or to the CMAP 2040 planning horizon. This is equivalent to 0.5 (or ½ of 112) to 2 new mixed-use developments with 112 residential units or more similar to the AMLI development on Chicago Avenue. However, it should be noted this would require redevelopment of existing parcels along Chicago Avenue. Currently, there is only one vacant parcel slated for mixed-use development on the southwest corner of Main and Chicago.

The CTA annualization factor (313), which is based on seven day per week service, has been applied to the projected ridership for the station area. As previously noted, this estimate does not distinguish between CTA and Metra broadings. Based on Metra 2006 walk-in boardings and CTA June 2013 walk-in boardings it is assumed that 1/3 of the total estimated ridership is new Metra boarding's and 2/3 is CTA new boarding's as shown in Table 2.9.

Table 2.8. Average Weekday and Annual Ridership Results by Scenario

Scenario	Average Weekday		Average Annual Current Model	Scenario	Change From Current Model	Percent Increase
	Current Model	Scenario				
Low	1,610	1,752	503,930	513,076	9,146	1.8%
Medium	1,610	1,936	503,930	524,845	20,915	4.2%
High	1,610	2,109	503,930	538,460	34,530	6.9%
Average	1,610	1,932	503,930	525,460	21,530	4.3%

Source: PB

Table 2.9. Estimated CTA and Metra Ridership Results by Scenario

	Low (1 to 5 years)		Medium (5 to 10 years)		High (10 years plus)	
	Average Weekday	Average Annual	Average Weekday	Average Annual	Average Weekday	Average Annual
CTA	1,093	342,051	1,118	349,896	1,147	358,973
Metra	546	171,025	559	174,948	573	179,487
Total	1,639	513,076	1,677	524,845	1,720	538,460

Source: PB

3.0 Proposed Station and Study Area Design Concepts

This section summarizes the capital costs for the recommended station and study area concept. Capital cost estimates are one element in the detailed analysis to help evaluate and develop the Station and Study Area improvements. It is important to note that the cost estimates contained in this section are order of magnitude in nature and based on the conceptual station and study plans. Modifications will need to be refined as part future project phases. Capital costs are summarized for the recommend station option, streetscape, park and multi-use trail improvements in the study area, including:

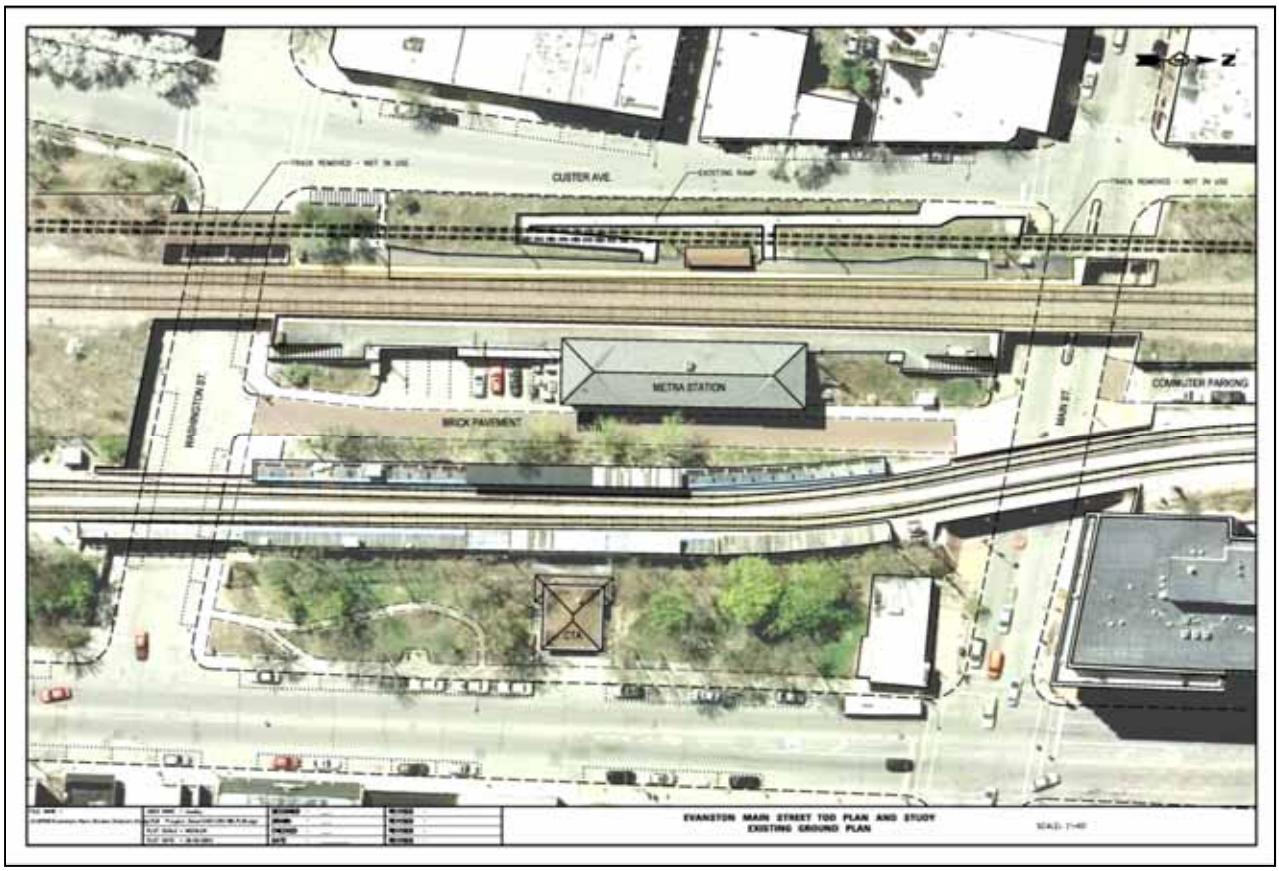
- Main Street Station Area
- Main Street Streetscape
- Chicago Avenue Streetscape
- Custer Avenue Improvements
- Saint Paul Park Improvements
- Multi-Use Trail - Greenleaf to South Boulevard

Main Street, Custer Street and Chicago Avenue streetscape plans are based on previous Evanston streetscape plans for Chicago Avenue. Capital costs for streetscape improvements are summarized in Section 4.1 and 4.2. Improvements to Saint Paul Park are shown on the Main Street Station Option Concept Plan and the capital costs are summarized separately in Section 4.3. The multi-use trail is summarized in Section 4.6. Detailed costs estimates and evaluation of the station options and the recommendation for the preferred station option can be found in *Appendix B Station Option Evaluation Report.* Detailed concept plans for all recommended improvements are also available in *Appendix F Station and Study Area Concept Plans.*

3.1 CTA and Metra Main Street Station

Conceptual station designs were developed for three proposed Main Street Station Concepts (See Appendix B). Each concept plan was evaluated for the most appropriate station plan and in accordance with CTA and Metra design standards. The station and study area concept plans, capitol cost estimates, and evaluation was presented to the Project Advisory Group and Technical Advisory Group for review and comments in September 2013. Based on the capital cost and station design analysis, a preferred station concept was presented was recommended to be presented at the second public meeting held on November 4, 2013. The recommended station and study area plans are described in this report. The existing Main Street Station site plan is shown in Figure 3.1.

Figure 3.1. Main Street Station Area Existing Site Plan

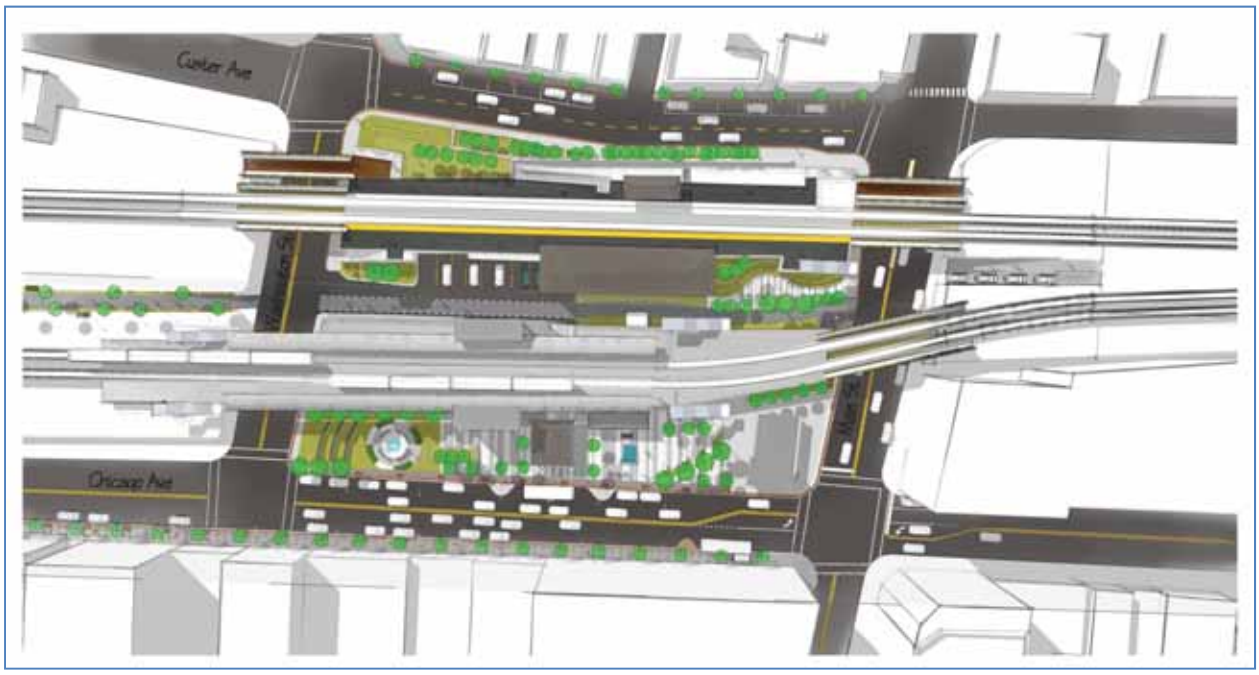


3.1.1 Metra Main Street Station Improvements

The proposed Main Street Station concept site plan is shown in Figure 3.2 as well as in the Appendix F. Based on input from Metra and UP, the study team determined that major improvements or replacement of the Metra Station house and/or platforms would not be cost effective or necessary based on existing and projected ridership. As a result, the existing Metra station house and platform area was recommended to remain with no changes expect for the stair access to the northbound platform and the service drive located along the side of the station house.

The proposed concept plan includes an additional stairway for the Metra northbound track platform at the southeast corner of the Main and Custer. Currently, pedestrian traffic from the Metra northbound platform uses either the stairway located at Custer and Washington or the ADA ramp (exits approximately 75 feet south of Main and Custer). This stairway improvement at Main and Custer is intended to increase pedestrian connectivity to the Main Street Shopping District. The stairway at Main and Washington is also proposed to be improved as part of the Custer Street improvements.

Figure 3.2. Main Street Station Area Proposed Concept Plan



Note: Aerial view of Main Street Station area between Custer (top) and Chicago (bottom).

Figure 3.3 illustrates the improvement proposed to the existing stairway on the northeast corner of the Custer and Washington intersection. This option is designed to provide a tiered seating for public events, such as the Custer Street Fair, and additional sidewalk space at the NE corner.

In order to construct this option, Custer Street (2 lanes) would be reduced in curb-to-curb width from approximately 50 feet (existing curb width at Custer and Washington) to 36 feet (Custer and Main). In addition, a sidewalk is proposed to be constructed along the existing retaining wall (east side of Custer) and connect from Washington, to the handicap ramp and then to Main Street. The retaining could be redesigned and moved east several feet or the existing parallel parking on the west side of Custer could be removed in order to accommodate the reduction in curb-to-curb width of Custer. Custer Street is currently used for informal kiss-and-ride drop-offs and sidewalk on east side would allow track side drop-offs and pick-ups. Assuming that the third UP track may need to be restored, these improvements could be designed to allow future reuse of the third track. However, the current handicap ramp and platform are also located within the former third track area. As result, Figure 3.3 illustrates a concept that would require a detailed design to confirm the constructability of these improvements and impact to the abandoned third track area. Preliminary cost estimates, presented in Table 4.3, include the potential for reconstructing the retaining wall along the embankment.

Figure 3.3. Metra Station Stair Concept Washington and Custer – Before and After

Note: Top and bottom photo looking northeast from Custer and Washington.

An additional stairway for the Metra northbound track platform is shown in Figure 3.4 at the southeast corner of the Main and Custer intersection. Currently, pedestrian traffic from the Metra northbound platform uses either the stairway located at Custer and Washington or the ADA ramp located approximately 50 feet south of the intersection. This stairway improvement is intended to improve greater pedestrian connectivity to the Main Street Shopping District, as shown in Figure 3.4.

Figure 3.4. Metra Station Stair Concept Main and Custer – Before and After

Note: Looking south from Main and Custer.

3.1.2 CTA Main Street Station Improvements

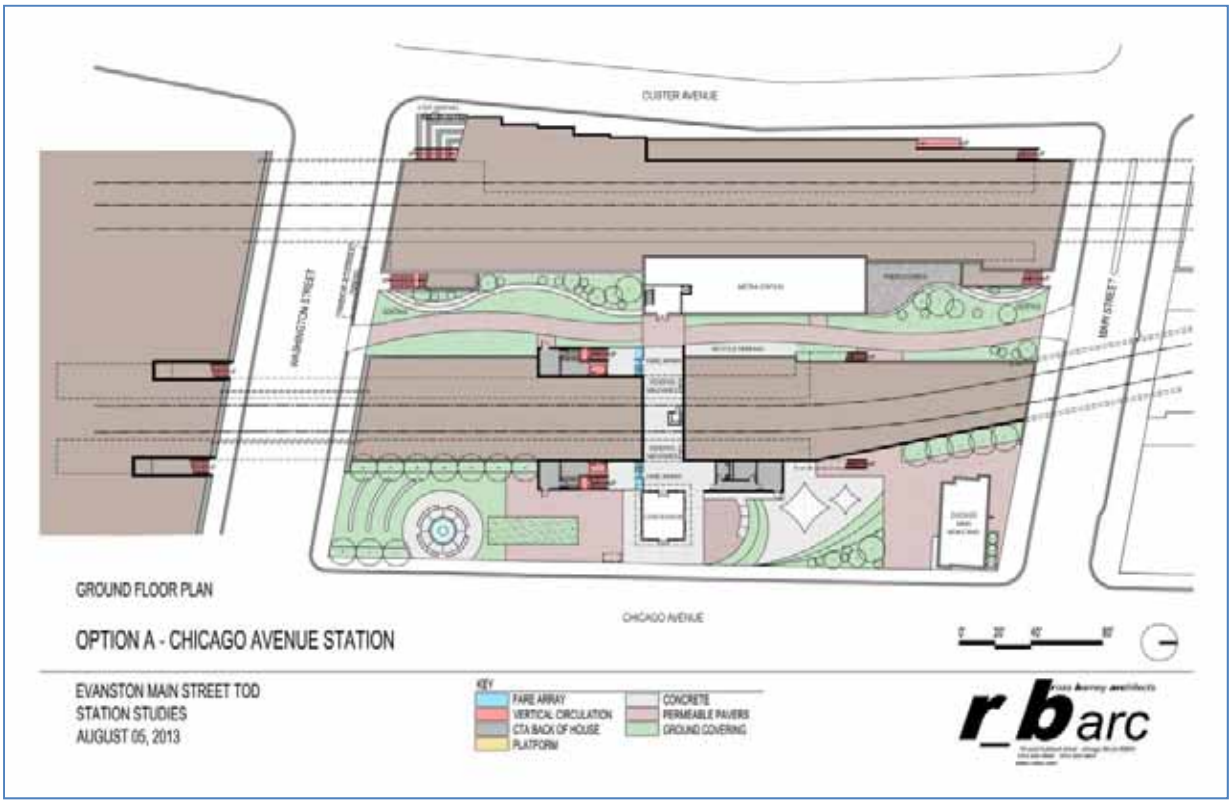
The entrance to CTA Main Street Station would continue to be located within the historic 1908 CTA station house located on Chicago Avenue. CTA Main Street Station improvements include:

- CTA station fully Americans with Disabilities Act-accessible.
- CTA platform extended to accommodate 8 train cars.
- CTA Auxiliary exits with roto-gates are provided at both ends of both platforms, connecting to Washington and Main streets.
- Public (outside of fare area) mid-block access between Chicago Avenue and the UPRR service drive.
- Improved Saint Paul Park along Chicago Avenue and new public spaces between the CTA and Metra Station.
- Protected bicycle parking in the CTA station house.
- Exterior bicycle racks located near the CTA station entrances.

As shown in Figure 3.3 (See Appendix G), the station concept plan proposes to redevelop the north portion of the Metra/UP service drive, between Main and Washington, as a landscaped public plaza space with a sidewalk to a new CTA west station house entrance and facilities for covered bicycle parking. The CTA Main Station concept design includes a public access

walkway underneath the CTA embankment from Chicago Avenue to the service drive area as shown in the draft station floor plan in Figure 3.5.

Figure 3.5. Main Street Station Area Draft Floor Plan

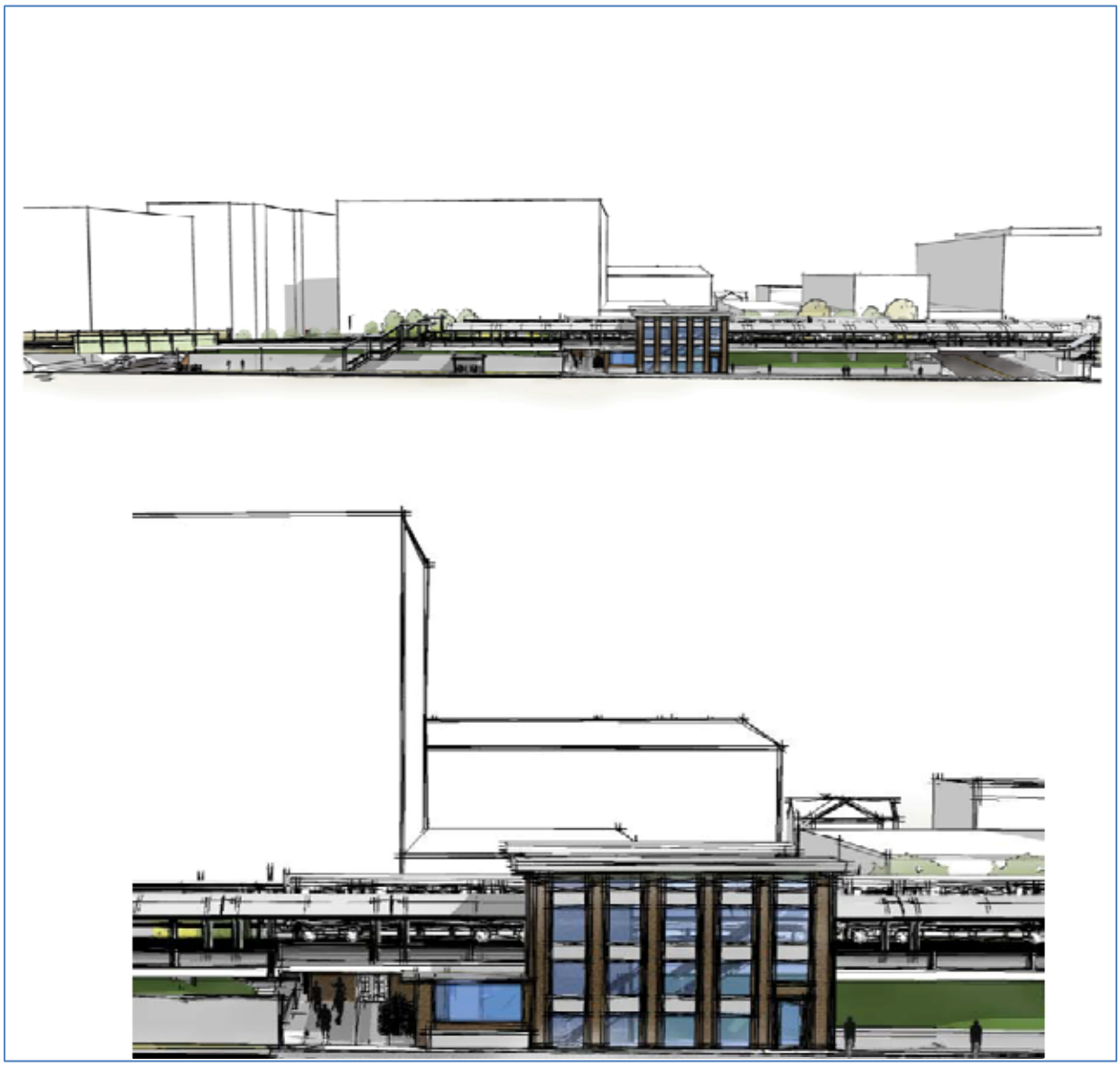


Note: Metra handicap and vendor parking is not shown and retained in Figure 3.2.

Currently, the alley/service drive between the CTA and Metra tracks serves as a kiss-and-ride and taxi drop-off area, and provides three handicap parking and three assigned vendor spaces located near the Metra station house elevator to the southbound platform. Closing vehicle access to the UP service drive and/or relocating the ADA parking would likely violate the Illinois Accessibility Code and FTA requirements by moving the existing ADA spaces further from the accessible station entrance. As a result, the proposed concept plan retains the handicap and vendor parking as currently configured. A detailed design study would need to be completed to determine the feasibility of the service drive improvements and compliance with ADA accessibility standards.

This new entrance way under the embankment would provide access to the CTA fare lobby, stairs and elevators to the CTA Main Street NB and SB platforms. The CTA Main Street West Station Entrance is shown in Figure 3.6.

Figure 3.6. CTA Main Street Station West Entrance



Note: Top and bottom photo looking east towards CTA Main Street Station entrance on Metra service drive.

Although not explored in detail, the creation of a public plaza space on the north side between the CTA and Metra stations may also offer the opportunity to provide ground floor retail/café space in the Metra Station with an entrance to the alley. This improvement was suggested at a public meeting in April 2013.

Figure 3.7 presents a conceptual rendering of the CTA Main Street Chicago Avenue entrance. As also shown in Figure 3.5, the CTA station improvements include two enclosed towers to house stair and elevator connections to the platforms. The new station entrance and fare collection area is proposed to be located in an entry way structure located underneath the

embankment. The existing house could be renovated for retail space or connected from rear of the building to the new entry way and fare gate area underneath the embankment.

Figure 3.7. CTA Main Street Station Chicago Avenue (East) Entrance

Note: View looking west at CTA Main Street Station from Chicago Avenue

The Saint Paul Park area in front of the CTA station along Chicago Avenue would also be redeveloped as a landscaped plaza area with fountain, public art, and seating areas as described in Section 4.4. Costs for The Saint Paul Park improvements are cost estimates provided separately in Section 4.4 and shown below in Figure 3.8.

Figure 3.8. Saint Paul Park Plaza Area along Chicago Avenue

Note: View looking southwest from Main and Chicago.

The existing commuter parking area located north of Main Street and between the tracks would remain. This area is could be improved as part of the proposed pedestrian and bicycle path to Greenleaf Street as shown below in Figure 3.9. Cost estimates are described in Section on 4.5.

Figure 3.9. Pedestrian and Bicycle Pathway

Note: Top photo looking south from Main and bottom photo looking north from Washington.

A station reconstruction of the magnitude shown would also directly relate to the CTA's Red Purple Modernization alternatives, which proposes an eight car train platforms for all Purple Line stations. As result, the station option concept plan shows an eight car train platform length for CTA. This would extend the existing platforms across Washington Street. However, it has not been determined in this study if the extended platforms can be accommodated on the existing bridge structure.

Table 3.1. Main Street Station Cost Estimate (2013 $M)

SCC		Line Item				Budgeted Costs	Notes
20	A	Station House	4,500 SF	at	$1,200 /SF	$5,400,000	1
20	B	Platform	9,833 SF	at	$1,300 /SF	$12,782,900	2
20	C	Bridge	0 SF	at	$1,300 /SF	$0	
20	D	Stairs	8 EA	at	$150,000 /EA	$1,200,000	
20	E	Elevators	2 EA	at	$500,000 /EA	$1,000,000	
40	F	Excavation Sheet Pile, Shoring	1,226 CU YD	at	$35 CU YD	$42,907	
40	G	Plaza -- Landscape	8,349 SF	at	$7 /SF	$58,443	
40	H	Plaza -- Paving	4,200 SF	at	$30 /SF	$126,000	
40	I	Plaza -- Site Development	951 SF	at	$40 /SF	$38,040	
90	J	Design Contingency	20%			$4,129,658	3
	K	Total Construction Cost				$24,777,948	
80	L	Working Outside Normal Hours	5%			$1,238,897	
80	M	General Conditons, Overhead, & Fe	15%			$3,902,527	
80	N	Contingency (Bidding/Construction)	10%			$2,991,937	
80	O	Escalation	4.3%			$1,415,186	
80	P	General Liability Insurance & Bonds	2.2%			$755,183	
	M	Total Project Budget				$35,081,679	

Notes:

4. Budgeted cost of constructing the station house includes all mechanical, electrical, plumbing, fire protection, communication, security systems, lighting, fare equipment and barriers, concrete and masonry, storefront, etc.
5. Budgeted cost of constructing the platform includes all mechanical, electrical, plumbing, fire protection, communication, and security systems, lighting, concrete, railings, canopy, etc.
6. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

3.2 Traffic Impact Assessment

A traffic analysis was conducted to evaluate operational impacts of the intersections along Chicago Avenue near the CTA and Metra Main Street Station. The potential operational impacts to the traffic network are due to adjustments to pedestrian signal timings and the increased vehicular traffic due to a new mixed-use development in the study area. The existing pedestrian traffic in part is due to CTA Bus Route #205 and the Northwestern (NU) Shuttle stops on Chicago Avenue at the CTA Main Street Station. In addition, observed issues with pedestrian signal operations prompted the review of pedestrian signal operations at Main and Chicago are summarized addressed in *Appendix D: Traffic Analysis Report.*

The intersections where pedestrian signal operations were reviewed include all signalized intersections along Chicago Avenue from South Boulevard (to the south) to Lake St (to the north). Pedestrian signal operations were reviewed for the intersections of Main Street at Hinman Avenue and at Sherman Avenue. The result of this analysis is to determine if existing pedestrian crossing times meet the minimum required at these locations and to assess the impact that adjustments to pedestrian signal operations would have on the overall network performance.

Impacts were assessed based on the analysis of an existing scenario and a proposed scenario. The proposed scenario included the additional vehicular traffic generated by the proposed development and adjustments to pedestrian signal timings. The process of developing the operational comparisons was conducted using Synchro software which is a software package for modeling traffic systems. Other potential impacts considered were the location of the CTA bus and NU Shuttle stops which are currently located near the intersection of Chicago Avenue and Main Street. These services feed the CTA station at this location increasing the volume of pedestrians crossing at this location.

3.2.1 Pedestrian Signal Operations

Pedestrian signal timings were estimated using the method described on the Manual of Uniform Traffic Control Devices (MUTCD) Section 4E.06 "Pedestrian Intervals and Signal Phases". The MUTCD recommends that a walk interval should be between 4 – 7 seconds. The length of the walk interval can be longer if the length of the associated vehicular green is long enough.

It was determined that the exiting walk interval 5 seconds could increased to 7 seconds at locations where heavy pedestrian traffic is expected during the peak periods. In addition, based on a walking speed of 3 ft/sec and an estimated length of the crosswalk, it was found that a longer pedestrian clearance time could be used at signaled intersections along Chicago Avenue in the study area. It was found that additional traffic due to the new development and the adjustment of the pedestrian signal intervals would have minimal impact on traffic operations. The new recommended pedestrian signal intervals for the analyzed intersections are presented in Table 3.2.

Table 3.2. Recommended Pedestrian Signal Intervals

Intersection	Direction	Pedestrian Signal Intervals			
		Existing		Proposed	
		Walk (sec)	Don't Walk (sec)	Walk (sec)	Don't Walk (sec)
Chicago Ave at South Blvd	NB/SB	5.0	11.0	7.0	17.0
	EB/WB	5.0	11.0	7.0	15.0
Chicago Ave at Kedzie St	NB/SB	5.0	11.0	7.0	15.0
	EB/WB	5.0	11.0	7.0	14.0
Chicago Ave at Main St	NB/SB	5.0	11.0	7.0	14.0
	EB/WB	5.0	11.0	7.0	18.0
Chicago Ave ant Greenleaf St	NB/SB	5.0	11.0	7.0	14.0
	EB/WB	5.0	11.0	7.0	18.0
Chicago Ave at Dempster St	NB/SB	5.0	11.0	7.0	17.0
	EB/WB	5.0	11.0	7.0	19.0
Chicago Ave at Greenwood St	NB/SB	5.0	11.0	7.0	18.0
	EB/WB	5.0	11.0	7.0	17.0
Chicago Ave at Lake St	NB/SB	5.0	11.0	7.0	16.0
	EB/WB	5.0	11.0	7.0	16.0
Main St at Sherman Ave	NB/SB	9.5	8.5	4.0	14.0
	EB/WB	17.0	16.0	17.0	16.0
Main St at Hinman Ave	NB/SB	10.0	10.0	7.0	13.0
	EB/WB	15.0	15.0	15.0	15.0

3.2.2 Traffic Generated by New Development

The impacts the proposed mixed-use development at the southeast corner of Chicago and Main would have on the traffic network was analyzed by incorporating the traffic generated by this new development to the existing traffic network. The traffic generated by the new development can be found in the Traffic Impact Study for the Proposed Main and Chicago Mixed-Use Development conducted by KLOA, Inc. dated November 2013.

Since not all intersections included in this technical memo were included in this traffic study, it was assumed that additional traffic due to the new development along Chicago Avenue north and south of Main Street would be added to the through movements. Additional traffic was added to the existing network (AM and PM peak periods) based on the turning volumes provided by the TIS. Major intersections along the Chicago Avenue within the study area starting from South Boulevard and ending at Lake Street were analyzed.

Based on the results from the traffic analysis, modifying the splits of green time at the signals to allow for the minimum required pedestrian crossing time to be accommodated, would yield a

minimal net impact on traffic operations. In general, operations for some movements would improve while others will deteriorate, though still similar to existing performance while allowing additional crossing time for pedestrians.

3.2.3 CTA and NU Shuttle Bus Stops

CTA Bus stops along Chicago Avenue are recommended to be improved to improve pedestrian safety and to provide shelters for bus riders. Currently, there are no bus shelters along Chicago Avenue in the study area. CTA Route 205 and NU Shuttle currently stops SB in front of CTA Main Street Station and NB on northeast side (far side stop) of Chicago and Main. The NU shuttle ridership at the Chicago/Main was 6,039 boarding's in October 2013. The eastbound stop (NE corner of Chicago/Main) exhibited 3 times as many boarding's (4,574) versus the westbound stop (1,465) in front of the CTA Main Street Station.

The possibility of installing a bus pull-out bay at the CTA and NU Shuttle bus stop near the Main Street CTA station was evaluated. Currently a northbound on-street bus stop is located approximately 70 feet north of the Chicago Avenue and Main Street intersection, following CTA specifications. Chicago Avenue has one receiving lane north of the intersection in the northbound direction which the bus partially blocks when stopping for the boarding and alighting of passengers. The addition of a bus pullout could help prevent bus operations blocking traffic through the intersection. It was determined, by inspection, that the available right-of-way at this location is very limited and relocation of the curb to provide the bus pullout would not allow for the minimum required sidewalk widths. This is especially important at a location that is close to a multimodal facility where heavy pedestrian traffic is expected. The sidewalk at the northbound CTA bus stop is against a storefront where the possibility of relocating or modifying the sidewalk may not be possible.

An alternate option would be to move the bus stop approximately 80 feet to the north where the alignment of the northbound lane is skewed to the west to allow for on-street parking. If on-street parking is restricted in this section next to the curb, the bus stop could be relocated and avoid the blockage of traffic since it would be outside the travel lane. This option would require pedestrians to walk a longer distance to the intersection in order to cross and could potentially encourage mid-block crossings, a situation that should be avoided from a pedestrian safety perspective. This alternate location would also be in conflict with CTA's preference of locating bus stops closer to the intersection. Since the receiving lane in the northbound direction is approximately 20 ft. wide, vehicular traffic could by-pass the bus while stopped at the bus stop.

It is recommended that the existing location of the bus stop in the northbound direction should be maintained considering the adverse factors of the alternate option and the limited right-of-way available at this location. A near side bus stop should also be considered due to the proximity to the CTA Main Street station which is a large trip generator. Opportunities to develop a near-side stop with a pull-out bay or curb bump outs should be explored as part of the new development to be located on the southeast corner of the intersection of Chicago Avenue and Main Street. A near-side stop would likely require a bus signal priority to maintain timely bus operations.

The CTA bus stop located in the southbound direction was evaluated to determine if a bus pull-out bay in front of the station was feasible. The existing bus stop location partially blocks the one lane in the southbound direction along Chicago Avenue. On-street parking and a taxi area are available north and south, respectively, of the existing bus stop location. One alternative at this location would be to restrict on-street parking across the CTA Main St station to allow for better maneuvering of the bus and immediately pull in next to the curb. An alternate option would be to create a bus pull out at the existing bus stop location by relocating on-street parking and taxi waiting area to allow for proposer bus maneuvering in and out of the pull-out area. Additional coordination would be required between the City of Evanston and CTA.

3.2.3. Chicago Avenue Curb Bump Outs

Based on the traffic analysis, a near-side bus stop was incorporated into recommended Main Street Station Concept Plan. This could improve crossing safety and provide a shorter walk time to the Main Street Station. A near side stop on northbound Chicago Avenue also allows more sidewalk area for a bus shelter. Figure 3.10 illustrates the northbound and southbound bus stop on Chicago Avenue located with curb bump outs to provide a protected passenger loading and unloading area. A bus stop with curb bump outs is also included on concept plan in front of the CTA Main Street Station. This would provide a protected bus stop area, kiss and ride drop-off location (southbound), and discourage vehicles from parking in front of the station.

3.2.4 Summary and Conclusion

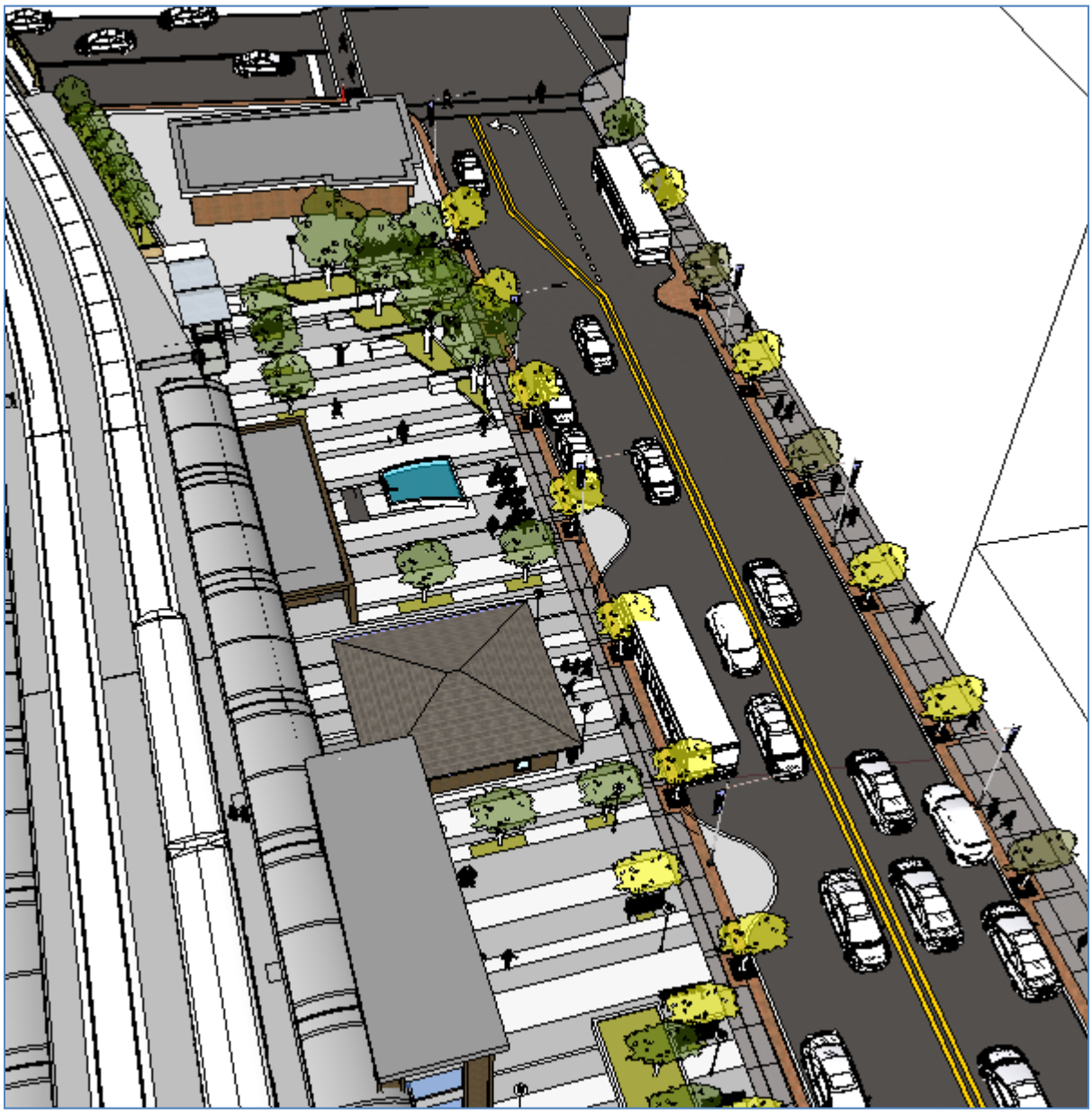
- Based on the Synchro results, pedestrian signal timings should be modified to provide at least the minimum walk and clearance times. The net impact resulting from these adjustments would be minimal for traffic operations.

- Based on the additional traffic generated by the proposed mixed-use development located on the southeast corner of Chicago Avenue and Main Street the impact on traffic operations would be minimal when compared to the existing conditions.

- Pedestrian signal heads with countdown indication following MUTCD standards should be installed across the corridor. Some locations may have existing pedestrian signal heads that do not meet current standards.

- A near-side bus stop should be considered to relocate the existing northbound CTA and NU Shuttle bus stop. Opportunities should be explored in order to incorporate a bus stop with a pull-out bay in the northbound direction as part of the new mixed-use development to be located on the southeast corner of Chicago Avenue and Main Street.

Figure 3.10. Chicago Avenue Curb Bump Outs



Note: Arial view looking north along Chicago Avenue towards Main Street.

4.0 Study Area Improvement Recommendations

The study area options include the following improvements:

- Pedestrian and Bike Access – Improved pedestrian and bicycle access to the Main Street Station. This may include identification bike storage areas (protected and unprotected) or other at-grade modifications to sidewalks and streets.
- Streetscape and Urban Design – Streetscape and aesthetic improvements to streets and public spaces within the study area including street furniture, signage, lighting, pavement, landscaping.
- Public Space – New public plaza space in the area of the existing Metra station service road between Washington and Main (included in station option cost estimates).

Table 4.1 provides a comparison of capital cost for the study area improvement options.

Table 4.1. Study Area Capital Costs Summary (2013 $M)

Study Area Improvement	Estimated Costs (2013)
Main Street Streetscape Plan	$3,100,000
Chicago Avenue Streetscape Plan	$6,000,000
Saint Paul Park Improvements	$730,000
Multi-Use Trail – Greenleaf to South Boulevard	$5,700,000
Custer Street Improvements	$5,800,00

Study Area improvements are summarized in sections 4.1 to 4.3. Detailed cost estimates are provided in the *Appendix B Station Option Evaluation Report.*

4.1 Main Street Streetscape Plan

The Main Street Streetscape plan includes general improvements consistent with Evanston's Chicago Avenue streetscape plan. The existing sidewalks along Main Street range between 11 feet and 14 feet. Pedestrian bump-out areas at intersections would be expanded at the corners of following intersections: at Elmwood (NE and NW), Sherman (NE, NW and SE), Chicago (SE), Hinman (NE and SE), Judson, and Forest. Signage and way finding would also be improved. Street lighting is also recommended to be updated along Main Street; however, an estimate is not included in the cost estimate. The cost estimate in Table 4.2 assumes an average improved width of 12 feet (north and south side of road) with new concrete sidewalk, pavers along the curb, tree wells and landscaping.

Table 4.2. Main Street Streetscape Cost Estimate (2013 $M)

	Line Item				Budgeted Costs	Notes
A	Paving and Site Development	3,996 LF	at	$840 /LF	$3,356,640	1
B	Design Contingency	20%			$671,328	2
C	Total Construction Cost				**$4,027,968**	
D	Working Outside Normal Hours	5%			$201,398	
E	General Conditons, Overhead, & Fee	15%			$634,405	
F	Contingency (Bidding/Construction)	10%			$486,377	
G	Escalation	4.3%			$230,056	
H	General Liability Insurance & Bonds	2.2%			$122,765	
I	Total Project Budget				**$5,702,969**	

Notes:

1. This assumes an average improved width of 24', 12' on either side of the street, at $35/SF.
2. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

4.2 Chicago Avenue Streetscape Plan

The Chicago Avenue Street includes general improvements consistent with prior Chicago Avenue streetscape plans and projects on Chicago Avenue. Where feasible, sidewalk widths should be expanded to 12 feet to improve pedestrian accessibility to the Main Street Station and provide enhanced opportunities to improve the streetscape. The City of Evanston Chicago Avenue streetscape policy is to improve the sidewalks as new development or redevelopment occurs. The sidewalk on the east side of Chicago Avenue was recently expanded to 16 feet south of Kedzie as part of the AMLI development at 737 Chicago Avenue. Table 4.3 shows the existing and proposed sidewalk widths on Chicago Avenue.

Table 4.3. Chicago Avenue Existing and Proposed Sidewalk Widths

Chicago Avenue Section	East		West	
	Existing Width	Proposed Width	Existing Width	Proposed Width
Greenleaf to 900 Chicago Av. Building	7′	12′	7′	12′
900 Chicago Av. Building to Main Street	12′	12′	7′	12′
Main to Kedzie/Madsion	11′	12′	7′	12′
Kedzie to Keeney	No sidewalk south of Madison	N/A	16′ narrows to 7′ after AMLI in front of South Point Plaza	12′

Note: sections and measurements are approximate. N/A = not applicable due to CTA Embankment. Proposed width would require moving curb line in and no additional right-of-way.

There is a narrow raised concrete area (less than 1 foot) and a 3 foot striped protected area on east side of Chicago Avenue south of Madison Street. This is due to the CTA embankment wall which runs along Chicago Avenue between Madison Street and Juneway Terrace, as seen in Figure 2.11. South of AMLI and in front of the Southpoint Plaza, 635 Chicago Avenue, the sidewalk width is 7 feet. South of Greenleaf Street, sidewalks are 7 feet, except at the corner of Chicago and Main in front of 900 Chicago Avenue.

The cost estimate in Table 5.4 assumes an average improved width of 12 feet (east and west side of road) with new concrete sidewalk, pavers along the curb, tree wells and landscaping. Pedestrian bump-outs would be created at the following intersections: Greenleaf (NE, NW, SE and SW), Lee (NE, SE and west side of road), Main (SE), Washington (East side of road) and Kedzie (NE).

Table 4.4. Chicago Avenue Cost Estimate (2013 $M)

	Line Item				Budgeted Costs	Notes
A	Paving and Site Development	2,126 LF	at	$840 /LF	$1,785,840	1
B	Design Contingency	20%			$357,168	2
C	Total Construction Cost (A + B)				**$2,143,008**	
D	Working Outside Normal Hours	5%			$107,150	
E	General Conditons, Overhead, & Fee	15%			$337,524	
F	Contingency (Bidding/Construction)	10%			$258,768	
G	Escalation	4.3%			$122,397	
H	General Liability Insurance & Bonds	2.2%			$65,315	
I	Total Project Budget				**$3,034,162**	

Notes:

3. This assumes an average improved width of 24', 12' on either side of the street, at $35/SF.
4. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

4.3 Custer Street Improvements

The Custer Street Streetscape plan includes general improvements consistent with Evanston's Chicago Avenue streetscape plan. The existing sidewalks along Custer are approximately 10 feet on the west side. There is no continuous sidewalk on the east side of Custer.

Custer Street (2 lanes) would be reduced in curb-to-curb width from approximately 50 feet (existing curb width at Custer and Washington) to 36 feet (approximate width at Custer and Main. In addition, a 6 foot sidewalk is proposed to be constructed along the existing retaining wall (east side of Custer) and connect from Washington Street to the handicap ramp and then to Main Street. The cost estimates assume that the existing retaining wall would need to be reconstructed as part of the road narrowing and sidewalk construction.

Street lighting is also recommended to be updated along Custer Street; however, an estimate is not included in the cost estimate. The cost estimate in Table 4.5 assumes a new concrete sidewalk, curb, pavers along the curb, tree wells and landscaping.

The Main Street Station concept plan also shows that the embankment wall on the NE corner of Custer and Main could also be improved to increase the site distance and turning radius for vehicles entering or exiting on Custer north of Main Street. This would require reconstruction of an approximate 40 to 50 feet of the embankment wall. However, the turn radius and benefit of this improvement would be greater if the UP third track bridge could be removed. A cost for this is not included at this stage of the analysis.

Table 4.5. Custer Street Cost Estimate (2013 $M)

	Line Item				Budgeted Costs	Notes
A.1	Paving and Site Development	400 LF	at	$840 /LF	$336,000	1
A.2	Retaining Wall	400 LF		Lump Sum	$3,100,000	2
B	Design Contingency	20%			$687,200	3
C	**Total Construction Cost**				**$4,123,200**	
D	Working Outside Normal Hours	5%			$206,160	
E	General Conditons, Overhead, & Fee	15%			$649,404	
F	Contingency (Bidding/Construction)	10%			$497,876	
G	Escalation	4.3%			$235,496	
H	General Liability Insurance & Bonds	2.2%			$125,667	
I	**Total Project Budget**				**$5,837,803**	

4.4 Saint Paul Park Improvements

Saint Paul Park plans were developed based on the St. Paul Park Design Report, July 2006 for the area on north and south side of the CTA Main Street Station House. The improvements are shown on the station area concept plan. General improvements include a plaza area, fountain and landscaping to improve to create a more inviting public space in front of the CTA Main Station. Additional bicycle parking areas can also be accommodated in the plaza areas. Saint Paul Park improvements are also identified in the Chicago/Main TIF Redevelopment Plan as a project and estimated at $1.5 million.

The capital cost, in Table 4.6, for the park improvements is provided as a separate cost from the station concept plans and includes a smaller area (between Main and Washington) than identified in the Chicago/Main TIF plan.

Table 4.6. Saint Paul Park Cost Estimate (2013 $M)

	Line Item				Budgeted Costs	Notes
A	Plaza -- Landscape	19,000 SF	at	$7 /SF	$133,000	
B	Plaza -- Paving	8,500 SF	at	$30 /SF	$255,000	
C	Plaza -- Site Development	1,000 SF	at	$40 /SF	$40,000	
D	Design Contingency	20%			$85,600	1
E	Total Construction Cost				**$513,600**	
F	Working Outside Normal Hours	5%			$25,680	
G	General Conditons, Overhead, & Fee	15%			$80,892	
H	Contingency (Bidding/Construction)	10%			$62,017	
I	Escalation	4.3%			$29,334	
J	General Liability Insurance & Bonds	2.2%			$15,654	
K	Total Project Budget				**$727,177**	

Notes:

1. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

4.5 Multi-Use Trail – Greenleaf Street to South Boulevard

This option would consider creation of a pedestrian path and bikeway within the UPRR ROW between the CTA and Metra tracks. Impacts to existing commuter parking, grade changes, CTA and UPRR operations, lease agreements, safety and other factors have not be considered in detail to determine the feasibility of this improvement. The initial concept development focuses on utilization of the existing commuter parking area between Main Street and Greenleaf Street and the area between Washington and South Boulevard (currently not accessible to the public). This area is approximately 20 feet in width and used for commuter parking along the east side of the CTA ROW. The multi-use trail could be accommodated as a shared bike lane. Lighting and signage would enhance safety for pedestrians, bicyclists and commuters.

North of Greenleaf, a combination of bridges and ramps would be needed at Dempster, Sherman and Davis. However, there is a commercial building located between the tracks at Davis.

Extension of the trail south would require a ramp at Washington Street; access is blocked by a retaining wall. The trail would then cross Madison Street on a bridge and/or a ramp on the south side of Madison. Currently, the area between Madison Street and South Boulevard is accessible from Madison Street and used for the private storage of U-Haul vehicles. Access from South Boulevard is restricted with a gate.

Figure 4.1. Existing Area between CTA and UP Tracks

UPPR ROW and commuter parking look south towards Main Street (Left) and looking south towards Washington Street.

Looking south at embankment wall at Madison Street. This area could be opened to provide a ramp for the multi-use trail.

However, the feasibility of the multi-use trail is undetermined and would need to be investigated in a more detailed design study.

The recommended multi-use path width is 10 feet, plus 2 feet on either side as a buffer.[6] The cost for extension of the trail past South Boulevard to Howard and north of Greenleaf to Davis has not been determined. An elevated park, running from Oakton to Dempster streets between the CTA and Metra tracks, is estimated to cost $19.5 million in the Chicago/Main TIF Plan.

Table 4.7 shows the multi-use trail between Greenleaf and South is estimated at $5.7 million in 2013 dollars.

Table 4.7. Multi-Use Trail Cost Estimate (2013 $M)

	Line Item				Budgeted Costs	Notes
A	Trail	3,400 LF	at	$200 /LF	$680,000	1, 2
B	Bridge at Madison Street	1 EA	at	$2,000,000 /EA	$2,000,000	
C	Ramp South of Washington Street	1,200 CU YD	at	$35 CU YD	$42,000	3
D	Railing, Washington St. - South Blvd.	1,500 LF	at	$500 /LF	$750,000	4
E	Design Contingency	20%			$544,400	5
F	Total Construction Cost				**$4,016,400**	
G	Working Outside Normal Hours	5%			$200,820	
H	General Conditons, Overhead, & Fee	15%			$632,583	
I	Contingency (Bidding/Construction)	10%			$484,980	
J	Escalation	4.3%			$229,396	
K	General Liability Insurance & Bonds	2.2%			$122,412	
L	Total Project Budget				**$5,686,591**	

Notes:

1. The length excludes the block between Main and Washington streets, which is already part of the estimates for the four station alternatives.
2. The assumed trail width is 10' plus 2' buffers on either side.
3. Excavation and shoring work, in addition to the paving included with "Trail"
4. Railing to be provided along both sides of the path where it is at the same elevation as the railway tracks.
5. A 20 percent design contingency is added to account for the unknown variables normal at the programming stage.

[6] AASHTO Guide for the Development of Bicycle Facilities, 2012.

Multi-Use Trail Recommendation

The concept plan for the Greenleaf to South Boulevard Multi-Use trail provides an initial step to implement an Evanston strategy to improve greenspace, connectivity and public access for pedestrians and bicyclists in area where few opportunities exist. The trail also provides an alternative route for bicyclist and pedestrians, especially if extended to the City limit at Howard Street. Currently, bicycle and pedestrian travel on Chicago Avenue south Madison to Howard is constrained by the CTA retaining wall on the west side of Chicago Avenue. A sidewalk is located on the east side of street to Mulford Street. The roadway is designated as shared bike lane between South and Howard.

Figure 4.2. Chicago Avenue Pedestrian and Bicycle Access

Chicago Avenue south of South Boulevard.

Chicago Avenue north of South Boulevard.

In summary, the Multi-Use Trail concept plan creates a number of challenges that will need to be investigated by the City of Evanston in greater detail with the CTA, Metra and UP. Metra owns the property between the tracks north of Main Street, where the commuter parking lot is located. These include:

- Review of the feasibility of public use of the property for a multi-use trail.
- Liability issues related rail operations and adjacent public trails.
- Impact to existing rail operations and maintenance.
- Review of existing lease or rental agreements for others using the property.
- Issues related to the visibility and safety of the public using the trial.
- Evanston maintenance and operational costs of the multi-use trail.
- Funding and lead agency for a study to determine the design feasibility.

5.0 Implementation Recommendations

5.1 Potential Revenue and Financing Techniques

This section provides a high level overview of potential revenue sources and financing techniques to fund the capital costs of the proposed Main Street station improvements. Congress establishes the legal authority to commence and continue FTA Moving Ahead for Progress in the 21st Century (MAP-21) funding programs through authorizing legislation covering several years. On July 6, 2012, President Obama signed MAP-21, reauthorizing surface transportation programs through fiscal year 2014. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. MAP-21 took effect on October 1, 2012.

On January 17, President Obama signed into law the omnibus FY 2014 appropriations bill. The bill provides for a sixth round of USDOT's popular TIGER grant program. Notably, the bill provides an increase in funding to $600 million, including a new $35 million set-aside for planning grants.

The sources presented are recommended for detailed evaluation at a later phase to assess constraints, revenue potential, and implementation considerations. In addition, future phases of study should consider local and state-specific issues as well as potential operating funds. The recommendations are discussed in two categories: revenue sources and financing tools. However, it should be noted these options can be implemented through a variety of mechanisms; including grants, developer agreements and or as a component of other public work programs in the study area.

Revenue Sources

Revenue-generating sources that could be utilized for the proposed project include federal formula grant programs, federal discretionary grants, and various local and private sources. A summary of each broad category begins below.

Federal Formula Grant Programs

The federal government apportions formula grants to states, metropolitan areas, and transit agencies utilizing specific formulas that determine the amount for which each state may qualify under each formula grant program. These direct recipients of federal funds can then allocate these dollars to specific projects at their discretion based on local planning priorities. For capital projects, formula funds may be used for up to 80 percent of the project costs, with a 20 percent local match.

Federal formula programs administered by the Federal Transit Administration (FTA) that could be considered for the project include:

- *Urbanized Area Formula Program (§ 5307).* FTA's largest formula-based grant program, this source offers the broadest range of eligibility among all the FTA programs. Eligible activities include capital, planning, job access and reverse commute, and operating costs

in small urban areas or in large urban areas for systems that operate up to 100 buses during peak hours. Most of the improvements proposed for the Main Street Station are likely not eligible for funding under this program.

- *Bus and Bus Facilities (§ 5339).* Changed to a formula program under the Moving Ahead for Progress in the 21st Century Act (MAP-21), FTA's Bus and Bus Facilities program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The region may also transfer Bus and Bus Facilities funds to supplement Section 5307 funds. Most of the improvements proposed for the Main Street Station are likely not eligible for funding under this program, but improvements that will enhance connections to bus services could be considered as part of CTA Bus services.

- *State of Good Repair (§ 5339).* MAP-21 established this new grant program to provide capital assistance for the replacement and rehabilitation of existing fixed guideway systems to maintain a state of good repair. Projects funded under this program are to be included in a transit asset management plan. Replacement and rehabilitation of passenger stations and terminals is included in the list of eligible activities, but further clarification from FTA is required to determine the extent to which the Main Street Station improvements would qualify under this program. Further guidance from FTA is anticipated in fall 2013.

- *Enhanced Mobility of Seniors and Individuals with Disabilities (§ 5310).* MAP-21 consolidated the former New Freedom Program and Elderly and Disabled Program into this single program that funds capital and operating expenses of projects to improve access to the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. This is not a traditional source of funding for rail station improvement projects, particularly since any funds that could be allocated to the project from this program would only be sufficient to cover a very small percentage of the overall project. Nevertheless, given that one of the primary objectives of the Main Street project is improving ADA accessibility, this program may be a viable option for funding certain elements as part of local agency funding programs.

Flexible highway formula funds, which include the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), could also be applied to the station improvements. These funds are referred to as "flexible" because they may be used for an array of eligible projects, including transit. Aside from its highway uses, the STP program can be applied to the capital cost of any public transportation projects eligible for grant assistance under the transit title of the U.S. Code (chapter 53 of 49 U.S.C.). CMAQ may be used for transportation projects that lead to emissions reduction in a nonattainment or maintenance areas.

Many of the Chicago metropolitan area's federal formula funds are already programmed for other uses and, to cover a substantial portion of the Main Street Station improvement costs, the

region would need to divert funds from other programs or projects. In addition, there is considerable uncertainty surrounding the amount and availability of funds after federal fiscal year (FFY) 2014, given that MAP-21, the current law authorizing these programs, will expire and federal dollars are increasingly constrained for CMAQ funding.

Federal Discretionary Grants

The federal government also distributes discretionary grants to states and other eligible recipients through a competitive application process. Unlike formula grants, there is no set allotment for each state and individual projects compete against other projects nationwide. Similar to formula grants, these programs typically allow for a federal share of up to 80 percent of the project cost and require a local match for the remaining share. Two federal discretionary grants are presented as potential sources for the proposed station improvements.

FTA Section 5309 Major Capital Investment Grants. The Section 5309 program is FTA's major source for funding construction of new fixed guideway systems (including related transit facilities) or extensions to existing fixed guideway systems through a competitive application process. Projects are considered New Starts if the sponsors are requesting at least $75 million in Section 5309 funds or the total project cost is $250 million or more. Projects that are requesting less than $75 million in Section 5309 funding and that have a total project cost of $250 million or less are eligible as Small Starts. Funds are allocated once a project has passed through a unique planning and project development process and provided certain justification and financial commitment criteria are met. Historically, projects that focus solely on station construction have been challenged to receive favorable ratings or receive a funding recommendation from FTA, so most station construction activities funded by this program have been part of fixed-guideway extension projects, for example CTA's Red and Purple Line Modernization Program.

MAP-21 has also created a new category of eligibility under Section 5309: core capacity. Core capacity projects improve capacity on an existing fixed-guideway system by at least 10 percent. FTA has not yet defined how capacity will be measured and further guidance from FTA is needed on the program to determine full eligibility of the proposed station improvements at the Main Street station. However, if the station improvements are included in a broader strategy to improve capacity along the CTA Red and Purple Line or on the Metra UP North Line, Section 5309 core capacity funding could be considered for certain elements, such as lengthening station platforms to accommodate longer trains. Improving Red and Purple Line stations and lengthening platforms for 6 to 8 car trains is a recommended in the CTA Red and Purple Line Modernization Program. However, it is recommended that Evanston and CTA consider the preferred station option as an element in the CTA Red and Purple Line Modernization Program.

National Infrastructure Investments (TIGER). The National Infrastructure Investments grant program, more widely known as TIGER, is a discretionary grant program established under the American Recovery and Reinvestment Act. In theory, TIGER funds may be used for virtually any transportation infrastructure investment that would have a significant impact on the nation, a region, or a metropolitan area. Eligible projects include not only include transit but highways,

airports, and freight facilities. The U.S. Department of Transportation (DOT) administers the program and may award grants covering up to 80 percent of a project's construction costs, although successful applications in urban areas generally request no more than $20 million and less than 35 percent of project costs from this program. Funds are required to be obligated within two years of award and are typically allocated to projects that have completed the NEPA process.

Since TIGER was first introduced in 2009, the program has been oversubscribed, indicating a strong need to fund projects that typically do not fare well under existing surface transportation programs. While TIGER is not a statutory program, given the overwhelming demand for the program to date, it is probable that future rounds of funding will be made available. To date there have been five rounds of TIGER funding and many projects funded have been transit facility projects such as the replacement of the Mayfield Transit Station in Cleveland, OH, the reconstruction of the Fordham Transit Plaza in the Bronx, NY and CTA's 95th Street Station in Chicago.

Innovative Local Funding Sources

At the local level, governments could fund the proposed project through existing revenue streams, such as tax proceeds, to the extent the proposed project is an eligible use and the funds are available. Several potential innovative funding sources could be considered:

- *Special Assessments* impose special charges on properties within the study are. The assessment is levied only against those parcels that receive a special benefit that can be clearly identified and measured.
- *Joint Development* refers to the development of a transportation facility and/or adjacent private real estate development, in which a private sector partner: (1) with respect to the transportation facility either provides the facility or makes a financial contribution to offset its costs; and/or (2) incorporates a profit sharing mechanism into the private portion of the project that enables the public sector to share in the private returns.
- *Naming rights* involves the selling of naming rights of the station to private entities. The New York Metropolitan Transportation Authority (MTA), Las Vegas Monorail, Massachusetts Bay Transportation Authority (MBTA), have all employed naming rights to help pay for stations. CTA recently announced a naming rights program for 11 stations. The stations are Addison, Belmont, Fullerton, North/Clybourn, Chicago, Grand/State, 79th and 95th on the Red Line; Ashland/63rd on the Green Line; O'Hare on the Blue Line; and Midway on the Orange Line.
- *Private sector contributions* include donations provided by private entities in exchange for a specific benefit (i.e. advertising). In 2010, Apple Inc. (Apple) contributed approximately $4 million to renovate CTA's North/Clybourn station in exchange for Apple receiving right of first refusal for advertising. The NY MTA and the Southeastern Pennsylvania Transportation Authority (SEPTA), among many other agencies, have all employed private developer contributions to fund station improvements.

Using federal or local project financing techniques discussed in greater detail in the next section, special assessments, joint development, and station retail revenues can be bonded against under the right set of circumstances. Naming rights and private sector contributions can help cover upfront capital expenses, but they are rarely suitable for bonding of station construction.

Project Financing Techniques

Project financing includes specially designed techniques and tools that typically entail borrowing money, either through bonds, loans, or other financing mechanisms. These techniques can be used to fund projects when federal, state, and/or local funds are unavailable or are insufficient to cover the upfront capital costs on a pay-as-you-go basis. Project financing does come at a cost, as interest is paid over the long-term for the money that is borrowed. Federal and local financing vehicles are discussed below.

Federal Financing Vehicles

Federal financing vehicles include loan programs and bonds. Specific programs that could be considered are summarized below.

- *Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Assistance Program.* TIFIA provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. It provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. Projects must have a capital cost of at least $50 million and, for transit, be eligible for grant assistance under the transit title of the U.S. Code (chapter 53 of 49 U.S.C.). TIFIA projects must pledge repayment in whole or in part with dedicated revenue sources such as tolls, user fees, special assessments, sales tax revenues, or other non-Federal sources. TIFIA allows for debt repayment terms extended over a period of up to 35 years for no more than 33 percent of a project's capital cost for standby lines of credit and up to 49 percent of capital costs for a loan. U.S. DOT administers TIFIA credit through a competitive application process. The Regional Transportation District (RTD) incorporated TIFIA into its overall funding/financing package for the redevelopment of Denver Union Station.
- *Grant Anticipation Notes (GANs).* These are debt instruments for transit projects secured by anticipated future federal grants. Formula (Section 5307) and discretionary (Section 5309) funds discussed in the previous section have been used as the GAN repayment source by some transit agencies. The project sponsor issues the bonds with a pledge of future federal-aid assistance. GANs are typically shorter term debt issuances because transit formula funds can only be anticipated for one to two year periods as they are subject to annual Congressional appropriations.
- *Tax-Exempt Private Activity Bonds (PABs).* These are issued by a public, conduit issuer on behalf of a private entity for surface transportation projects which receive Title 23 (federal-aid highway funding) assistance (i.e. STP, CMAQ) and are appropriate for

joint development scenarios. The bonds allow a private developer to benefit from the lower financing cost of tax-exempt municipal bonds, reducing the developer's infrastructure costs and thus increasing its capacity for financial contribution to public improvements. USDOT administers the allocation of PABs through an application process. TIFIA projects are also eligible to receive PABs as TIFIA is Title 23 assistance.

Local Financing Vehicles

Tax-exempt borrowing is the traditional and most common local financing technique. Bonds are typically issued with the debt repaid by a dedicated revenue source or a General Obligation pledge of a taxing entity.

Tax-Increment Financing (TIF) is a mechanism for capturing all (value capture) or part of the increase in property tax paid by properties within a designated area. TIF is not an additional tax, nor does it deprive governments of existing property tax revenues up to a set base within the TIF district. Instead, part of or all of future property taxes (above the set base level) resulting from increased property values or new development are dedicated to paying for the public improvement that caused the value increases and additional development.

To fund projects locally, many governments are turning to value capture mechanisms and other innovative solutions to help fund transit related development, whether it is the public infrastructure needs at a transit oriented development (TOD) site or for an entire transit corridor. As noted, the City of Evanston approved a redevelopment plan and TIF district for Chicago/Main Street shopping district in January 2013.

One of the key programs in value capture strategies is tax increment financing, generated only as the private sector builds new projects, which then go on the tax rolls. When assessment district funding is part of the value capture, the private property owners must agree to participate and have an annual assessment levied against their property. The private sector is willing and incentivized to develop at TOD sites or along transit corridors, because the benefit of being in close proximity to a transit stop is recognized by transit agencies, developers, as well as businesses and residents in these areas. National surveys have determined that the rent premium achieved on retail, office and residential development near transit stops averages between 15 percent and 20 percent. Local jurisdictions and transit agencies have an opportunity to work in concert to bring the private sector to the table to support the costs associated with the transit project. At present, the Main and Chicago TIF plan presents the primary value capture opportunity to fund station and study area improvements discussed in this report.

A Special Service Area (SSA) is additional venture capture and taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality or jurisdiction. This type of district allows local governments to establish such areas without incurring debt or levying a tax on the entire municipality. In short, an SSA allows local governments to tax and deliver services to limited geographic areas within their jurisdictions.

The establishment of Main Street Special Assessment Area could also create additional opportunities to coordinate the development and financing of programs, plans and implementation of improvements in the study area. Common service and activities provided by SSA's are:

Support Services

- Downtown Marketing
- Special Events
- Seasonal Decorations
- Downtown Promotion/Advertising
- Tenant Search/Leasing Support
- Transportation (e.g., Trolleys or bus services)
- Improved Snow Removal Services
- Improved Trash Removal Services
- Security Improvements/Services
- Improved Parking Enforcement Services
- Downtown Maintenance Staff/Activities
- Planning/Marketing Consulting
- Program Administration
- Membership Services
- Public Relations Activities
- Store Window Display Assistance

Infrastructure Improvements

- Streetscaping/Landscaping
- Lighting
- Benches
- Trash Receptacles
- Alley Repaving
- Curbs
- Sidewalk Paving
- Street Improvements
- Storm Sewers
- Sanitary Sewers
- Parking Lots or Garages

Land and Building Improvements

- Redevelopment
- Store Front Improvements, Grants or Loans
- Interior Rehab/Build-out Assistance

5.2 Applicability of Funding Recommendations

Project development for the CTA and Metra Main Street Station improvements would generally proceed in three phases:

- Phase I. Preliminary Engineering and Environmental Study
- Phase II. Contract Plan Preparation
- Phase III. Construction

The applicability of the funding recommendations to the proposed improvements varies. As illustrated in Table 5.1, the sources that could generate revenue are more flexible than the project financing techniques, the latter of which are generally most appropriate for Phase III, Construction. Implementation of streetscape plans, park improvements, bike parking and other local projects can be financed through Evanston Capital Improvement Program, state and federal grants or privately financed during prior to during all the three development phases.

Table 5.1. Potential Applicability of Funding Recommendations to Project Phases

Source		Phase I	Phase II	Phase III
Revenue Sources				
Federal	Flexible Highway Funds (STP, CMAQ)	X	X	X
	Urbanized Area Formula Funds (§ 5307)	X	X	X
	New Starts and Small Starts		X	X
	State of Good Repair (§ 5337).		X	X
	Enhanced Mobility of Seniors and Individuals with Disabilities (§ 5310)	X	X	X
	Bus and Bus Facilities (§ 5339)			X
	New Starts Core Capacity Upgrade (§ 5309)	X	X	X
	National Infrastructure Investments (TIGER)			X
Local	Special Assessments		X	X
	Joint Development			X
	Naming rights			X
	Private sector contributions	X	X	X
Project Financing				
Federal	Bonds (GANs, PABs, & BABs)			X
	Transportation Infrastructure Finance and Innovation Act (TIFIA)			X
Local	Tax-Exempt Borrowing (i.e. municipal bonds)		X	X
	Tax Increment Finance (TIF)	X	X	X
	Transit Oriented Development (TOD)			X
	Special Service Area (SSA)	X	X	X

5.3 Transit Oriented Development Potential

Land use planning and small-scale infrastructure improvements to support transit are critical, and often make the difference in the success of transit service. Transit Oriented Development (TOD), goes beyond considering transit-supportive land use, and includes making a community walkable and transit-friendly. It also involves land use planning that creates a comfortable environment for pedestrians and uses high-quality design features. TOD also includes the development of funding and incentive programs for transit-supportive local planning. As previously mentioned in Section 2.0 and *Appendix A: Existing Conditions Report*, the existing land use surrounding the Main Street Station Area is nearly 90 percent developed. There is currently one undeveloped parcel (.6 acres) located at the southeast corner Main and Chicago proposed for mixed-use development. The proposed nine-story building would have seven residential floors with a total of 112 rental apartments as well as one floor each of retail and office space on the first and second levels.

The CTA has developed a hierarchy of typologies for CTA transit station development[7]. The five major categories range from the extremely dense "Downtown Core" to comparatively low-density "Urban Neighborhoods." In addition, two special typologies were developed to describe special districts that exist within the CTA rail system; "Service Employment" and "Manufacturing." The Main Street Station area can be categorized as a "Local Activity Center". The CTA report defines that this category includes a station areas that exist in the centers of identifiable neighborhoods. Local Activity Centers are focused on supporting the surrounding area or community. These centers have a mixture of higher intensity land uses and are noticeably denser than the neighborhoods that surround them providing a mix of employment in retail, service, and other sectors. Some of these centers will have civic and community uses, but this is not a defining characteristic of these areas. Station areas within a "Downtown Core" or "Major Activity Center" generally have these characteristics. Local Activity Centers are walkable and also provide good access to bus and rail transit. Development opportunities for the Main Street Station Area would include:

- Maintain existing residential densities.
- Provide infill projects that maintain the stability of the study area and encourage transit use.
- Encourage multifamily buildings and local retail development directed immediately adjacent to the station area.
- Encourage primarily retail uses on the ground floors of surrounding commercial corridors, specifically Main Street and Chicago Avenue.

TOD potential is determined, in part, by sites available for development or redevelopment in close proximity to a transit station. Physical constraints and existing land uses adjacent to station area also will serve to limit the near term development potential surrounding the station

[7] CTA Transit Friendly Development, November 2009.

the Main Street Station. For example, the CTA and Metra rail embankment has formed a historical physical and visual barrier to local mobility and neighborhood connectivity in the study area. Within the study area, east-west pedestrian and vehicle travel between Custer and Chicago can only occur on Greenleaf, Main, Washington, Madison and Keeney.

Other potential land uses associated with TOD generally focus on high-density residential, office and/or retail uses adjacent to the stations. However, CTA station retail development experience has shown that transit riders generate very little business for retail establishments other than for coffee, convenience and food service shops. The primary market for other commercial/retail uses is from the residents or surrounding neighborhood. Because of the existing developed residential character of the Main Street Station Area, there is limited potential for new office and other concentrated development that would create a significant employment base to attract new transit riders to the station. The lack of open development sites along the Chicago Avenue corridor also reduces the near-term potential for additional TOD in the study area. As discussed in Section 2.0, the Chicago Avenue corridor has experienced recent parcel assembly for the AMLI mixed use development.

For the Main Street Station Area, a walk-to-station catchment area was developed, similar to the process described in *Appendix E: Ridership Report*. ESRI Network Analyst was used to compute an area equivalent to a 0.5 mile walking distance from the Main Street Station area, using streets and pedestrian paths as a walking network. This 0.5 mile radius catchment area was further divided into tenth-mile bands to enable the accounting of lower rates of access as distance from the station increases. The 0.5 mile bands also represent a good delineation of TOD development potential.

As shown in Figure 5.1, future development should focus on the potential for redevelopment of existing parcels and/or economic development incentives (for example, Main and Chicago TIF District) to leverage future transit friendly development within a short walking distance to the station. Redevelopment with higher residential and commercial density within 500 feet to 0.25 miles of the station area would have the greatest impact or potential to increase transit ridership on CTA or Metra.

Surface parking accounts for approximately 16 percent of the total land area within the study area. Many of these lots are located on small, non-contiguous parcels or are not located within 0.25 miles of the station area. As result, the potential of new redevelopment of the existing parking lots is low compared to the redevelopment of the existing parcels. The market assessment for the study area (Appendix C) indicated that over the next 5 to 10 years, there is also likely to be an opportunity to redevelop the blocks at the north end of the Study Area (between Lee and Greenleaf) for mixed-use residential and commercial projects, most likely retail/service on the ground floor with residential use above.

Figure 5.1. TOD Development Potential

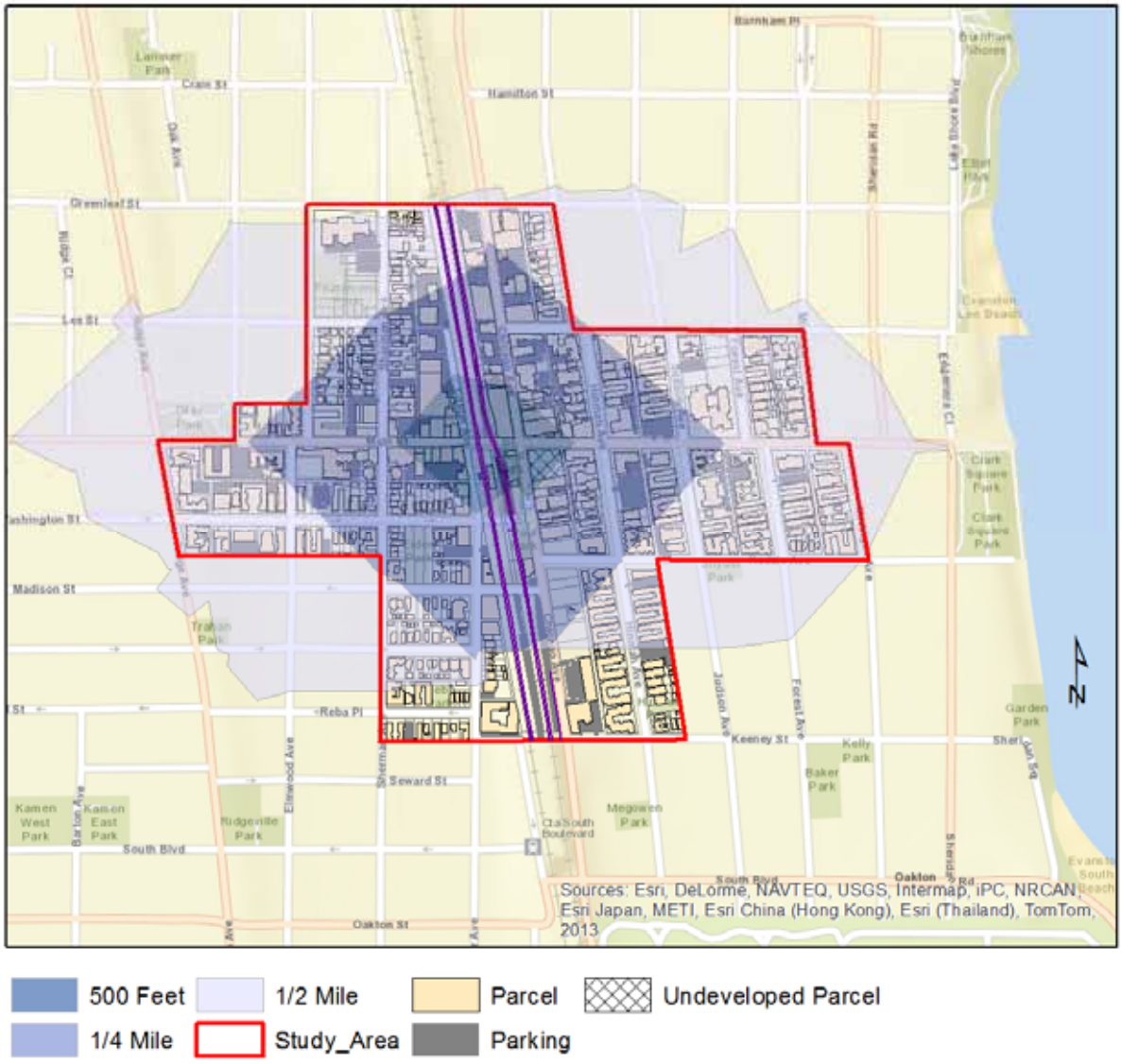


Table 5.2 summarizes the study area acreage for potential TOD redevelopment. This analysis is based on location and current use of the properties and does not consider the current or future marketability of parcels or willingness of property owners to redevelop.

North of Main Street, between Lee and Greenleaf, the parcels along east side of Chicago are approximately 19.9 acres and on the west side of Chicago are approximately 4.6 acres. This area is located 0.25 to 0.5 miles from the station area. Greenleaf is located approximately 0.5 miles from the Main Street and Dempster station. The recent opening of Trader Joe's on Chicago Avenue (two blocks north of Main Street near Whole Foods and Jewel), is likely to increase pedestrian and bicycle traffic between the Main and Dempster stations. This could open up redevelopment opportunities for the blocks between Main Street and Dempster Street in the

future. There are several other parcels north of Main Street (approx. 4.4 acres) that may also be suitable for redevelopment within .50 mile of the station area.

South of Main Street, there are an estimated 13 total areas for potential redevelopment and future analysis. These are generally small parcels less than one acre, parking lots or existing buildings. However, it should be noted that the total areas identified are to give a long term (20 plus year) vision of redevelopment opportunities in the study area.

Table 5.2. Total Acreage of Redeveloped Land for TOD

Zoning Classification	Study Area	
	Acres	Percent
Total Study Area	**159.2**	**100%**
Parking	15.5	9.73%
Developed	143.1	89.9%
TOD Potential Area (North of Main Street)	28.9	18.2%
TOD Potential Area (South of Main Street)	13.0	8.2%
Estimated Total Potential Area for Redevelopment	**41.9**	**26.3%**

Source: City of Evanston GIS. Study area acres are approximate and may not represent actual parcel level area.

5.3.1 Land Assembly and TOD

Land assembly involves joining contiguous lots to make one larger parcel of developable land. Contiguous parcels in an urban area are often too small to build anything more than one house. Putting land together one piece at a time can be very expensive for a developer, especially if there are pollution or title problems. As a result, new additional mixed-use development in the Main Street Study Area could be difficult to accomplish unless there are willing sellers or private finance to buy properties. Cities such as Denver, Portland, Washington DC, Atlanta and others have developed land assembly programs, ordinances or other mechanisms to create land banks and attract developers for TOD. According to Prost and Starnes, the most common barriers to land assembly include[8]:

- expectations of property owners
- lack of patient money (investors looking for more than a quick return)
- eminent domain problems
- fractured ownership, and
- zoning / regulatory impediments.

One of the most innovative approaches to land assembly provided by Starnes and Prost is called the Equity Investment Approach. This technique involves the creation of a development entity, usually a limited liability corporation that acquires control of property. Land owners can

[8] Innovative Approaches to Land Assembly, Denver Regional Council Of Governments http://drcog.org/indexpf.cfm?page=WebBasedWorkshops

"sell" their property and receive shares in the resultant development in return. This allows a property owner to participate in the upside of a development over time. The shares are based on a market value of the property. The advantage of this method is that it gives property owners a direct share of profits made by the developer. Being involved in the process may also give the owners more realistic expectations of their properties value. The corporation can also buy out owners who don't want to contribute their assets and wait for the return. This method reduces the risk of the investment to outside investors and the amount of upfront money needed.

Within the Main Street Study Area, the lack of willing sellers, expectations of property owners and lack of developer financing to buy and land to construct mixed-use projects are all factors limiting the redevelopment potential of parcels. Land assembly could be an additional local tool to finance TOD development. However, local leadership and a public vision for significant missed-use projects are generally required to utilize land assembly techniques. Performing arts centers, theatres or other public facilities could also be incorporated in land assembly programs.

5.4 Transit Oriented Development Implementation Strategy

The national market for TOD is strong and is forecasted to remain strong. Nationwide people prefer to live in compact and walkable urban centers with a mix of uses and services – the exact type of place that TOD creates, but the current demand far exceeds the supply. A third of American households want to live where they can own fewer cars, but less than 10 percent can find housing in these locations, and by 2030, 25 percent of people in the rental or housing market will be seeking housing near transit[9]. Recent studies by Center for Neighborhood Technology also show that residential real estate sales prices for properties located near transit are healthier and more resilient than in the broader metropolitan region[10].

Market context in which TOD is developed must be understood to predict how a particular community will absorb TOD. The Main Street Station Area TOD Market potential should be looked at from the station area and compared to other rail stations in Evanston: how can it complete and compete with other developments in the immediate area as well Downtown Evanston and along the CTA Purple Line and Metra UP North Line rail corridor?

Each station area along CTA and Metra corridor should have a different focus such as education, retail, or entertainment to avoid competing with each other. Future population and demographic projections as well as trends in residential, retail, office, civic, cultural, and community development will provide insight into market opportunity, and creating market strategies to allow the city to be proactive in its efforts to seek TOD. Investment decisions are

[9] *The Atlantic* magazine, 2011, and the Center for Transit-Oriented Development

[10] The New Real Estate Mantra: Location Near Public Transportation, March 2013, Center for Neighborhood Technology http://www.cnt.org/resources/the-new-real-estate-mantra/

based on the market as investors and developers will not take the risk to invest in the community unless the local market and leadership is strong.

The TOD Implementation Strategy is intended to bring all elements that influence the built environment into integrated framework to facilitate high quality mixed-use development. High quality mixed-use development is and will continue to occur as the result of the strong real estate market potential in Evanston as discussed in *Appendix C: Market Assessment.*

The investment in the Main Street Station is an opportunity to continue to attract quality redevelopment, create a vibrant Main Street retail area and improve mobility options and access to the CTA and Metra stations. However, the investment in the station alone will not necessarily generate these desired outcomes. The TOD Implementation Strategy will need to build on previous planning initiatives to make the necessary regulatory and infrastructure improvements to support development in this part of Evanston.

5.5 Project Recommendations

Implementation of the vision will rely on both public and private infrastructure investment. The recommendations of the Implementation and Funding Strategy are broken into two parts - Funding Elements that deal with establishing a source of funding for improvements and Key Projects, which outline the key infrastructure projects recommended for the Main Street Station Study Area.

The recommended Funding Strategy is intended to prioritize infrastructure that serves broader public audiences (e.g., transit users) and to match Evanston investments to expected development outcomes. A key consideration is to update the Main and Chicago TIF plan to include the improvements identified in the study. Implementation of the vision will rely on both public and private infrastructure investment. The total cost of all study are improvements indicated in this report, including those contemplated for public and private funding, is approximately $61 Million (see Study Area Recommendations in Section 4.0). As result, future partnerships with the CTA and Metra will be critical to implementing the station improvements as part of the federal grant process for the CTA Red and Purple Line Modernization Program[11]. Local funding sources, such as Tax Increment Finance (TIF) districts and Special Service Areas (SSA), can also provide local matching grants for federal grants as previously summarized in Section ES.2 and in the Final Report Section 5.2.

Implementing TOD is considered more difficult than conventional development because of the different and many players involved, both public and private. Each entity needs to be brought to an agreement in order to carry out anything from a simple to a complex design. For developers, municipal difficulty and cost equal risk which is a major deterrent to implementing TOD, but developers survive on their own profits, so it is fitting that the private sector should

[11] CTA Red and Purple Line Modernization Program. http://www.transitchicago.com/rpmproject/

bear a greater financial burden. Public dollars are limited (particularly for the CTA and Metra given the current backlog of capital projects necessary to maintain a state of good repair on the transit system), and therefore implementing TOD requires strategic municipal investment aligned across programs, agencies and jurisdictions to leverage private investment. Prioritizing funds to locations and programs allows an entity to focus a wide range of tools and limited resources in areas to make the biggest impact in advancing TOD. Prioritization can be made by aligning regional funding with the local TOD plans and policies, and with clear expectations tied to outcomes, the community benefits from grant-funded programs which can be enhanced. Other local strategies to consider for financing TOD include:

- Long term leases
- Waive (permit) fees, etc.
- Gap financing
- Land assembly
- Buy back provisions
- Pre-zoning parcels for future mixed-use development
- Parking Management Program
- Transportation impact fees
- Development corporation
- Enabling legislative authority (For example to create Special Service Authority)
- City contribution to infrastructure, streetscaping, landscaping through the capital improvement program.
- Public-Private Partnerships
- Tax Increment Financing (TIFs)

5.5.1 Short Term Projects

Recommended short term improvements for CTA and Metra Main Street Station were indentified in Appendix A.1: Existing Conditions. Short term projects could be implemented by federal grants with local match funds (possibly City, TIF and/or SSA funds) or in combination with state and federal grants for transit stations. Projects that could be funded by the City include:

- Unified signage to direct riders and public to the CTA and Metra stations
- Unified streetscape improvements to create a unique identify for the study area (landscaping, street lighting, way finding signage, banners on light poles, etc.)
- Bicycle racks in station and study area.

The following section provides a summary of the identified short term improvements.

CTA's Main Street station can be entered only from the west side of Chicago Avenue. The approach from the north is along a sidewalk that is approximately 8 feet wide. The first intersection from the north (Main Street) is fully signalized and has marked crosswalks and curb cuts at all corners. From the south, the approach is along a sidewalk that is approximately 11 feet wide. The intersection to the south (Washington Street) only has one marked crossing,

the left one. Motor vehicle traffic on Washington Street is controlled with a sign. It is recommended that north and south crosswalks be added so that pedestrians may cross Chicago Avenue at this location.

Metra's Main Street Station can be entered from four points at street level, two for each direction of travel. For Chicago-bound passengers, the platform can be reached by two sets of stairs, one at the intersection of Main Street and the Metra station driveway, and the other at the intersection of Washington Street and the driveway. The Washington Street stair can be reached by a sidewalk that is approximately 10 feet wide, either from the east or the west. The Main Street stair can be reached by a sidewalk that is approximately 14 feet wide.

For North Shore-bound passengers, the platform can be reached by an Americans with Disabilities Act (ADA) compliant ramp or a stairway. The ramp is located at the intersection of Main Street and Custer Avenue. The stairway is located at the intersection of Washington Street and Custer Avenue. They are served by the same sidewalks as the stairs leading to the Chicago-bound platform.

The intersection to the west on Main Street (Custer Avenue) has north and south crosswalks controlled with signs on Custer Avenue. The west crosswalk has no control and there is not an east crosswalk. It is recommended that signs be added to improve the west crossing.

The intersection to the west on Washington Street (Custer Avenue) has curb cuts, marked crosswalks, and stop signs at all four corners. The intersection to the east (Chicago Avenue) has been discussed above.

The existing condition evaluation ranking for the CTA and Metra Stations is shown Table 5.3 and 5.4 and was used to identify short term improvements each station. Appendix A.1 contains more detail on the station existing condition assessment rankings conducted at the start of the study.

Table 5.3. CTA Main Street Station Existing Condition Assessment[12]

	Good		Fair		Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics			3		
Bird Control					
Circulation & Capacity				2	
Clearances & Dimensions			3		
Configuration & Adjacencies				2	
Context					1
Customer Comfort & Convenience					1
Illumination			3		
Maintenance			3		
Materials & Finishes			3		
Noise Control			3		
Resource Conservation			3		
Safety & Security				2	
Site Development				2	
Systems Coordination			3		
Wayfinding				2	
Weather Protection & Climate Control					1
Station Components					
Standard Building Surfaces			3		
Key Station Elements			3		
Station Identity				2	

Table 5.4. Metra Main Street Station Existing Condition Assessment[13]

	Good		Fair		Poor
	5	4	3	2	1
Station Planning					
Accessibility					1
Aesthetics			3		
Bird Control			3		
Circulation & Capacity				2	
Clearances & Dimensions					1
Configuration & Adjacencies			3		
Context			3		
Customer Comfort & Convenience				2	
Illumination			3		
Maintenance					1
Materials & Finishes					1
Noise Control			3		
Resource Conservation			3		
Safety & Security				2	
Site Development				2	
Systems Coordination				2	
Wayfinding			3		
Weather Protection & Climate Control				2	
Station Components					
Standard Building Surfaces				2	
Key Station Elements				2	
Station Identity			3		

CTA Main Street Station Material and Components Conditions

The CTA Main Street station is in fair to poor condition. The station house envelope seems to be in serviceable condition, with fare collection equipment appearing to be in the best condition. Most of the other elements in the station house, stairs, corridor, and platforms are in disrepair. The following are examples, not a complete list, of deficiencies.

The ceiling at the station level has peeling paint and areas of extensive efflorescence. At the roof level, wood appears to be water-damaged and wires are exposed. The concrete and tile stairs

[12] CTA Main Street Station Existing Condition Assessment, April 2013, Ross Barney Architects

[13] Metra Main Street Station Existing Condition Assessment, April 2013, Ross Barney Architects

are cracking and concrete walls are spalling. At the platform level a portion of the platform is collapsing (this portion has been closed off to the public). Railings are corroding and the wood slats of the benches appear to be loose.

Station Surroundings

- Add crosswalk and stop control to cross Chicago Avenue at Washington Street.
- Clarify the location of, and which buses stop, in front of the station house on Chicago Avenue.
- Consider adding signage to clarify the location of the station at the intersections of Chicago Avenue with Main Street and with Washington Street.

Station House

- Replace the stationhouse signage with a larger, more legible sign.
- Clean and repaint entry doors inside and out.
- Inspect eaves for the source of water damage, address the source, and repair and paint the eaves.
- Run exposed wires through conduit.

Circulation/Vertical Circulation

- Repair cracks on stairs.
- Replace scratched windbreaks with clear glass and perforated metal panels, as has been done elsewhere in the CTA system.
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Inspect concrete walls and ceilings and provide necessary repairs at areas of cracking and spalling.
- Inspect for sources of water intrusion that are causing efflorescence. Address the source and make repairs to the concrete.

Platform Elements

- Scrape, prime and repaint all canopy structure and underside of canopy. Replace elements that are made unusable through corrosion.
- Remove or relocate storage elements (i.e., sand boxes) to widen the passing areas on the platforms.

Metra Main Station Material and Components Conditions

The Metra Evanston Main Street station is in fair condition, with the caveat that it does not include as many elements as does CTA's Main Street. The concrete stairs and asphalt platforms have some cracking. Metal railings and partitions are corroding in places. There are few places to sit and, on the North Shore-bound platform, there is no protected seating. While the station was only inspected during the day, the number of fixtures may indicate adequate lighting.

Station Surroundings

- Add sidewalk to the east side of Custer Avenue so that people using wheelchairs may get to the ramp from the intersection with Washington Street.

- Remove signage that indicates that there is an accessible route to the Chicago-bound platform (unless elevator access is improved as stated under "Station House", below).
- Add stop controls (signs) to Main Street at the intersection with Custer Avenue.
- Add signage to clarify the location of the station at the intersection of Chicago Avenue with Main Street.

Station House/Vertical Circulation

- Make the elevator available to disabled patrons without relying on the presence of another person.
- Repair cracks on stairs.

Platform Elements

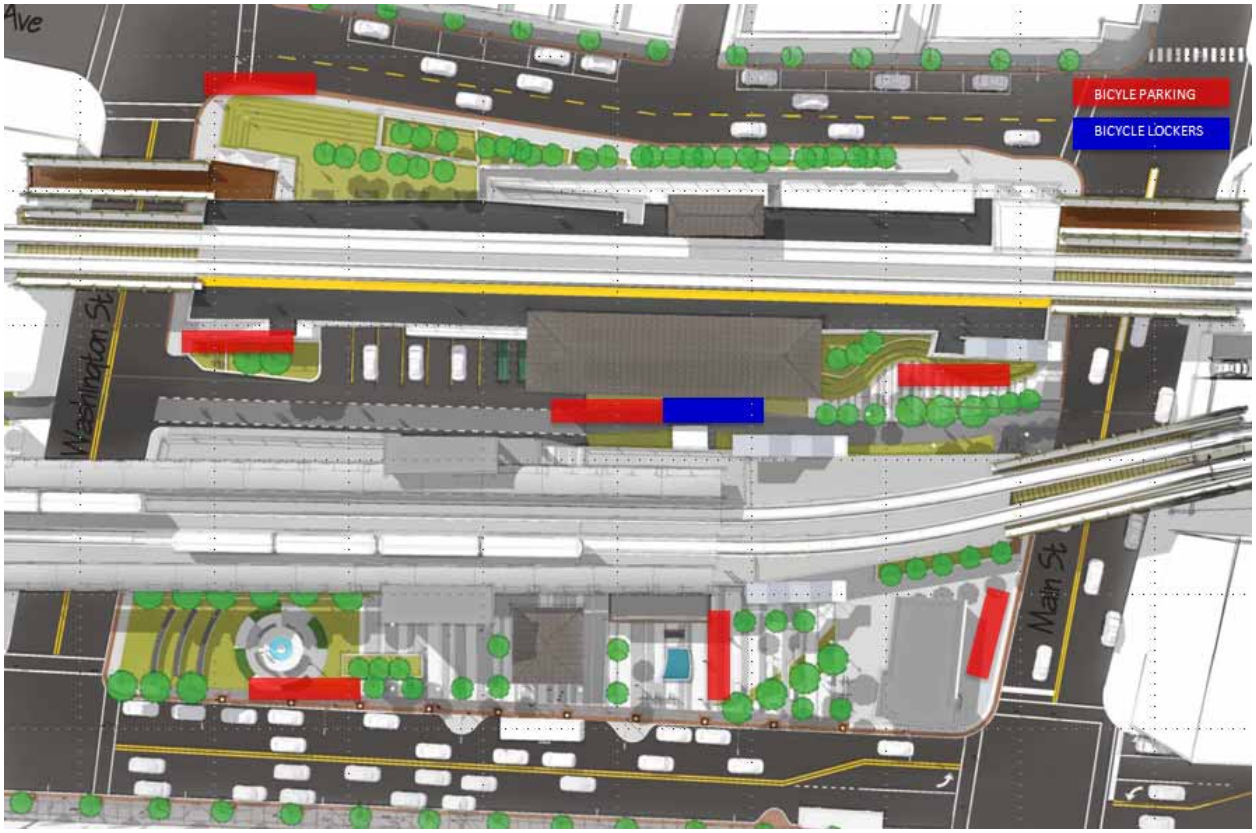
- Replace corroded metal railing.
- Clean and repaint remaining railing.
- Provide seating that is protected from rain and wind on both platforms.

Station Area Bicycle Recommendations

The existing conditions analysis included and assessment of bicycle access and parking in the Main Street Station Area. Recommendations are summarized below and shown in Figure ES.14. For further information on the assessment see Appendix B.1.

- Install 15 to 22 new racks in the station area (includes 25% for other uses)
- Provide a mix of rack types
- Convenience – racks closest to station entrance and platform stairs
- Provide covered bicycle parking adjacent to the station entrances
- Provide bike lockers for multiple days/long term storage n. (These bike lockers should be additional to typical bike rack requirement)

Figure 5.2. Bicycle Parking Recommendations

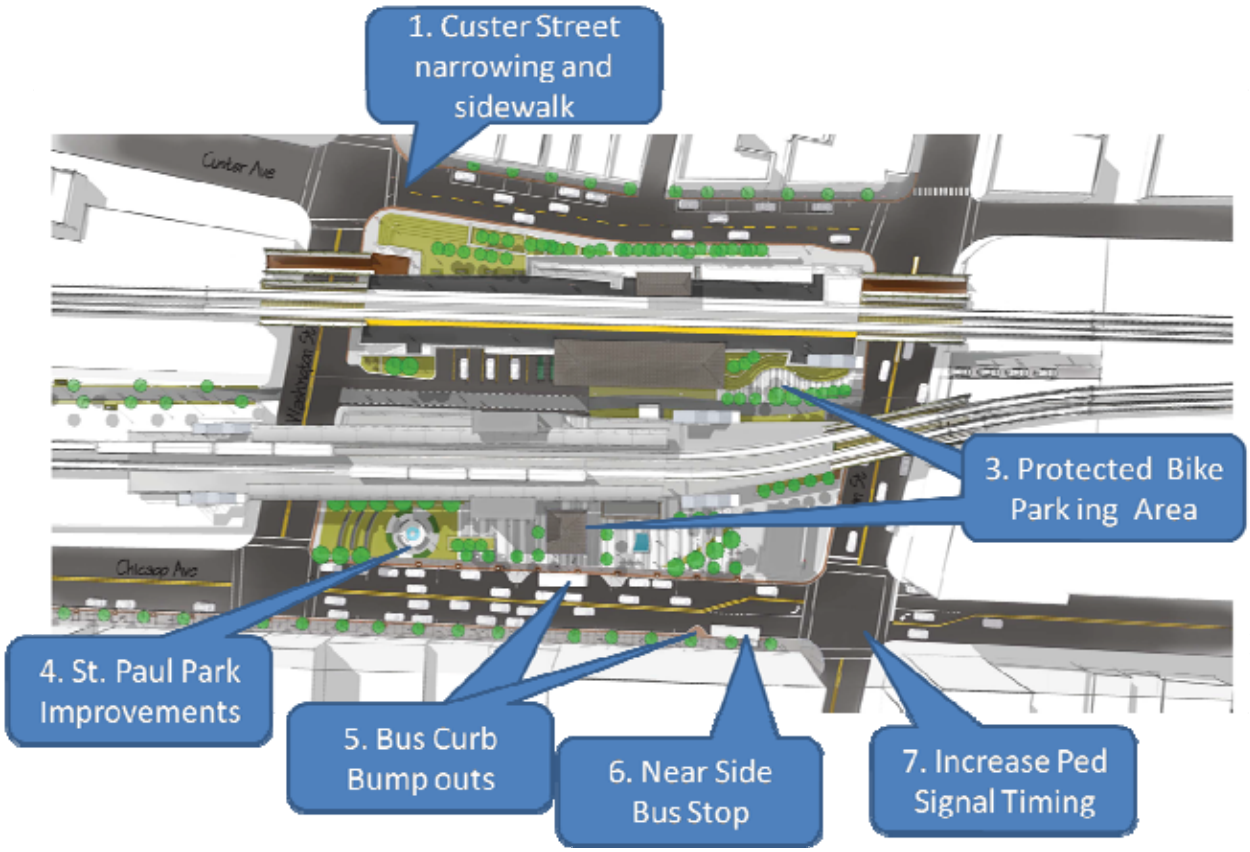


5.5.1 Short Term Projects

For larger scale public investments, a strategic series of projects intended City and developer investments should be pursued as resources are available and market interest in the study area deepens. These projects include (see Figure 5.3):

1. Custer Street – Reduce excess street ROW at Washington and Custer and construct sidewalk on east side of Custer
2. Bicycle racks and protected bike storage area adjacent to CTA or Metra Station houses
3. Saint Paul Park Improvements
4. Curb bump outs for bus stop on Chicago Avenue
5. Near Side Bus Stop and shelter on northbound Chicago Avenue
6. Increase pedestrian signal walk time from 5 seconds to 7 seconds

Figure 5.3. Short Term Projects

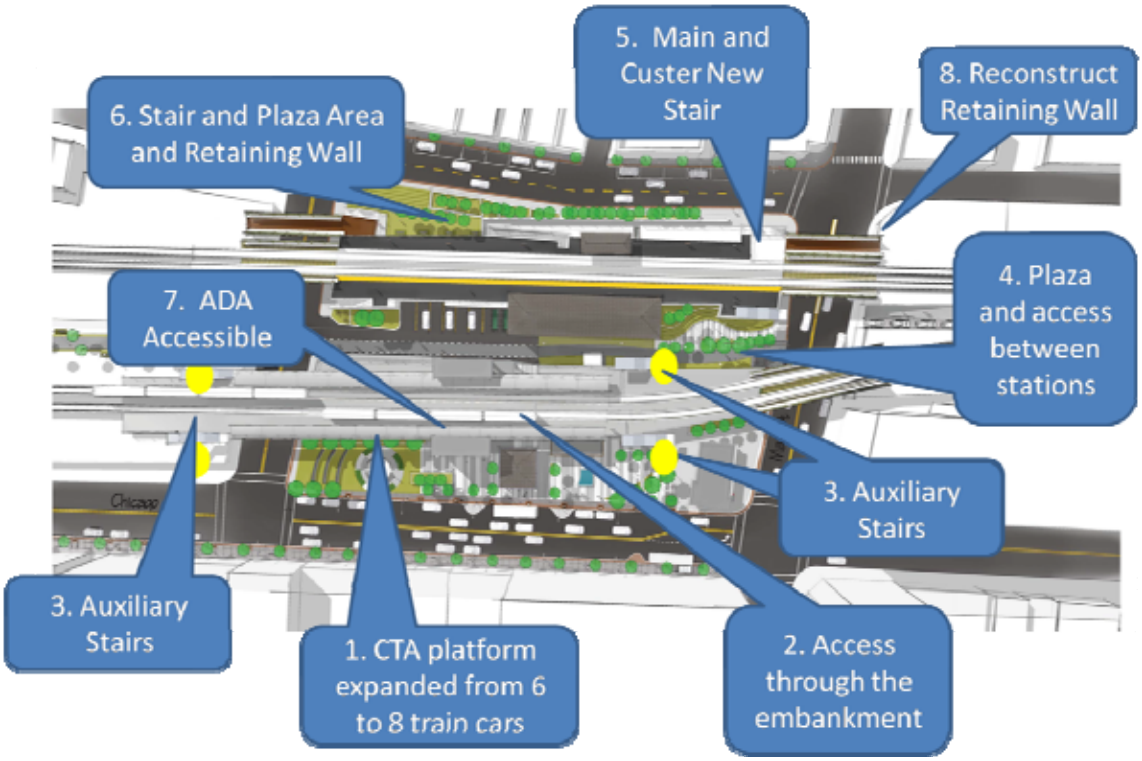


5.5.2 Long Term Projects

As a longer term project, Evanston should continue to promote the redevelopment of the Main Street Station Area with elements included in the Main Street Station renderings and in Figure 5.4.

1. CTA platform expanded from 6 to 8 train cars
2. West side CTA entrance
3. Auxiliary exist stairs to CTA platforms at Washington and Main
4. New public space (Metra service drive area)
5. New stair to Metra northbound platform at Main and Custer
6. New stair and plaza area to Metra northbound platform at Washington and Custer
7. CTA station Fully Americans with Disabilities Act-accessible with elevators and stairs to platforms
8. Reconstruct retaining wall on northeast corner of Main and Custer to improve site distance

Figure 5.4. Long Term Projects



5.5.3 Conclusion

Although every TOD situation is unique, the projects described above provide a general framework to implement TOD in Main Street Station Area. Flexible programs and policies will accommodate differences throughout various situations during planning, coordination, and consultation with major stakeholders while still maintaining consistency with overarching goals of Evanston's various programs and policies. With the right market forces and framework in place, TOD will occur through a normal development process rather than being forced or subsidized by the public. The recent AMLI mixed-use development and current Main and Chicago development proposal are both examples of such recent developments in the study area.

Appendix A: Existing Conditions Report

See Appendix A: PDF

Appendix B: Station Option Cost Estimate Report

See Appendix B: PDF

Appendix C: Market Assessment Report

See Appendix C: PDF

Appendix D: Traffic Analysis Report

See Appendix D: PDF

Appendix E: Ridership Methodology Report

See Appendix E: PDF

Appendix F: Station and Study Area Concept Plans

See Appendix G: PDF