# Metra Milwaukee District West Line Transit-Friendly Development Plan

## Volume 1: Summary Recommendations and Implementation

**Prepared for:**
**City of Chicago**
**Department of Housing and Economic Development**

**Adopted by Chicago Plan Commission December 15, 2011**

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*Planning + Design*
RWA

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Development Advisors

# Acknowledgments


## Steering Committee

City of Chicago Department of Housing and Economic Development

Chicago Department of Transportation

Chicago Transit Authority

Metra

Regional Transportation Authority

## Key Stakeholders

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Alderman Emma Mitts, 37th Ward

Alderman Nicholas Sposato, 36th Ward

Alderman Ray Suarez, 31st Ward

Greater Northwest Chicago Development Corporation

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## Executive Summary

Access to transit is essential to neighborhood health and economic growth. As a policy goal, the City of Chicago ("the City") endeavors to maximize the use of its existing transportation infrastructure, and to ensure that transit and land use are considered together in its planning processes. This Transit-Friendly Development Plan ("plan") addresses the areas immediately surrounding five stations on Metra's Milwaukee District West Line: Grand/Cicero, Hanson Park, Galewood, Mars, and Mont Clare.

These Metra stations are an important resource for the Study Area neighborhoods, providing additional transportation options for residents, employees and customers. The intent of this plan is to build on this resource and increase the vitality of the area by increasing ridership, improving the experience of current Metra riders, and preserving and enhancing the neighborhoods in which they are located. The key objectives of this plan are:

- To improve connections between rail and bus transit to reduce the need for automobile use
- To improve the visibility, accessibility, and appearance of station areas
- To identify opportunities to add new housing and employment opportunities near stations that encourage and are compatible with transit use

An extensive survey of transportation, land use, and economic conditions in and around each station area was conducted in order to inform the plan recommendations. The findings of this Existing Conditions Analysis are contained in Volume 2. This volume addresses the key recommendations that were developed based on the Existing Conditions Analysis, as well as extensive input from City and regional transit agencies, aldermen, community members, and area businesses.

**KEY FINDINGS: UNIVERSAL PRINCIPLES FOR CITY METRA STATIONS**

In the course of developing land use recommendations and improvements to facilitate transit accessibility, a set of principles were produced that are broadly applicable to areas around Metra stations in Chicago neighborhoods (i.e., within the City but outside of downtown). The principles, summarized below, recognize that many of the areas around City Metra stations already have considerable density to support transit use, unlike some suburban station areas. At the same time, they also respond to the unique challenges facing Chicago's Metra stations, such as visibility and connection to Chicago Transit Authority (CTA) rail and bus service. These principles are anticipated to be applied not only to the five station areas that are the subject of this plan, but also to other city Metra stations where appropriate.

- Respect Existing Land Use and Regulatory Conditions. The near-term future of station areas is determined to a large extent by established development patterns and land use regulations (i.e. zoning and planned manufacturing districts)
- Focus on improving access and movement primarily within two blocks of stations for all forms of transportation (pedestrian, bicycle, public transit and auto)
    - Calibrate dedicated parking facilities to match demand
    - Promote shared parking facilities with compatible uses
    - Enhance intermodal connectivity
        - CTA bus shelters at and near Metra stations to include:

        - Metra timetables and system maps, or reference to timetables and maps posted at nearby station shelters
        - Signage directing passengers to the platform
    - Designated drop-off facilities (i.e. Taxi stands or Kiss N'Ride) at stations
    - Bicycle parking
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  - Gateway signage and other wayfinding devices at major intersections up to ½ mile from station
- Accommodate dramatic change at selected sites with stronger market conditions or anchor opportunities
- Promote mixed use and multi-family infill development near stations
- Protect healthy existing residential neighborhoods near stations
- Preserve industrial areas near stations, including Planned Manufacturing Districts, as important employment generators and potential destinations for commuter rail users
- Promote and revitalize walkable retail and commercial corridors near stations
- Improve signage and wayfinding, especially at major cross streets that can serve as gateways to Metra
- Educate employers about the transit benefits program and improve employee and resident awareness of transit options.
- Periodically re-evaluate train schedules to match transit potential with cross traffic volumes, numbers of intersecting bus routes, and neighborhood commuting destinations while balancing financial and operating limitations

**KEY FINDINGS: STATION-SPECIFIC RECOMMENDATIONS**

Station-specific recommendations are divided into two types: transit-friendly improvements, and land use strategies. The former are focused primarily on increasing visibility, appearance, convenience and comfort at each station through features such as enhanced signage, lighting, landscaping, and shelters. The latter entail guiding land uses at specific sites near the station areas to encourage development that is compatible with transit usage, maximizes employment, and retains compatibility with the surrounding neighborhood. Below is a summary of the transit-friendly improvements and land use strategies for each station. It should be noted that budgetary constraints limit Metra's ability to finance improvements to station areas, including commuter parking lots, which Metra has helped finance in the past.

| | | | Station | | | | | Entities |
|---|---|---|---|---|---|---|---|---|
| | | | Grand/ Cicero | Hanson Park | Galewood | Mars | Mont Clare | Involved |
| Transit-Friendly Improvements | Connectivity | Sidewalk/ Routing Improvements | | X | | | X | City |
| | | Bike racks/ bike sharing facilities | X | | | | | City, Metra |
| | | Bus shelters + transit information | X | X | | X | X | City, JC Decaux, Metra |
| | | Off-Street Commuter Parking | X | | | | | City, Metra, private property owners |
| | | Directional Signage | X | X | X | X | X | City, Metra, RTA |
| | Convenience + Comfort | Enhance environment | X | X | X | | | Metra, City |
| | | Nearby café | | X | X | X | | City, private entities |
| | | Wayfinding elements | X | X | X | X | X | City, RTA |
| | | New station plaza | | | | | X | City, Metra, RTA |
| | Safety + Security | Increase pedestrian-level lighting | X | X | X | X | X | City, Metra |
| | | Add Continental Striping at Crosswalks | X | X | X | X | X | City |
| | | Enhanced maintenance | | X | X | | X | City, Metra, Railroad |

| | | Station | | | | |
|---|---|---|---|---|---|---|
| | | **Grand/Cicero** | **Hanson Park** | **Galewood** | **Mars** | **Mont Clare** |
| Redevelopment Opportunities | Single-Family Residential | | | -2102-2108 N Natchez Ave<br>-Public Storage site north of 2012-2108 N Natchez Ave<br>-Vacant lot at northeast corner of Natchez and McLean | | |
| | Medium-Density Residential | -Grand/ Bloomingdale/ La Crosse block<br>-Portion of block between Cortland and rail tracks west of La Crosse | | | | |
| | Senior Housing | Same as medium-density residential sites | | | -McGrath auto storage lot | |
| | Industrial | | | -Parking lot southeast of Narragansett and tracks<br>-Metro Storage facility | | |
| | Charity/ Ronald McDonald House | | | | -McGrath auto storage lot | |
| Land Use Policies | Mixed-Use with Ground-Floor Retail | West side of Cicero | | | | Grand Avenue: north and south frontage |
| | Retail Outlots | Home Depot parking lot along Cicero | | | | |

## Introduction

Access to transit is essential to neighborhood health and economic growth. As a policy goal, the City of Chicago ("the City") endeavors to maximize the use of its existing transportation infrastructure, and to ensure that transit and land use are considered together in its planning processes. This Transit-Friendly Development Plan ("plan") addresses the areas immediately surrounding five stations on Metra's Milwaukee District West Line: Grand/Cicero, Hanson Park, Galewood, Mars, and Mont Clare. The location of each station is shown on the Station Context Map provided on the following page, along with each station's typology according to the City of Chicago's 2009 Transit Friendly Development Guide. A matrix summarizing each featured typology follows the Station Context Map.

These Metra stations are an important resource for the Study Area, providing additional transportation options for residents, employees and customers. The intent of this plan is to build on this resource and increase the vitality of the area by increasing ridership, improving the experience of current Metra riders, and preserving and enhancing the neighborhoods they are located in. The key objectives of this plan are:

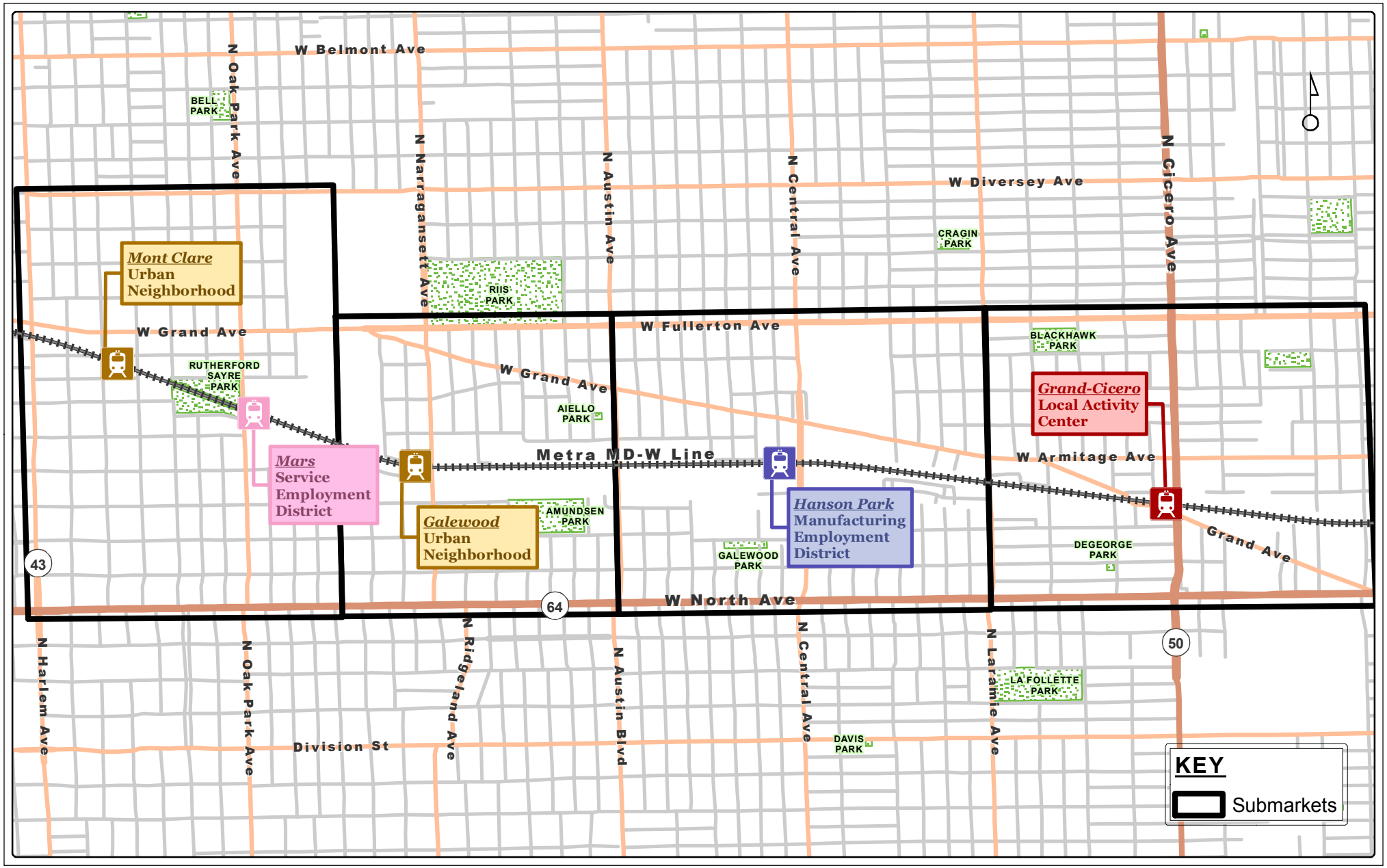
- To improve connections between rail and bus transit to reduce the need for automobile use
- To improve the visibility, accessibility, and appearance of station areas
- To identify opportunities to add new housing and employment opportunities near stations that encourage and are compatible with transit use

The City hired a team of consultants consisting of *SB Friedman & Company* (SB Friedman), Diane Legge Kemp, and Regina Webster & Associates to develop the plan. The planning process was overseen by a Steering Committee composed of the following city and regional planning and transportation agencies:

- Chicago Department of Housing and Economic Development
- Chicago Department of Transportation
- Regional Transportation Authority
- Metra
- Chicago Transportation Authority

The plan was also shaped by ideas and feedback from aldermen within whose wards the Study Area was located, as well as community residents and businesses. Four public workshops were held to elicit comments and feedback from members of the community. A survey was also circulated among business owners within the Study Area to gather information on their businesses and solicit their comments and suggestions regarding transit and land use. A summary of the feedback received is presented in Volume 2.

An extensive survey of transportation, land use, and economic conditions in and around each station area was conducted in order to inform the plan recommendations. This Existing Conditions Analysis is included in Volume 2. It is summarized in the next section, which also provides additional context for the recommendations that are described in the final section.

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# STUDY AREA CONTEXT

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1 " = 0.48 MILE

## Station Area Typology

| Station Type | Description | Development Opportunities |
|---|---|---|
| Local Activity Center | This category includes the station areas that exist in the centers of identifiable neighborhoods. This type is 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 | Opportunities exist in some local centers for infill development with a higher density of residential and employment uses at the core of the local center immediately around the transit station. A focus on neighborhood placemaking and walkability should be maintained. |
| Manufacturing Employment District | Employment in the construction, manufacturing, and wholesale sectors predominate in these station areas. It can include high tech manufacturing or R&D. Employment is low density and characterized by large building footprints with relatively few employees per square foot as compared to major service employment districts. Rail stations are used primarily as bus transfer locations. Urban neighborhoods may be located close to these districts. | Although these areas may not support the typical TFD densities and intensities, there is residential development potential and selective employment-based projects. Some of these stations are close to large vacant parcels that may be conducive to larger planned developments with a mix of front-offi ce and related manufacturing facilities. |
| Urban Neighborhood | Station areas in well-established, primarily residential neighborhoods where retail development exists primarily to support the immediate area. The urban neighborhoods are often a mix of multifamily buildings immediately around the station and single-family homes on surrounding streets. This type also may include station areas with neighborhoods that have infrastructure such as an expressway, an intermodal park-and-ride facility, or other features. | Opportunities exist to maintain densities and to provide infill projects that maintain the stability of the neighborhood and encourage transit use. New multifamily buildings and local retail development should be directed immediately adjacent to the station area. |
| Service Employment District | Areas around stations in the Service Employment District are dominated by large employers in multistory office buildings, as well as hospitals and university facilities. Retail and residential uses may be located nearby but activity is driven by service employment. | The focus is on retaining and expanding employment opportunities. New development should improve regional mobility by locating workplaces close to the transit station and enhancing pedestrian and bicycle access. |

Source: Chicago Transit Friendly Development Guide Station Area Typology, 2009

## Study Area Context and Existing Conditions

The Milwaukee District-West Line extends from Union Station in Chicago's Central Business District to the Big Timber Station in Elgin, Illinois. The MD-W Line traverses six of the City's community areas, and stops at seven stations within the City limits. In 2006, the MD-W Line carried an average of 22,300 riders per weekday.

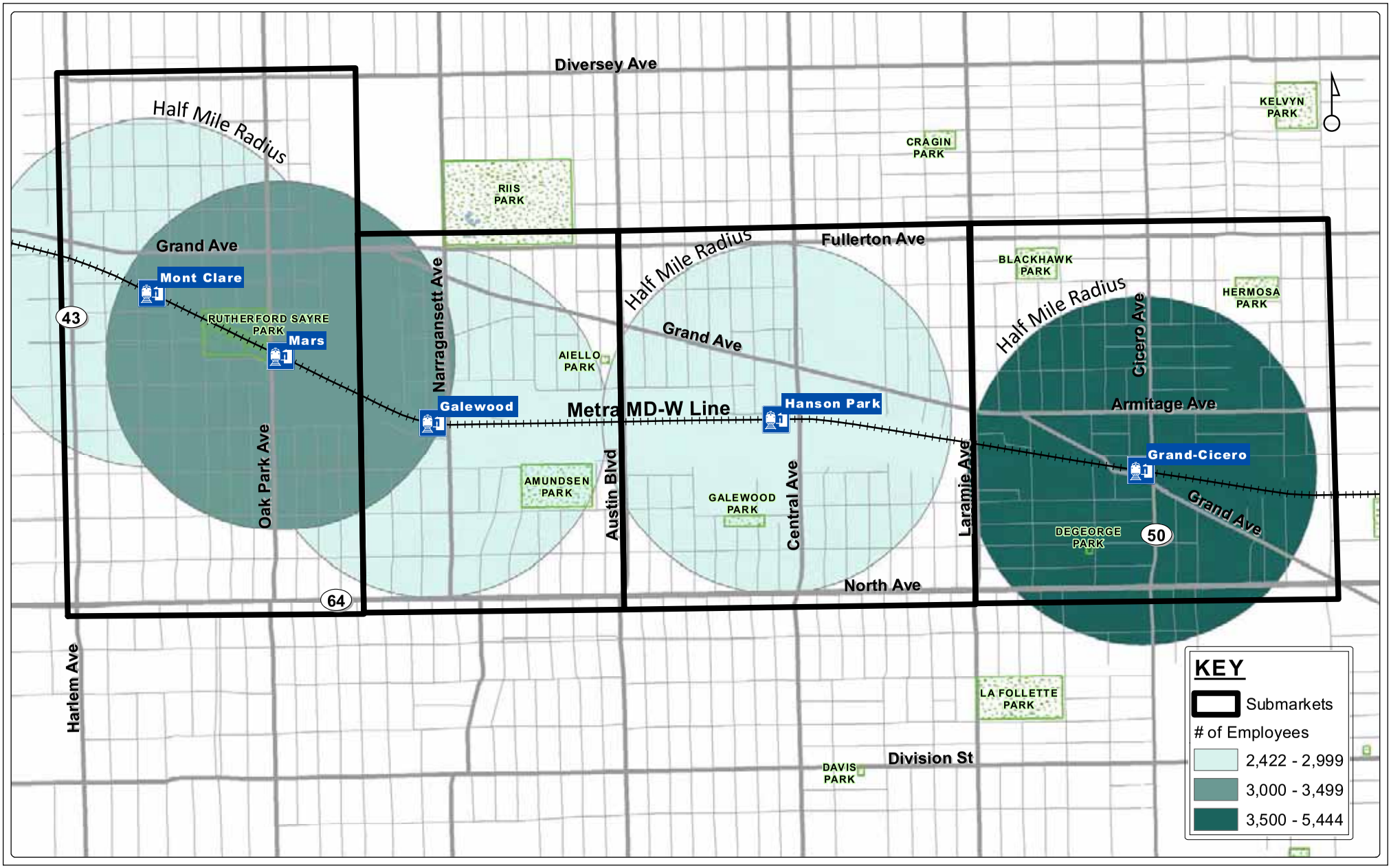
This plan is concerned with the five westernmost stations in the City of Chicago and their surrounding environs. They are, in order from east to west:

- Grand/Cicero
- Hanson Park
- Galewood
- Mars
- Mont Clare

These five stations are located on the City's northwest side, with the westernmost station, Mont Clare, adjacent to the City's border with Elmwood Park. Access within the Study Area is provided by surface streets; there are no major highways in close proximity to the stations. The nearest CTA train line is the Green Line, with the closest CTA stations approximately 2 miles away from the MD-W Metra line. CTA bus service is provided along North Avenue, Armitage Avenue, Cicero Avenue, Grand Avenue, Central Avenue, Fullerton Avenue, Austin Avenue, Narragansett Avenue, and Harlem Avenue. Pace bus service is also available on Narragansett Avenue near the Galewood Metra station and on Grand Avenue near the Mont Clare station.

**EMPLOYMENT**

The Study Area is an important employment hub for the City's west side: approximately 11,800 people work within the Study Area, with significant industrial and institutional employers. Major employers include Shriner's Hospital, Mars Inc., Magid Glove & Safety, Cloverhill Bakeries, and Chicago Dowel Company. A significant portion of the Study Area is located within planned manufacturing districts (PMDs), which discourage changes in land use and help to preserve manufacturing land over the long-term. Because of this concentration of retail and industrial facilities, the Study Area is a major employment center for Chicago. Nearly 10,000 of those employed in the Study Area (84%) worked within a half-mile radius, or roughly a 10 minute walk, of the five Metra stations. A significant number commuted from the City's Northwest Side, and from the nearby municipalities of Cicero, Berwyn and Elmwood Park. Overall, approximately half of all people who worked in the Study Area live in the City of Chicago.

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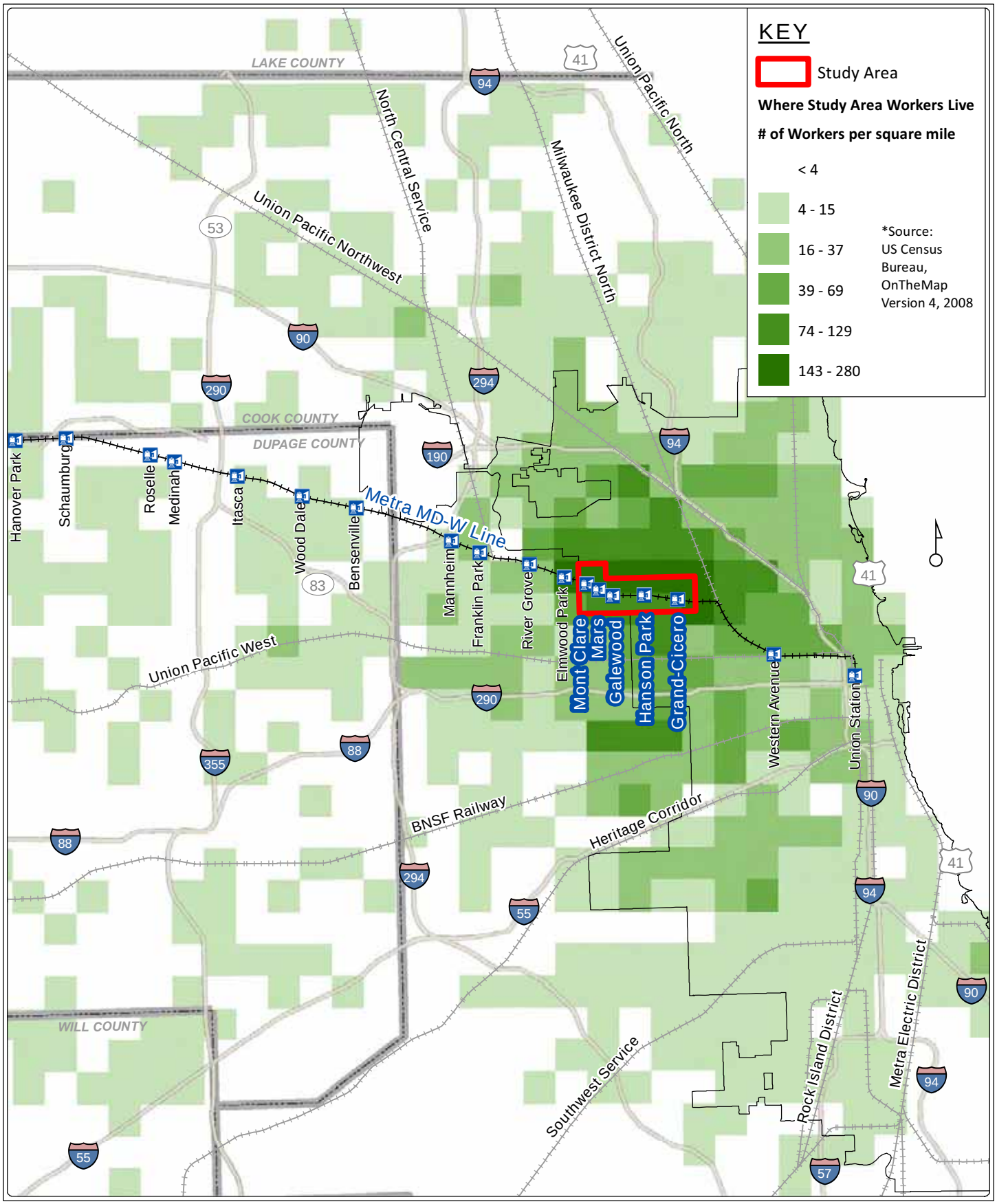
# MAJOR EMPLOYERS
METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS
1 " = 0.38 MILE




# WHERE STUDY AREA WORKERS LIVE

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1 " = 4.14 MILE

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**NEIGHBORHOODS AND RESIDENTIAL MARKET**

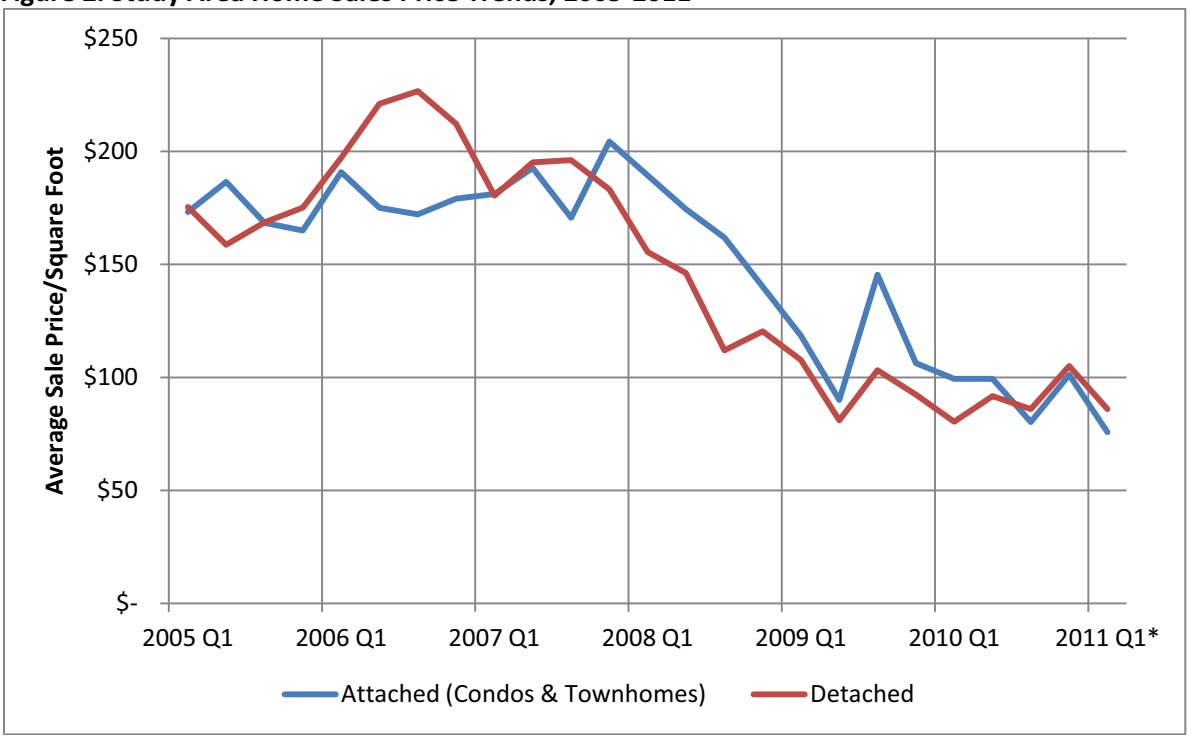
In addition to being a place of work, the Study Area is also home to approximately 60,125 residents as of 2009. Neighborhoods within the study area are family-oriented, with average household sizes larger than the City as a whole. Near the three westernmost stations, median household income is also significantly higher than the City as a whole.

**Figure 1. Study Area Demographics.**

| | Grand-Cicero | Hanson Park | Galewood | Mars/Mont Clare | City of Chicago |
|---|---|---|---|---|---|
| Population, 2009 | 17,113 | 18,386 | 10,652 | 13,974 | 2,886,612 |
| Households, 2009 | 4,429 | 5,032 | 2,907 | 4,748 | 1,057,068 |
| Household Size, 2009 | 3.86 | 3.65 | 3.66 | 2.94 | 2.67 |
| Median Household Income, 2009 | $ 52,370 | $ 52,342 | $ 64,342 | $ 60,522 | $ 51,906 |
| | | | | | |
| Median Home Sales Price, 2005-2009 | | | | | |
| Detached Single-Family | $ 232,000 | $ 227,000 | $ 247,500 | $ 312,500 | -- |
| Townhome | -- | $ 321,800 | $299,500 | $ 305,000 | -- |
| Condominium | $ 103,000 | $ 155,000 | $ 229,900 | $ 167,000 | -- |
| | | | | | |
| Means to Work (2000 Census) | | | | | |
| Car | 83% | 78% | 79% | 79% | 65% |
| Public Transportation | 13% | 19% | 16% | 14% | 26% |
| Average Travel Time to Work, minutes | 34.9 | 39.7 | 35.8 | 33.0 | 35.2 |

Source: ESRI, U.S. Census Bureau, InfoUSA, Metra, SB Friedman

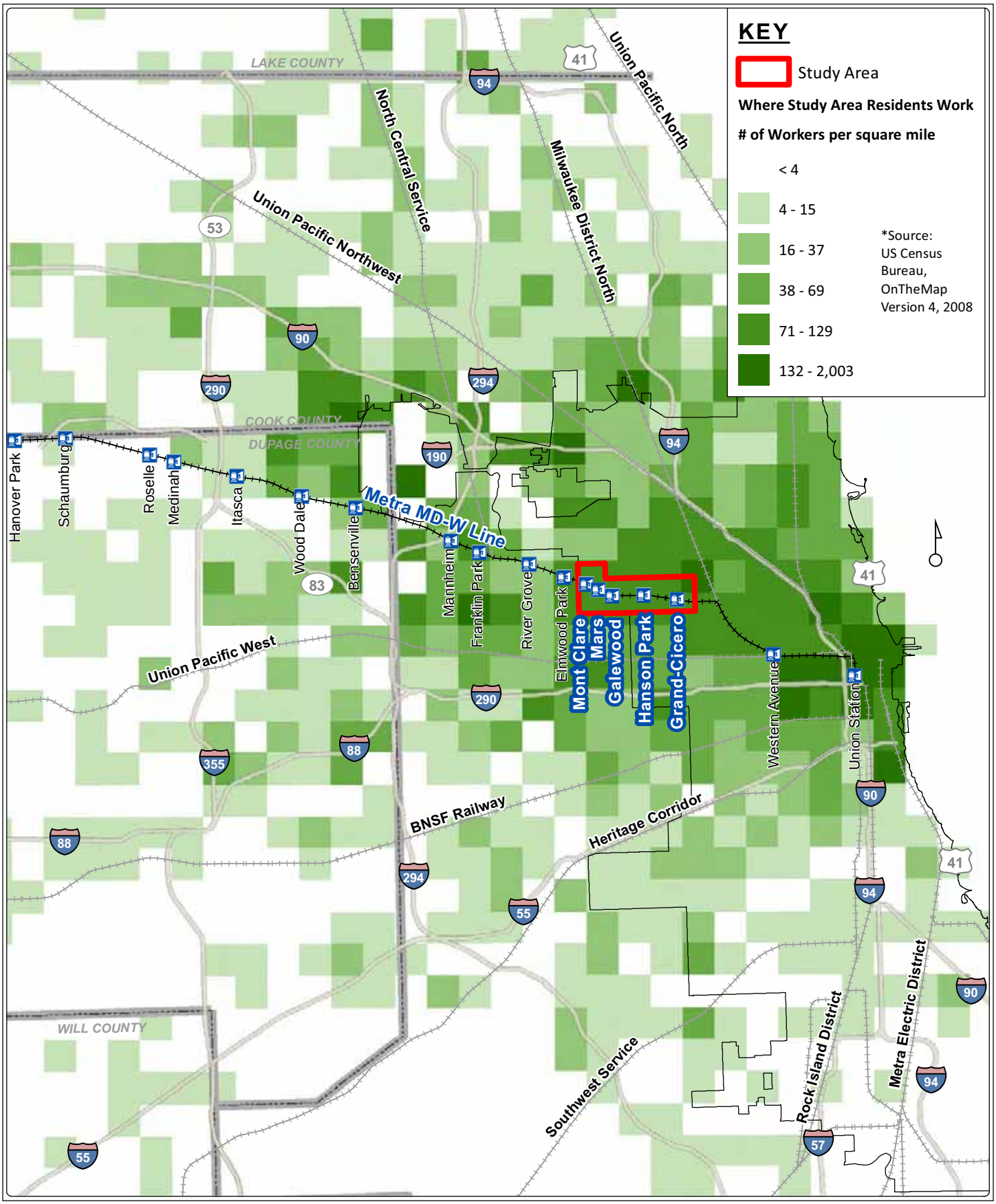
**Figure 2. Study Area Home Sales Price Trends, 2005-2011**




Source: Multiple Listing Service; SB Friedman

The residential real estate market in the study area reflects wider economic trends, the most significant of which is the ongoing after-effects of the housing bubble. As the graph above indicates, home prices have fallen nearly 50% on a per-square foot basis from the peak of the market. Prices seem to have stabilized in the last two years, but they are moving sideways rather than increasing. Given these price trends, it seems unlikely that any significant residential development will occur in the Study Area in the near term.

Of the approximately 22,600 Study Area residents who were employed in 2008, 11,500 (approximately 51 percent) work in the City of Chicago, while 3,500 (16 percent) work in the City's Central Business District, which is easily accessible via the Union Station stop of Metra's MD-W Line. Approximately 2,400 Study Area residents work within a half-mile of stations on the MD-W Line. Some of these 2,400 may be able to use Metra to go to work, while others may walk, use the CTA, or drive to work. This compares to 862 weekday boardings at the five stations during Metra's 2006 Weekday Boarding and Alighting Count.




# WHERE STUDY AREA RESIDENTS WORK

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1 " = 4.14 MILE

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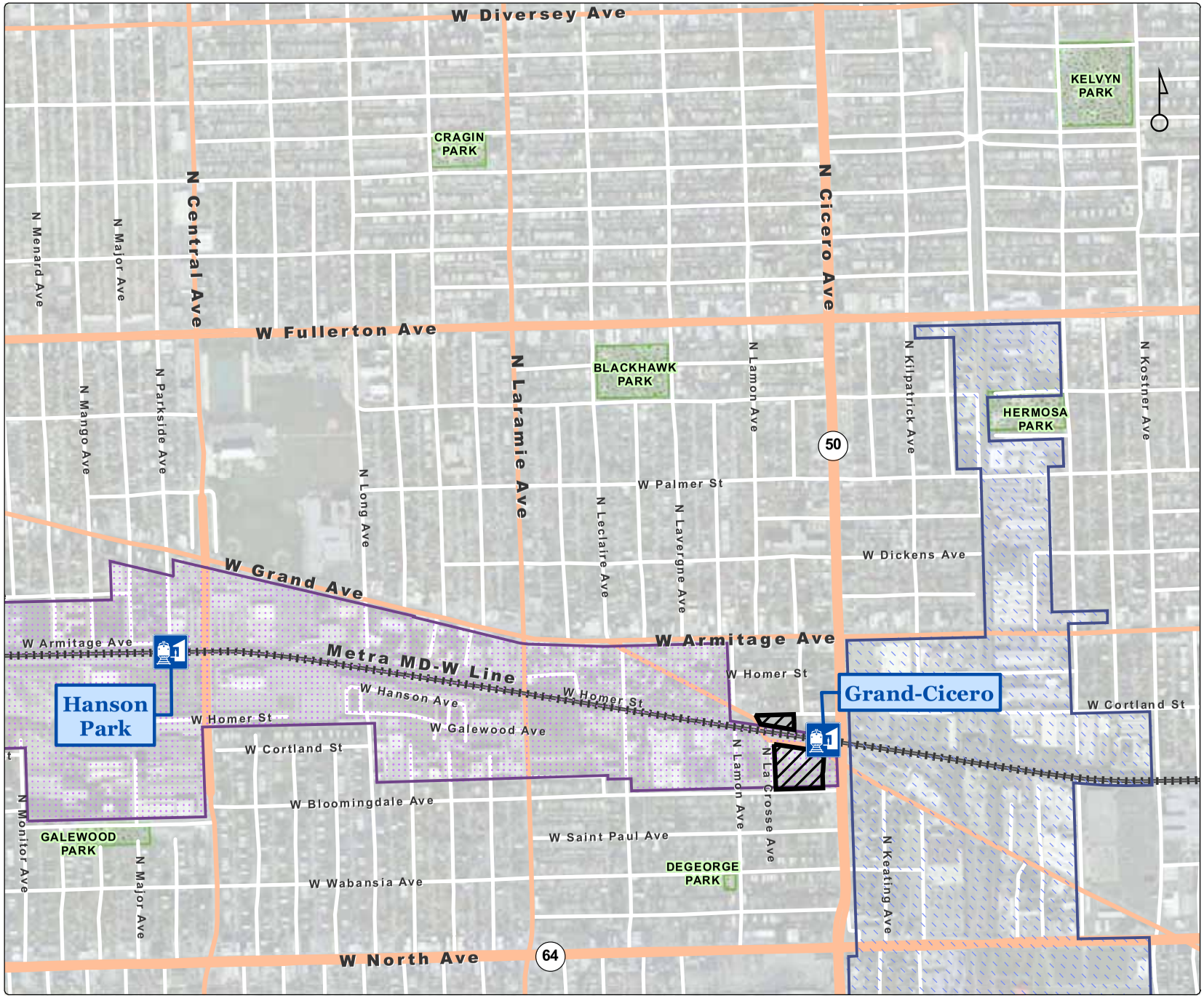
**RETAIL ENVIRONMENT**

Several significant retail corridors and clusters are located within and near the Study Area. However, retail is largely limited to streets along the periphery of the Study Area, particularly Harlem Avenue, North Avenue and Fullerton Avenue. Grand Avenue, which bisects the Study Area from southeast to northwest, is an exception, and contains a number of automobile service establishments and auto dealerships. The Brickyard Mall is located north of the Galewood and Mars stations on Grand Avenue, with several major tenants including Target, Lowe's and Jewel. A Home Depot store is located on Cicero Avenue just north of the Grand/Cicero Metra station, while a Walmart Supercenter is located a quarter-mile east of the station on North Avenue. West of the Mont Clare station, in Elmwood Park, is a Caputo's Fresh Market.

The presence of a number of large retailers in and near the Study Area, as well as the lack of highway access, will likely limit the possibility of adding more destination retail to the Study Area. There may be some opportunity for small-scale pedestrian-friendly retail to serve neighborhood residents and commuters along established retail corridors and near Metra stations, respectively.

**DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS**

As is typical of many urban station areas in the City, the areas in the immediate vicinity of the five Metra stations are relatively densely developed, with significant employment and residential neighborhoods within walking distance (with the exception of Hanson Park). Unlike the environs surrounding many suburban Metra stations, development is already fairly transit-oriented. At the same time, because the station areas are built out, land use and access patterns that are sub-optimal from a transit-friendly perspective are difficult to change in the short-term. As a result, the general strategy should be to focus on context-sensitive redevelopment at a few specific underutilized sites with the greatest redevelopment potential. These sites are illustrated on the maps on the next two pages: the first shows opportunities near the Grand/Cicero and Hanson Park stations, while the second shows opportunities near the Galewood, Mars, and Mont Clare stations. Another challenge unique to some City Metra stations is limited visibility: due to the placement of buildings and viaducts, the station platform may be hidden from motorists and pedestrians in the surrounding area, where a suburban station may have fewer obstructions.

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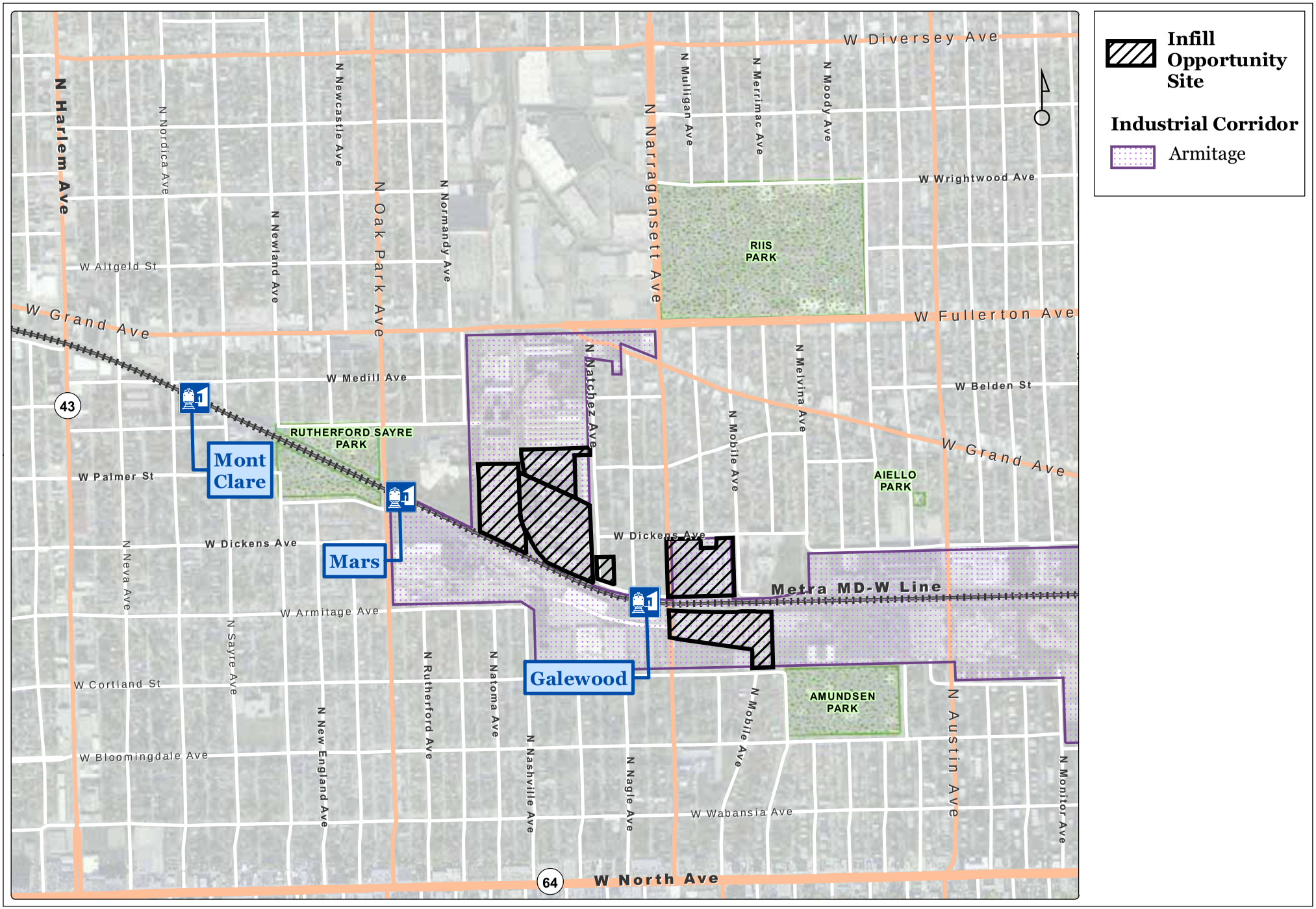
# EASTERN STATIONS INFILL OPPORTUNITY SITES

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1 " = 0.22 MILE

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# WESTERN STATIONS INFILL OPPORTUNITY SITES

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1 " = 0.22 MILE

## Recommendations

The recommendations that follow have three primary goals: 1) to make it easier for area residents and employees to use Metra service, 2) to improve the appearance of the areas immediately surrounding the station, and 3) to encourage context-sensitive redevelopment at underutilized sites within walking distance of Metra service.

The first section outlines a set of universal land use and transportation principles for Metra stations in Chicago's neighborhoods. While these principles were developed based on conditions at the five stations within the Study Area, they address a set of issues that are common to many other stations in the City. The next five sections provide recommendations for each station area that are divided into two subsets: transit-friendly improvements that focus on increasing transit accessibility, visibility, safety, and station appearance; and land use strategies that identify specific opportunity sites for redevelopment, as well as broader regulatory guidelines to ensure that certain areas transition over time into more walkable mixed-use environments.

These recommendations are intended to serve as a foundation for implementing changes in the Study Area. No engineering or financial analysis has been undertaken to determine the feasibility of each specific recommendation contained herein. It is anticipated that as the City and other involved agencies examine engineering and financial feasibility in the course of implementing this plan, specific recommendations may have to be modified or even discarded. For example, the type and location of the signage proposed in the Transit-Friendly Improvement maps will need to be further discussed with Metra in the future to address any potential engineering or visibility issues. It is not the intent of this plan to be overly prescriptive, nor does this plan imply or represent a commitment of funds by the City, Metra, or other agencies to any of the recommendations that follow.

**UNIVERSAL PRINCIPLES FOR CITY METRA STATIONS**

In the course of developing land use recommendations and improvements to facilitate transit accessibility, the Steering Committee and Consultant Team produced a set of principles that are broadly applicable to areas around Metra stations in Chicago neighborhoods (i.e., within the City but outside of downtown). The principles, summarized below, recognize that many of the areas around City Metra stations already have considerable density to support transit use, unlike some suburban station areas. At the same time, they also respond to the unique challenges facing Chicago's Metra stations, such as visibility and connection to Chicago Transit Authority (CTA) rail and bus service. These principles are anticipated to be applied not only to the five station areas that are the subject of this plan, but also to other city Metra stations where appropriate.

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- Focus on improving access and movement primarily within two blocks of stations for all forms of transportation (pedestrian, bicycle, public transit and auto)
    - Calibrate dedicated parking facilities to match demand
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            - Metra timetables and system maps, or reference to timetables and maps posted at nearby station shelters
            - Signage directing passengers to the platform
        - Designated drop-off facilities (i.e. taxi stands or Kiss N'Ride) at stations
        - Bicycle parking
        - Car Sharing
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- Promote and revitalize walkable retail and commercial corridors near stations
- Improve signage and wayfinding, especially at major cross streets that can serve as gateways to Metra
- Educate employers about the transit benefits program and improve employee and resident awareness of transit options.
- Periodically re-evaluate train schedules to match transit potential with cross traffic volumes, numbers of intersecting bus routes, and neighborhood commuting destinations while balancing financial and operating limitations

The sections that follow discuss these recommendations as they apply to each station in the Study Area. The recommendations are divided into two subsets: Transit-Friendly Improvements and Land Use Strategies. The first subset consists of recommendations to improve transit accessibility, visibility, safety,

and station appearance. Several recommendations are common to all or most stations, including the development and implementation of a signage program (compatible with the RTA's interagency signage guidelines), improved lighting and landscaping. In addition, car sharing should be explored at all stations where feasible, as there are no I-GO or Zipcar vehicles within two miles of any of the stations.

The second subset of Land Use Strategies outlines a series of recommendations to preserve and enhance neighborhoods within the Study Area while accommodating modest increases in density near the Metra stations. The recommendations adhere to the universal principles outlined above, in particular by broadly preserving industrial areas while encouraging change at selected sites with the clearest redevelopment potential. The focus is on larger sites that are likely to impact the surrounding area and require more active City involvement. Although not addressed here, smaller infill projects initiated by private developers will almost certainly take place. The City should ensure that these smaller-scale projects occur in conformance with current zoning and planning guidelines, as well as the principles outlined above.

## GRAND/CICERO

### Transit-Friendly Improvements

Transit-friendly improvement recommendations focus on improving station visibility from Grand and Cicero Avenues and more clearly identifying the station entrances under the viaduct, as well as adding commuter parking near the station.

Gateway signs placed at the intersections of Cicero Avenue with Armitage and North Avenues would enhance motorists' awareness of a Metra station in the vicinity. As drivers and pedestrians approach the station along Grand and Cicero Avenues, trailblazers and an enhanced viaduct sign would provide additional direction and clearly identify the station. Kiosks placed near and in the station would provide passengers with information on both Metra and CTA service. Blade-style directional signs under the viaduct would guide pedestrians to the station entrance. All signage will be designed and installed according to RTA-approved interagency signage standards.

To improve the comfort of passengers transferring between Metra and CTA bus service, additional bus shelters on the north side of the Grand and Cicero intersection are recommended. Among other legal and engineering prerequisites for the new shelters, curb cuts on both sides of Cicero Avenue would need to be closed. Sidewalk and roadway improvements would also be needed to ensure sufficient sidewalk width. Landscaping along the sidewalks at the intersection would improve aesthetics near the station, and also help establish a sense of separation between pedestrians and traffic. Where feasible, bicycle racks should be installed at or near the station for the convenience of riders who wish to use transit. Improved lighting should also be installed on station platforms, stairs and under the viaduct to enhance safety and visibility.

As noted in the existing conditions analysis and by members of the community, the Grand/Cicero Metra station is the only station in the study area without dedicated commuter parking, yet passengers clearly want a parking option at the station. Several options exist to provide station parking:

a. The western portion of the Chicago Dowel Company site has been vacant for some time, and is suitably near the station to serve as commuter parking. Preliminary drawings suggest that this option would yield approximately 70 spaces. The City would need to acquire the site and demolish an existing building.
b. Parking could be provided on excess land behind the Chase branch on Cicero and south of Home Depot. This option is farther from the station, may pose access challenges, and would require acquisition or a use agreement with the land owner, but it may also be less costly to acquire.
c. A shared parking agreement with Home Depot to use portions of their existing lot along Cicero Avenue in exchange for parking fees would be the most cost-effective commuter parking solution. However, it would depend on Home Depot's initial agreement, and may be less viable if outlots are developed along Cicero Avenue according to the land use recommendations in the next section.

Regardless of the option pursued, the City should look to incorporate a designated drop-off lane within the commuter parking lot to improve traffic flow and passenger comfort.

**Land Use Strategies**

Cicero Avenue is currently occupied by a mix of auto-oriented and storefront retail near the Metra station, with some single-family structures located on the west side of the street north of the station and the east side of the street south of the station. Given the amount of traffic on Cicero Avenue and the state of some of the residences, it should be transitioned over time to a mixed-use corridor with ground-floor retail along its western frontage. On its eastern frontage, the City should encourage Home Depot to develop the underutilized edge of its parking lot with outlots. Ideally, these would be oriented towards the street.

Opportunities exist to encourage medium-density residential or senior housing immediately west of the station: just south of the tracks, on the block defined by Grand, Bloomingdale and La Crosse Avenues; and just north of the tracks, on the portion of the block between Cortland Street and the train tracks west of La Crosse Avenue. Transitioning these sites to residential uses would help to consolidate and preserve the neighborhoods to the immediate north and south of the tracks, which currently exist as isolated islands of residential uses surrounded by industrial and commercial buildings. Some amount of site assembly may be required to create development sites of sufficient size to create a new project. In addition rezoning a portion of the southern site from planned manufacturing to residential may be required. The Bureau of Planning and Zoning has indicated that rezoning could be a possibility.

## Wayfinding Elements:

### Gateway at key streets

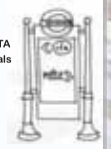
Gateway elements could be placed at major intersections in the vicinity of the station: identifying the community and transit services with a tagline such as Transit Connections.

### Shelters at bus stops

Additional CTA shelters could be located close to Metra stations. The proposed (green) and existing shelters (blue) could provide transit schedule information and directionals to services.

### Kiosk at street

Kiosks could be located at nearby intersections to provide both Metra and CTA information and directionals with the community name and tagline Transit Connections.



### Trailblazers on poles

Trailblazers could be located on lightpoles in the station vicinity giving directionals to station entrances as well as the community name, station name and tagline Transit Connections.

### Identifiers at station

Identifiers at stations would name the station with large signs visible from a distance and would be in addition to the typical blue commuter signage.

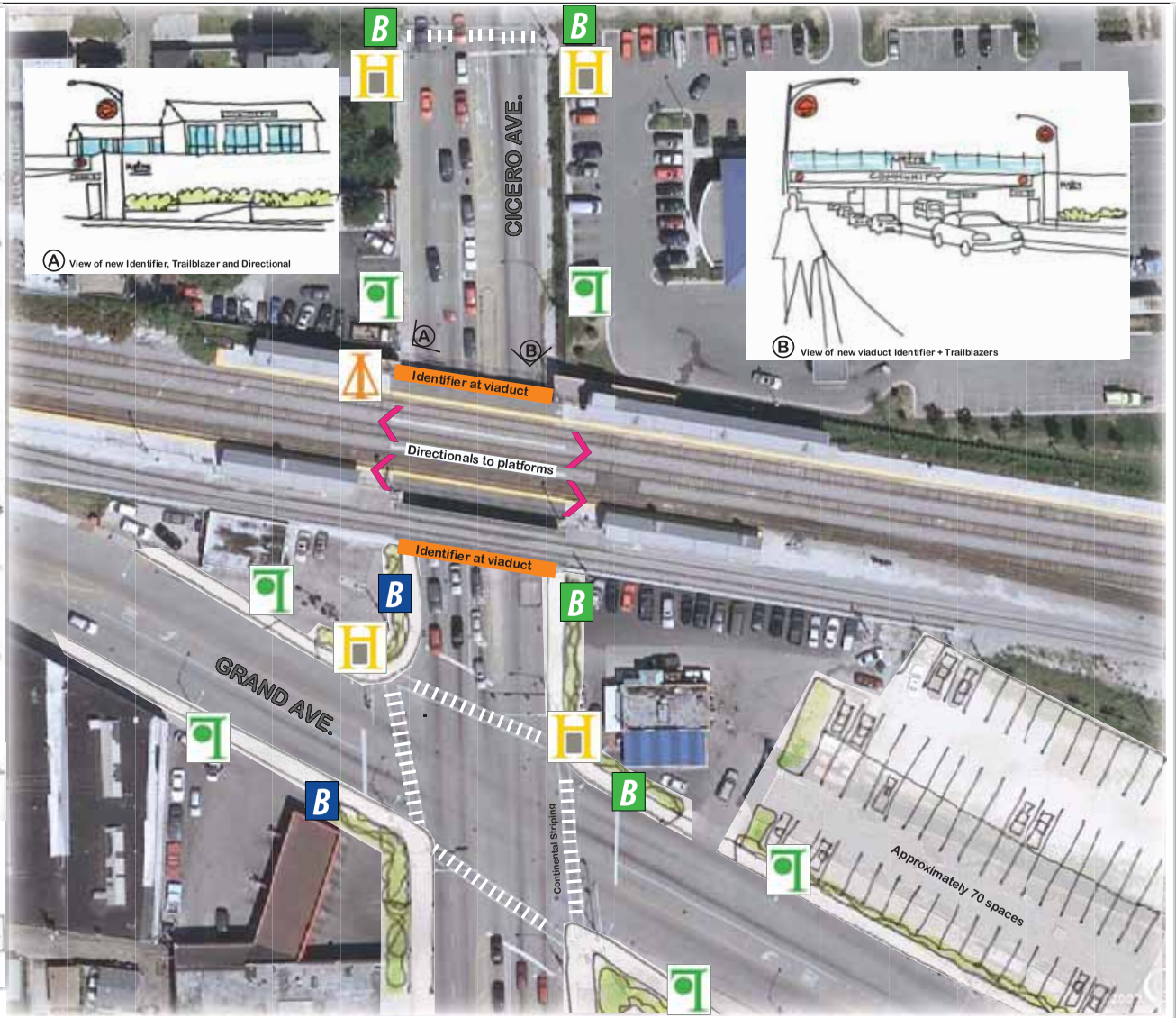
### Directionals to platforms

Directionals would guide customers to station platforms and be placed perpendicular to the line of travel for greatest visibility.










### Gateway Locations

Metra Station  Gateway Elements

## Transit-Friendly Improvements:

Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

- ✔ Existing
- O Proposed
- ⊖ Not applicable

### Connectivity:

These elements are the priority transit-friendly elements which promote transfer between pedestrian, bicycle and automobile modes and transit services.

- ✔ Clear routes + walkways
- O Bike racks \ bike sharing near parking
- O Bus Shelters + transit information
- O Off-street commuter parking \ car sharing
- ✔ Designated pickup \ dropoff near parking
- O Directional signage
- ✔ Bike lanes \ route

### Convenience + Comfort:

These elements improve the customer's experience and promote use of transit services.

- ✔ Weather protection
- O Attractive environment
- ✔ Seating at waiting area
- ✔ Nearby café
- O Wayfinding elements

### Safety + Security:

These elements contribute to a personal sense of safety and security amongst customers which is critical to encouraging regular use of transit.

- O Pedestrian-level lighting
- O Continental striping at crosswalks
- ✔ Well-maintained conditions

*The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.*

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# GRAND/CICERO STATION
METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'

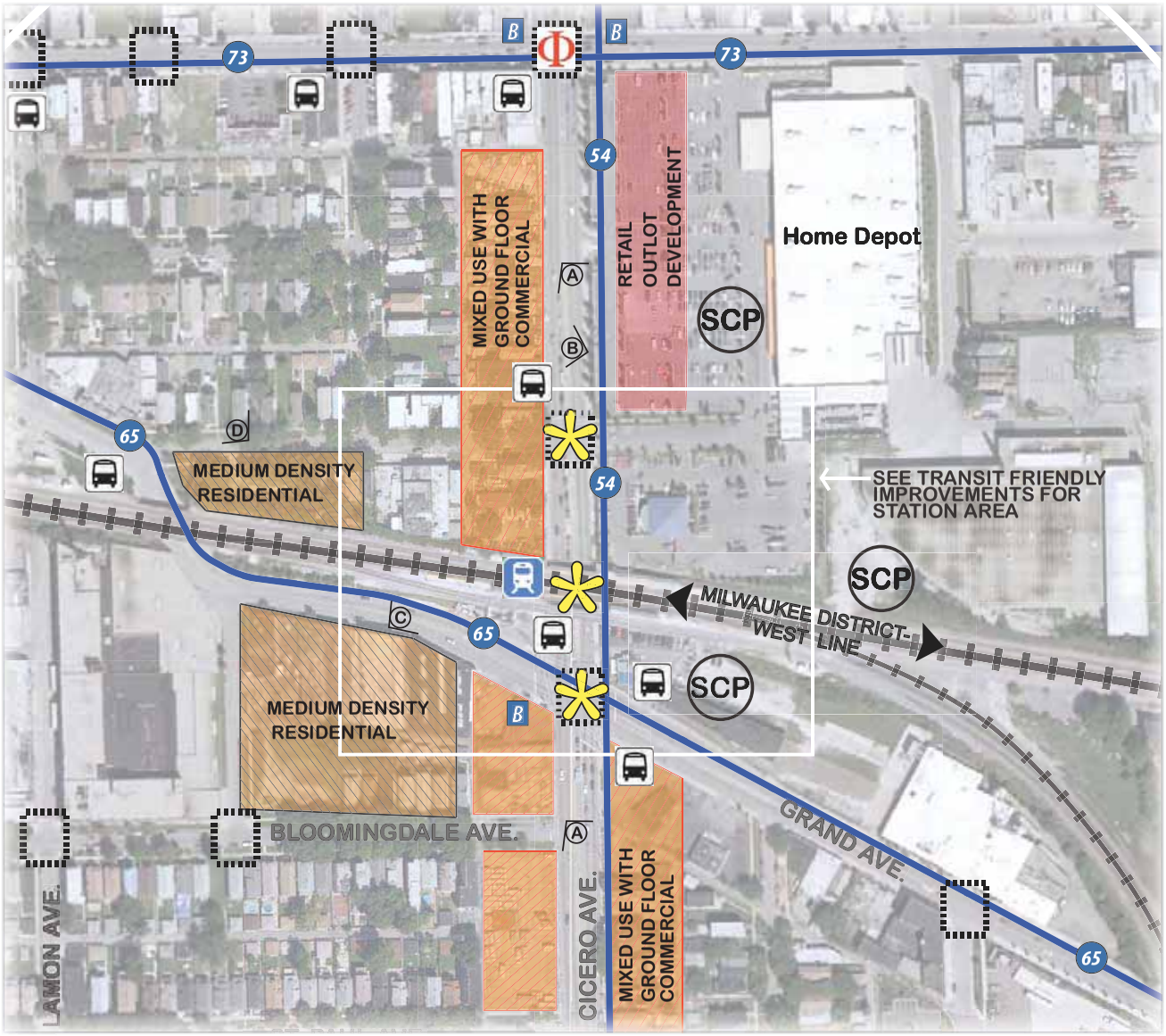

DRAFT October 2011

Ⓐ Mixed Use example of potential redevelopment along Cicero Ave.

Ⓑ Outlot Retail example along Cicero Ave. and Home Depot frontage

Ⓒ Medium Density Residential - Affordable Senior Housing

Ⓓ Medium Density Residential - Multi-family Apartments




Station Area Map 1/2 Mile Radius

**Station Type: Local Activity Center, Elevated Station**

13 Weekday Inbound Metra Trains

5 CTA Bus Routes

**Overall Strategy:**

Encourage a walkable mixed-use neighborhood and take advantage of bus connections to encourage Metra ridership.

**Tactics:**

Improve visibility, add parking, encourage more mixed use and multi-family development, improve pedestrian environment, and enhance nearby residential areas.

**STRATEGIES KEY**

- Multi-Family Infill
- Industrial
- Commercial
- Mixed Use
- Commuter Parking
- Parks & Open Space
- Long Term Opportunities
- Metra Station
- Wayfinding Elements
- Shared Commuter Parking
- Striped Crosswalk
- Bus Stop
- Bus Route
- Bus Shelter
- Gateway Element

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# GRAND/CICERO STATION

METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'



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## HANSON PARK

### Transit-Friendly Improvements

Transit-friendly recommendations for Hanson Park center on improving station visibility, access and safety. As mentioned in the Existing Conditions section, station access and visibility are greatly diminished by the Central Avenue viaduct. While adding a bus shelter and stop on the west (southbound) side of the street next to the stairs might pose some engineering and sidewalk challenges, it would help to encourage transfers between the Central Avenue bus and the station. A crosswalk would also help CTA riders on northbound Central Avenue buses transfer to the Metra station.

Transfers would be further encouraged by adding directional signage at the top and bottom of the stairs. Trailblazers on Parkside and Armitage Avenues would help direct drivers and pedestrians to the station from Grand Avenue. At the station, a kiosk would provide information to passengers about Metra schedules and directions to the nearest CTA bus service. Station safety would be enhanced by improving lighting, adding continental striping (wide horizontal white stripes) to crosswalks on Armitage, and extending the sidewalk on the south side of Armitage to Major Avenue. Enhanced landscaping near the station would create a more pleasing aesthetic for passengers and area residents.

### Land Use Strategies

The Hanson Park Metra Station is surrounded on the south and east by institutional uses, and there are no underutilized sites of sufficient scale to the north or west. No strategies or redevelopment opportunities were identified near the station.

## Wayfinding Elements:

### Gateway at key streets

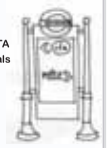
Gateway elements could be placed at major intersections in the vicinity of the station: identifying the community and transit services with a tagline such as Transit Connections.

### Shelters at bus stops

Additional CTA shelters could be located close to Metra stations. The proposed (green) and existing shelters (blue) could provide transit schedule information and directionals to services.

### Kiosk at street

Kiosks could be located at nearby intersections to provide both Metra and CTA information and directionals with the community name and tagline Transit Connections.



### Trailblazers on poles

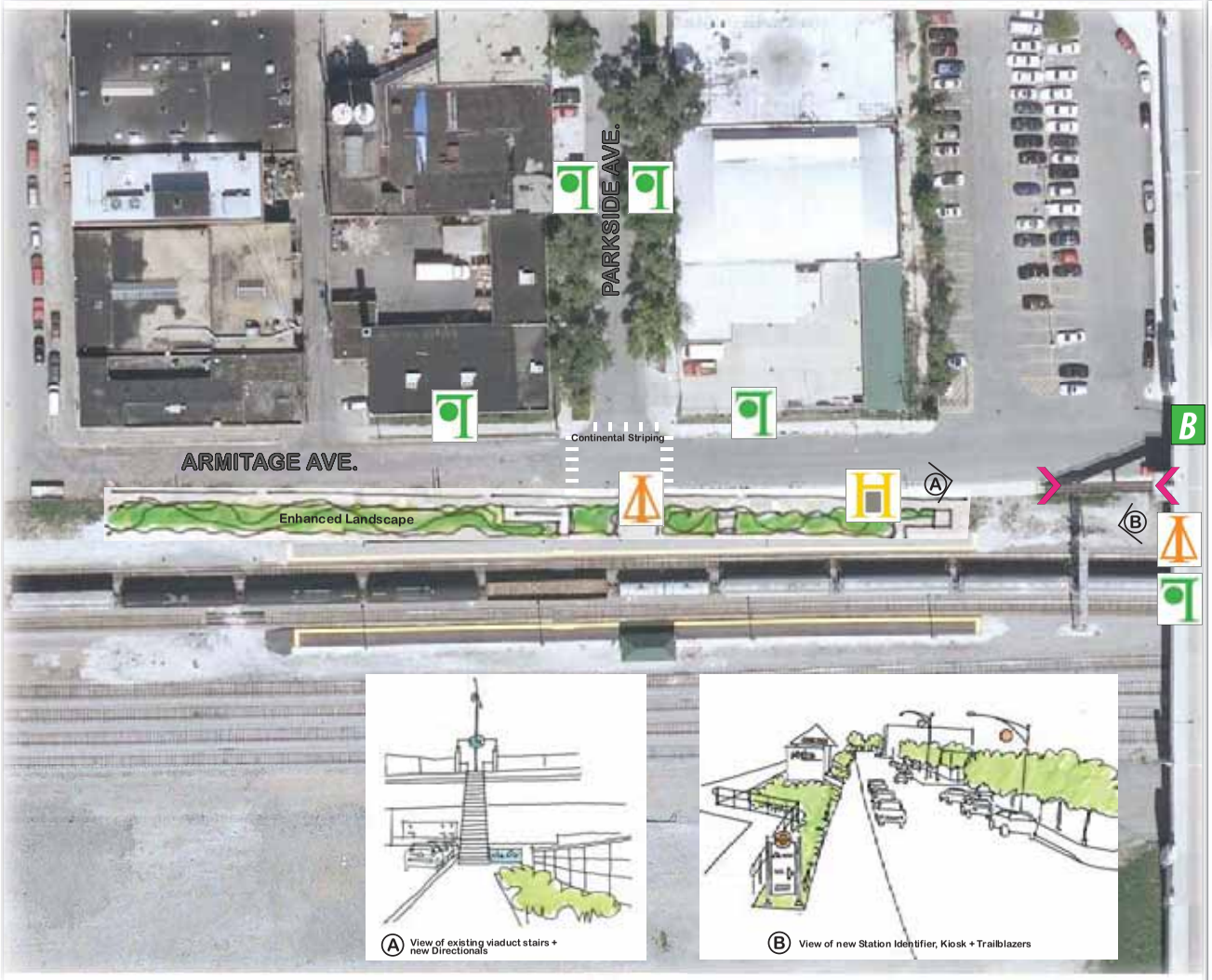
Trailblazers could be located on lightpoles in the station vicinity giving directionals to station entrances as well as the community name, station name and tagline Transit Connections.

### Identifiers at station

Identifiers at stations would name the station with large signs visible from a distance and would be in addition to the typical blue commuter signage.

### Directionals to platforms

Directionals would guide customers to station platforms and be placed perpendicular to the line of travel for greatest visibility.




### Gateway Locations

Metra Station  Gateway Elements

## Transit-Friendly Improvements:

Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

- ✔ Existing
- O Proposed
- ⊖ Not applicable

### Connectivity:

These elements are the priority transit-friendly elements which promote transfer between pedestrian, bicycle and automobile modes and transit services.

- O Clear routes + walkways
- ✔ Bike rack \ bike sharing
- O Bus Shelters + transit information
- ⊖ Off-street commuter parking \ car sharing
- ⊖ Designated pickup \ dropoff
- O Directional signage
- ⊖ Bike lanes \ route

### Convenience + Comfort:

These elements improve the customer's experience and promote use of transit services.

- ✔ Weather protection
- O Attractive environment
- ✔ Seating at waiting area
- O Nearby café
- O Wayfinding elements

### Safety + Security:

These elements contribute to a personal sense of safety and security amongst customers which is critical to encouraging regular use of transit.

- O Pedestrian-level lighting
- O Continental striping at crosswalks
- O Well-maintained conditions

*The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.*

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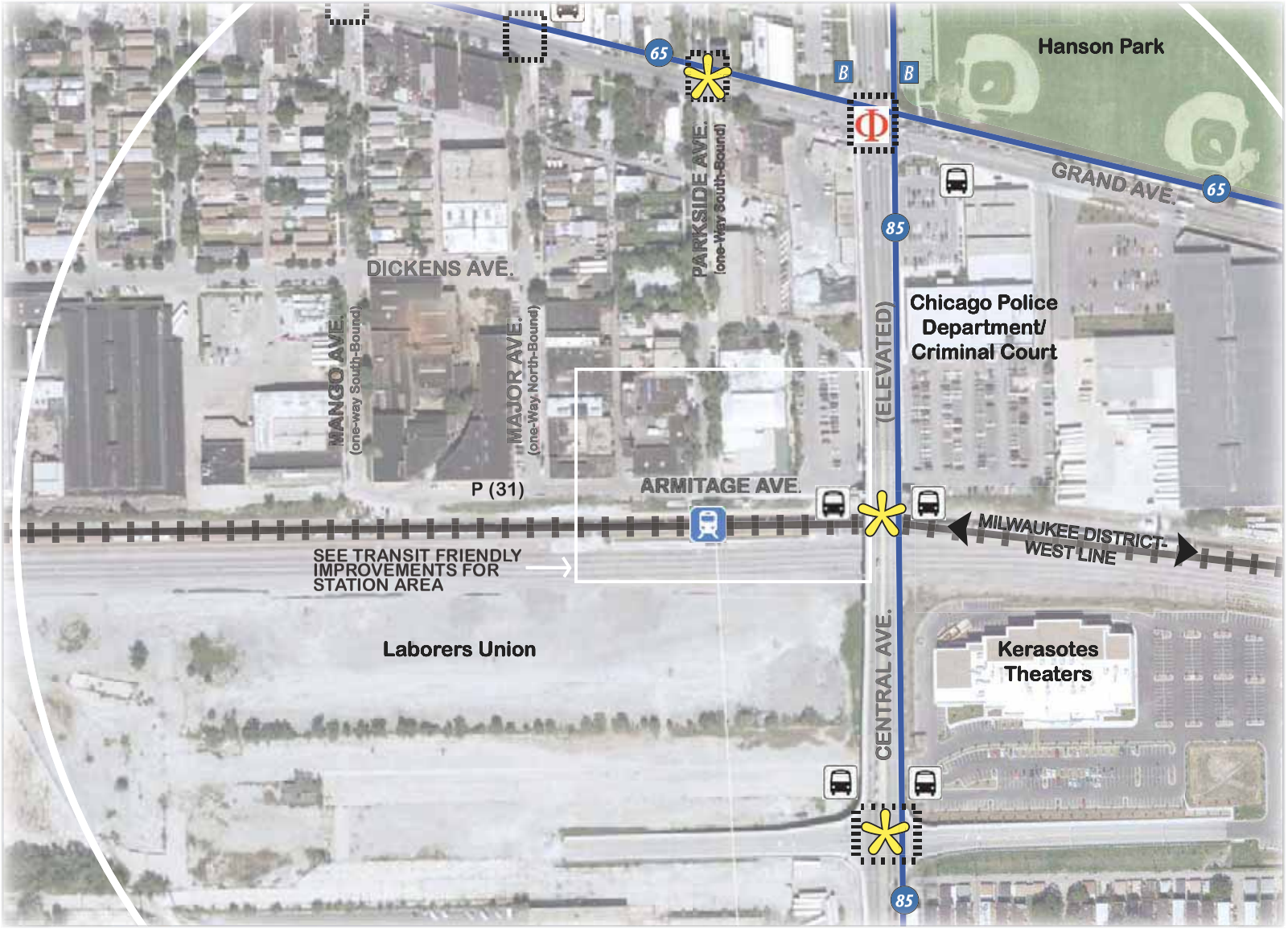
# HANSON PARK STATION
METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'




Station Area Map 1/2 Mile Radius

**Station Type: Manufacturing Employment District, Below Street Station**

9 Weekday Inbound Metra Trains

4 CTA Bus Routes

**Overall Strategy:**

Enhance usability of station.

**Tactics:**

Improve visibility by adding pedestrian improvements north and south of the station, maintain industrial and institutional uses and improve parking areas.

**STRATEGIES KEY**

- Multi-Family Infill
- Industrial
- Commercial
- Mixed Use
- Commuter Parking
- Parks & Open Space
- Long Term Opportunities
- Metra Station
- Wayfinding Elements
- Shared Commuter Parking
- Striped Crosswalk
- Bus Stop
- Bus Route
- Bus Shelter
- Gateway Element

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# HANSON PARK STATION

METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'



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## GALEWOOD

### Transit-Friendly Improvements

At the Galewood Metra Station, transit-friendly recommendations emphasize improving access, information, and aesthetics. Gateway signage at the Grand and North Avenue intersections with Narragansett Avenue would alert drivers to the presence of a nearby Metra station. Closer to the station, trailblazer signs on Narragansett would direct drivers and pedestrians to the station and commuter parking lot. A kiosk near the platform would provide information to passengers about train schedules and directions to the nearest CTA bus service, while station identifiers would be visible from a distance, clearly indicating the name of the station.

A new bus shelter on the west side of Narragansett just north of McLean Avenue would improve the comfort of passengers transferring from Metra to CTA buses, though the sidewalk may need to be widened to accommodate a shelter. Pedestrian comfort and access would be improved by adding continental striping across Narragansett, as well as a sidewalk on the south side of McLean Avenue. Enhanced landscaping on the north side of the tracks would improve station appearance. Enhanced landscaping was also explored on the south side of the tracks, but may be difficult to implement due to the need to preserve maintenance access for Metra personnel and stormwater detention.

### Land Use Strategies

Land use strategies around the Galewood station focus on strengthening nearby residential neighborhoods while pursuing opportunities to increase employment within the planned manufacturing district. Northwest of the station at 2102-2108 North Natchez Avenue is the former Illinois Gear factory, which had been planned to be redeveloped as a single-family residential project by Dubin Residential. Through the Planned Development process, the City should ensure that the street grid is extended through the project, particularly Dickens Avenue, McLean Avenue, and Palmer Street. The vacant lot across the street at the northeast corner of Natchez and McLean Avenues (formerly parking for Illinois Gear) appears suitable for a smaller residential development of perhaps seven or eight homes. Longer term, the Regal-Beloit Corporation Property between 2102-2108 North Natchez Avenue and Public Storage facility could potentially be transitioned to a higher use such as residential, subject to market conditions.

The parking lot southeast of Narragansett and the Metra tracks, which is currently used as a CDL training facility, may provide an opportunity for new industrial uses that could generate more transit-accessible employment. Redevelopment of the lot could occur on its own, or as part of a larger project involving the entire block. In addition, the Metro Storage facility located between Cloverhill Bakeries and Burbank Elementary School recently closed, and could be a future opportunity site for light industrial redevelopment given that it is in a planned manufacturing district (PMD).

## Wayfinding Elements:

### Gateway at key streets

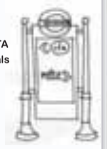
Gateway elements could be placed at major intersections in the vicinity of the station: identifying the community and transit services with a tagline such as Transit Connections.

### Shelters at bus stops

Additional CTA shelters could be located close to Metra stations. The proposed (green) and existing shelters (blue) could provide transit schedule information and directionals to services.

### Kiosk at street

Kiosks could be located at nearby intersections to provide both Metra and CTA information and directionals with the community name and tagline Transit Connections.



### Trailblazers on poles

Trailblazers could be located on lightpoles in the station vicinity giving directionals to station entrances as well as the community name, station name and tagline Transit Connections.

### Identifiers at station

Identifiers at stations would name the station with large signs visible from a distance and would be in addition to the typical blue commuter signage.

### Directionals to platforms

Directionals would guide customers to station platforms and be placed perpendicular to the line of travel for greatest visibility.


### Gateway Locations

Metra Station  Gateway Elements

## Transit-Friendly Improvements:

Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

✔ Existing
O Proposed
⊖ Not Applicable

### Connectivity:

These elements are the priority transit-friendly elements which promote transfer between pedestrian, bicycle and automobile modes and transit services.

- ✔ Clear routes + walkways
- ✔ Bike racks \ bike sharing
- ✔ Bus Shelter + transit information
- ✔ Off-street commuter parking \ car sharing
- ✔ Designated pickup \ dropoff
- O Directional signage
- ✔ Bike lanes \ route

### Convenience + Comfort:

These elements improve the customer's experience and promote use of transit services.

- ✔ Weather protection
- O Attractive environment
- ✔ Seating at waiting area
- O Nearby café
- O Wayfinding elements

### Safety + Security:

These elements contribute to a personal sense of safety and security amongst customers which is critical to encouraging regular use of transit.

- O Pedestrian-level lighting
- O Continental striping at crosswalks
- O Well-maintained conditions

*The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.*

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# GALEWOOD STATION
METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'


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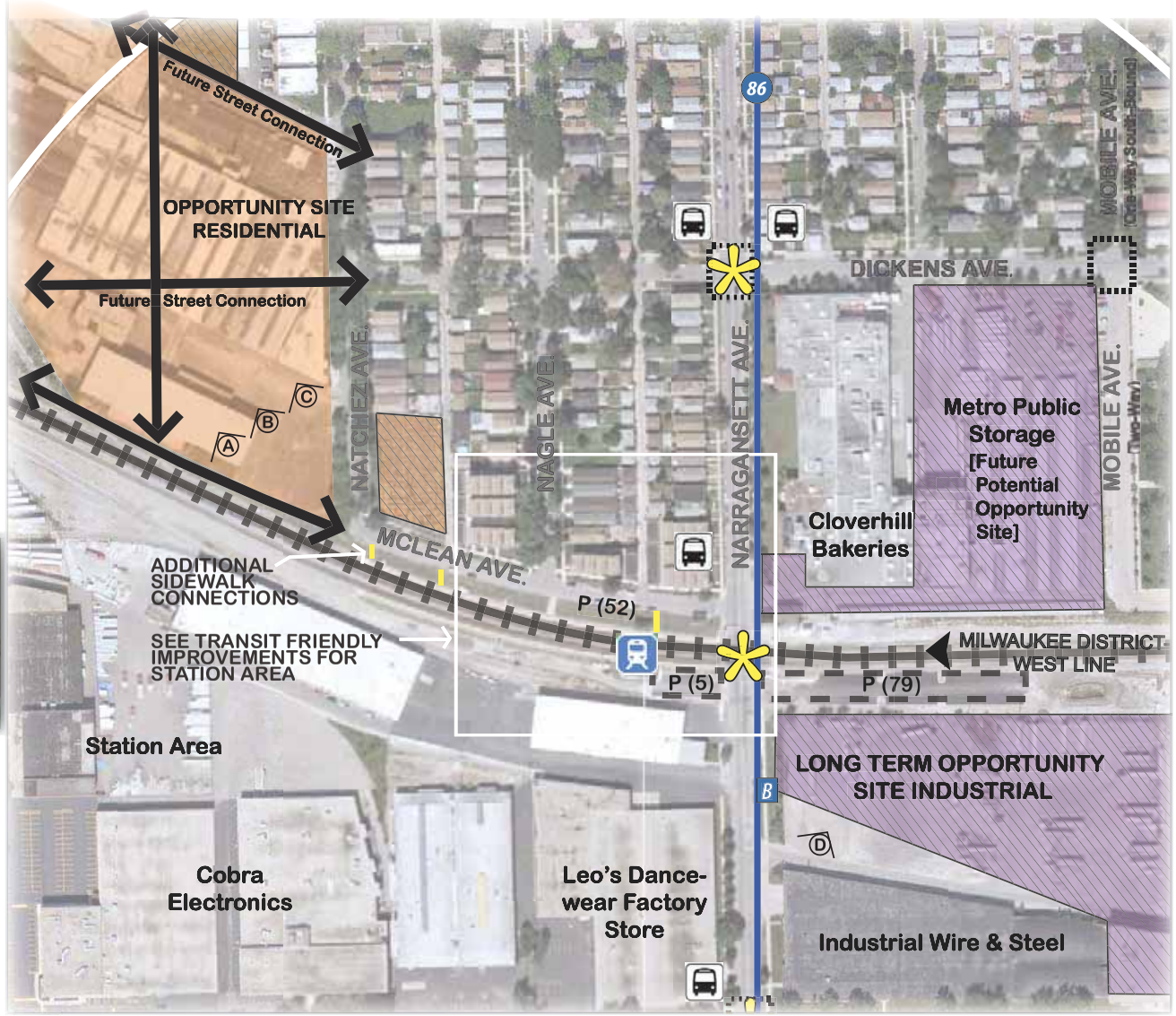
Ⓐ Townhome \ Rowhouse example for residential opportunity sites

Ⓑ Condominium example for residential opportunity sites

Ⓒ Rental Apartments example for residential opportunity sites

Ⓓ Modern Industrial example for Long Term Opportunity Site




Station Area Map 1/2 Mile Radius

**Station Type: Urban Neighborhood, On Grade Station**

21 Weekday Inbound Metra Trains

4 CTA Bus Routes, 1 Pace Bus Route

**Overall Strategy:**

Enhance the residential and commercial \ industrial neighborhood to support both origin and destination users of Metra.

**Tactics:**

Add pedestrian, bike and limited parking improvements.

**STRATEGIES KEY**

- Multi-Family Infill
- Industrial
- Commercial
- Mixed Use
- P — Commuter Parking
- Parks & Open Space
- Long Term Opportunities
- Metra Station
- Wayfinding Elements
- SCP — Shared Commuter Parking
- Striped Crosswalk
- Bus Stop
- Bus Route
- B — Bus Shelter
- Gateway Element

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# GALEWOOD STATION

METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'



DRAFT October 2011

## MARS

### Transit-Friendly Improvements

Transit-friendly recommendations for the Mars station emphasize improvements to visibility and passenger information. Gateway signs where Oak Park Avenue intersects with Grand and North Avenues would notify motorists of the Metra station nearby, while trailblazer signs north and south of the station on Oak Park Avenue would guide pedestrians and drivers to the station and commuter parking lot. Information on train schedules and nearby CTA bus service on Grand Avenue could be provided on a kiosk sign near the station. The station shelter would be marked by identifying signage visible from Oak Park Avenue, and better pedestrian-level lighting would enhance visibility and safety in and near the station. The City should also engage in exploratory discussions with Metra and Shriner's Hospital for Children about adding a pedestrian walkway from the station to their campus to improve access to the station for patients, family members and employees.

### Land Use Strategies

Located to the immediate west of 2102-2108 North Natchez Avenue and southeast of Shriner's Hospital is a car storage lot owned by McGrath City Hyundai, Inc. Given the lot's close proximity to two Metra stations, 2102-2108 North Natchez Avenue, Shriner's Hospital, and other active uses, there may be market pressure to transition over time into a more intensive use. Once real estate market conditions improve, a major impediment to redevelopment will likely be lack of access. This would be helped somewhat by street extensions through 2102-2108 North Natchez Avenue. Even then, it will not have easy access to major streets, so non-commercial uses will likely have the greatest potential. In particular, a Ronald McDonald House was identified by Shriner's to provide housing for out-of-town patients and their families or similar supporting use would be particularly appropriate given the location and current lack of appropriate accommodations nearby.

## Wayfinding Elements:

### Gateway at key streets

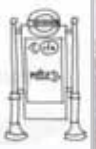
Gateway elements could be placed at major intersections in the vicinity of the station: identifying the community and transit services with a tagline such as Transit Connections.

### Shelters at bus stops

Additional CTA shelters could be located close to Metra stations. The proposed (green) and existing shelters (blue) could provide transit schedule information and directionals to services.

### Kiosk at street

Kiosks could be located at nearby intersections to provide both Metra and CTA information and directionals with the community name and tagline Transit Connections.



### Trailblazers on poles

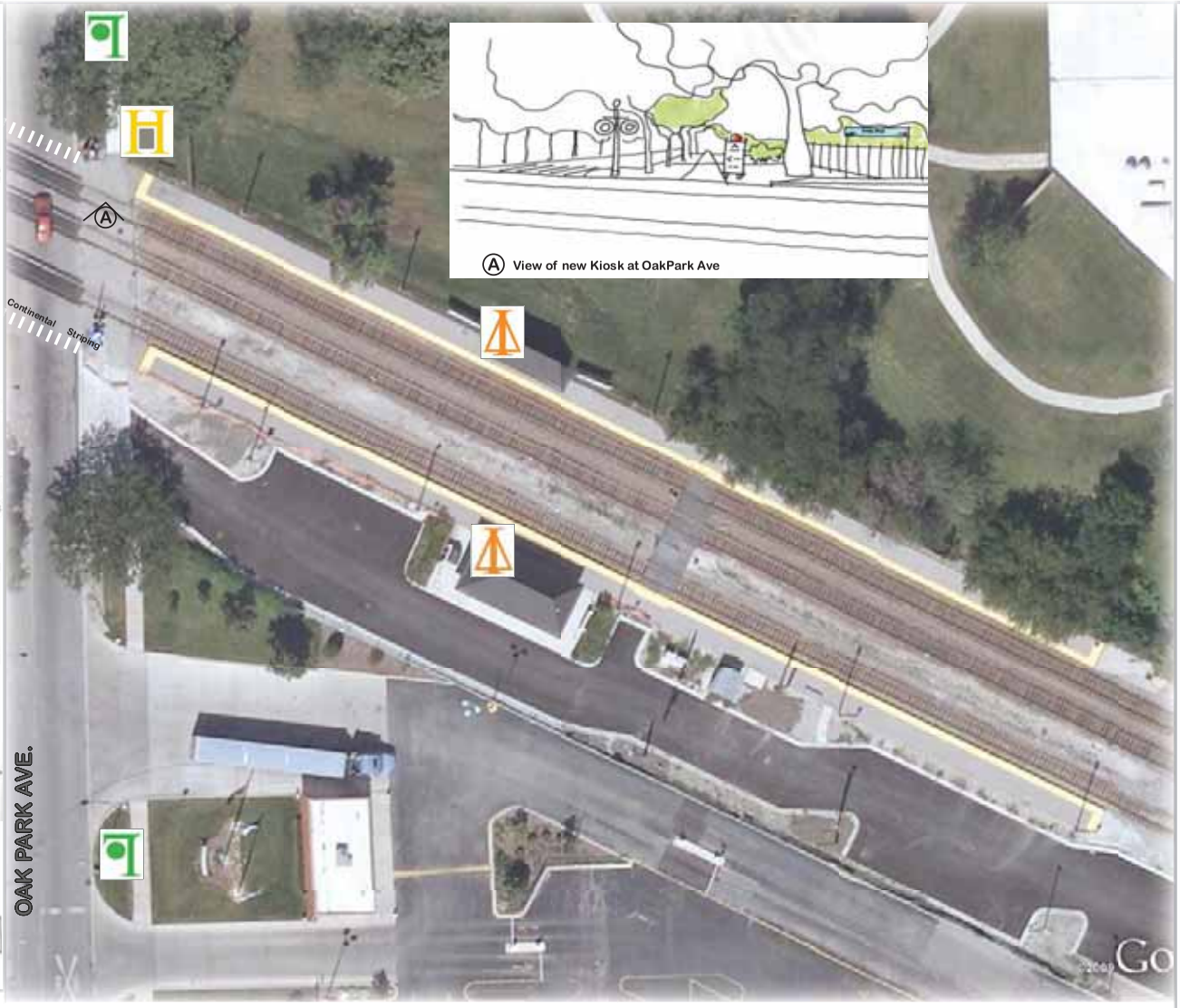
Trailblazers could be located on lightpoles in the station vicinity giving directionals to station entrances as well as the community name, station name and tagline Transit Connections.

### Identifiers at station

Identifiers at stations would name the station with large signs visible from a distance and would be in addition to the typical blue commuter signage.

### Directionals to platforms

Directionals would guide customers to station platforms and be placed perpendicular to the line of travel for greatest visibility.






Ⓐ View of new Kiosk at OakPark Ave

### Gateway Locations

Metra Station  Gateway Elements

## Transit-Friendly Improvements:

Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

- ✔ Existing
- O Proposed
- ⊖ Not Applicable

### Connectivity:

These elements are the priority transit-friendly elements which promote transfer between pedestrian, bicycle and automobile modes and transit services.

- ✔ Clear routes + walkways
- ✔ Bike racks \ bike sharing
- O Bus Shelters + transit information
- ✔ Off- street commuter parking \ car sharing
- ✔ Designated pickup \ dropoff
- O Directional signage
- ✔ Bike lanes \ route

### Convenience + Comfort:

These elements improve the customer's experience and promote use of transit services.

- ✔ Weather protection
- ✔ Attractive environment
- ✔ Seating at waiting area
- O Nearby café
- O Wayfinding elements

### Safety + Security:

These elements contribute to a personal sense of safety and security amongst customers which is critical to encouraging regular use of transit.

- O Pedestrian-level lighting
- O Continental striping at crosswalks
- ✔ Well-maintained conditions

*The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.*

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# MARS STATION
METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'


DRAFT October 2011

Ⓐ Ronald McDonald House to support Schriner's Hospital

Ⓑ Rental Apartments option for multi-family infill site

Ⓒ Condominium option for multi-family infill site

Ⓓ Senior Living option for multi-family infill site


**Station Area Map 1/2 Mile Radius**

**Station Type: Service Employment District, On Grade Station**

8 Weekday Inbound Metra Trains

CTA Bus Route on Grand Ave.

**Overall Strategy:**

Enhance Metra usability for industrial and institutional users as well as the surrounding neighborhood.

**Tactics:**

Improve parking and pedestrian access.

**STRATEGIES KEY**

- Multi-Family Infill
- Industrial
- Commercial
- Mixed Use
- P — Commuter Parking
- Parks & Open Space
- Long Term Opportunities
- Metra Station
- Wayfinding Elements
- SCP — Shared Commuter Parking
- Striped Crosswalk
- Bus Stop
- Bus Route
- Bus Shelter
- Gateway Element

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# MARS STATION

METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'



DRAFT October 2011

## MONT CLARE

### Transit-Friendly Improvements

At the Mont Clare Metra Station, improved wayfinding and aesthetics are the main areas of focus for transit-friendly improvements, particularly since the station is located away from the main avenues. Gateway signage on Grand Avenue would inform drivers of a nearby Metra station, while trailblazer signs on Nordica and Sayre Avenues would lead pedestrians and motorists to the station and dedicated commuter parking lots. Kiosks near the station would provide information on train schedules and connecting CTA service, while station identifiers would help drivers and pedestrians distinguish the station from a distance. Continental striping on Medill Avenue would also enhance pedestrian safety.

In the longer term, a new station plaza with landscaping would greatly enhance the aesthetics and identity of the station, and also act as a natural extension of Rutherford Sayre Park. It would necessitate the acquisition and demolition of three buildings on southwest corner of Medill and Sayre Avenues to be fully realized, although a smaller plaza could be built with less impact. It would also eliminate approximately seven commuter parking spaces, which would need to be replaced at no cost to Metra. Access to the station plaza to the commuter parking lot would need to be coordinated with Metra. It is anticipated that a plaza would not be feasible for the next several years, but in the meantime, the City could explore financing options, and determine if there is wider community support for such a project.

### Land Use Strategies

North of the station, Grand Avenue primarily consists of storefront retail interspersed with auto-oriented commercial uses. Several properties are also vacant. In order to preserve and enhance the pedestrian-friendliness of the area, the City should encourage mixed-use redevelopment with ground floor retail on both sides of the street between Harlem and Newland Avenues. Adopting a Pedestrian Street designation would further reinforce the City's intent to preserve walkability and encourage redevelopment oriented toward the street.

## Wayfinding Elements:

### Gateway at key streets

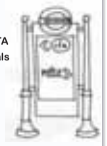
Gateway elements could be placed at major intersections in the vicinity of the station: identifying the community and transit services with a tagline such as Transit Connections.

### Shelters at bus stops

Additional CTA shelters could be located close to Metra stations. The proposed (green) and existing shelters (blue) could provide transit schedule information and directionals to services.

### Kiosk at street

Kiosks could be located at nearby intersections to provide both Metra and CTA information and directionals with the community name and tagline Transit Connections.



### Trailblazers on poles

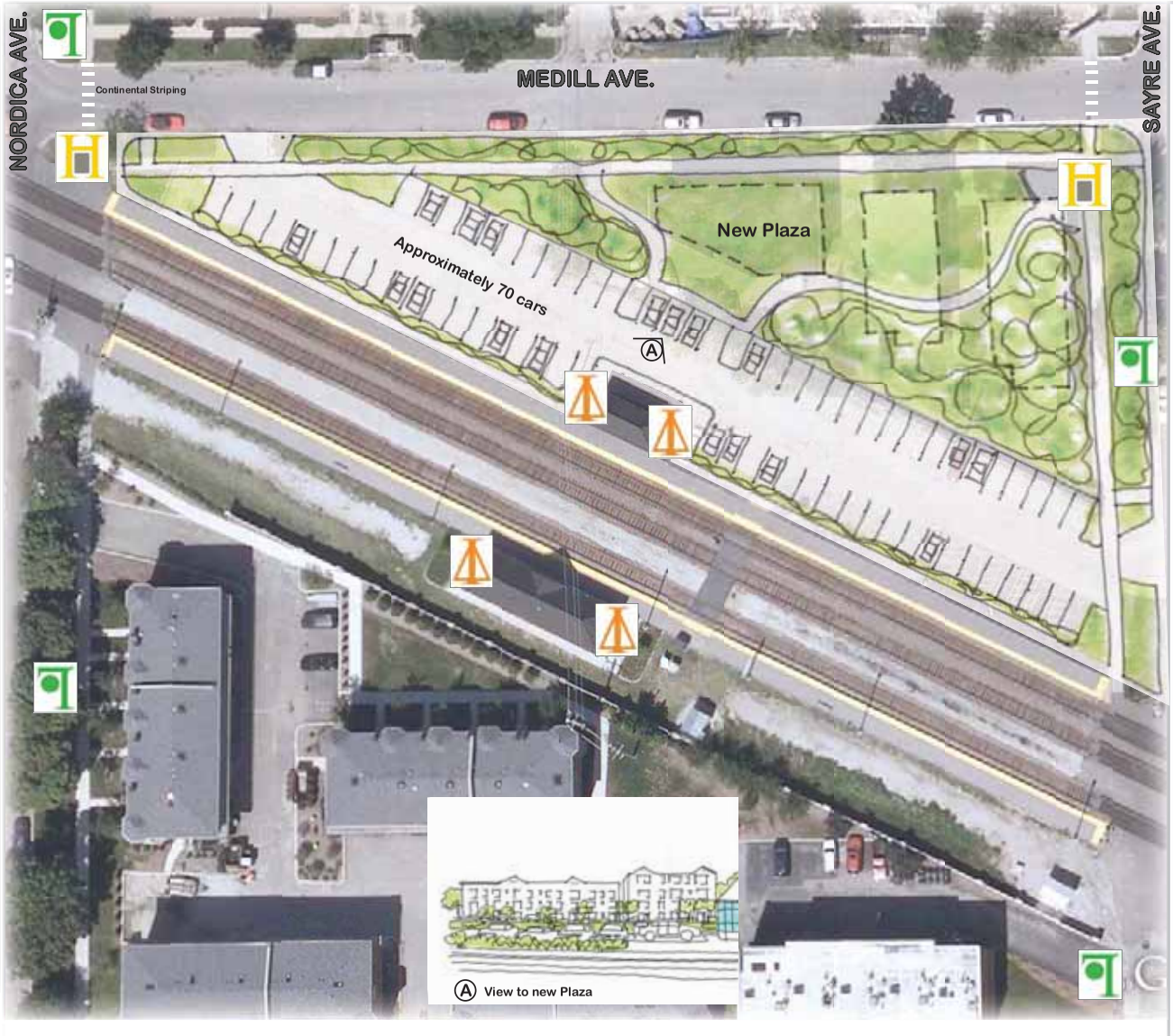
Trailblazers could be located on lightpoles in the station vicinity giving directionals to station entrances as well as the community name, station name and tagline Transit Connections.

### Identifiers at station

Identifiers at stations would name the station with large signs visible from a distance and would be in addition to the typical blue commuter signage.

### Directionals to platforms

Directionals would guide customers to station platforms and be placed perpendicular to the line of travel for greatest visibility.




### Gateway Locations

Metra Station  Gateway Elements

## Transit-Friendly Improvements:

Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

- ✔ Existing
- O Proposed
- ⊖ Not Applicable

### Connectivity:

These elements are the priority transit-friendly elements which promote transfer between pedestrian, bicycle and automobile modes and transit services.

- O Clear routes + walkways
- ✔ Bike racks \ bike sharing
- O Bus Shelters + transit information
- ✔ Off- street commuter parking \ car sharing
- ✔ Designated pickup \ dropoff
- O Directional signage
- ✔ Bike lanes \ route

### Convenience + Comfort:

These elements improve the customer's experience and promote use of transit services.

- ✔ Weather protection
- ✔ Attractive environment
- ✔ Seating at waiting area
- ✔ Nearby café
- O Wayfinding elements

### Safety + Security:

These elements contribute to a personal sense of safety and security amongst customers which is critical to encouraging regular use of transit.

- O Pedestrian-level lighting
- O Continental striping at crosswalks
- O Well-maintained conditions

*The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.*

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# MONT CLARE STATION
METRA MILWAUKEE DISTRICT WEST LINE

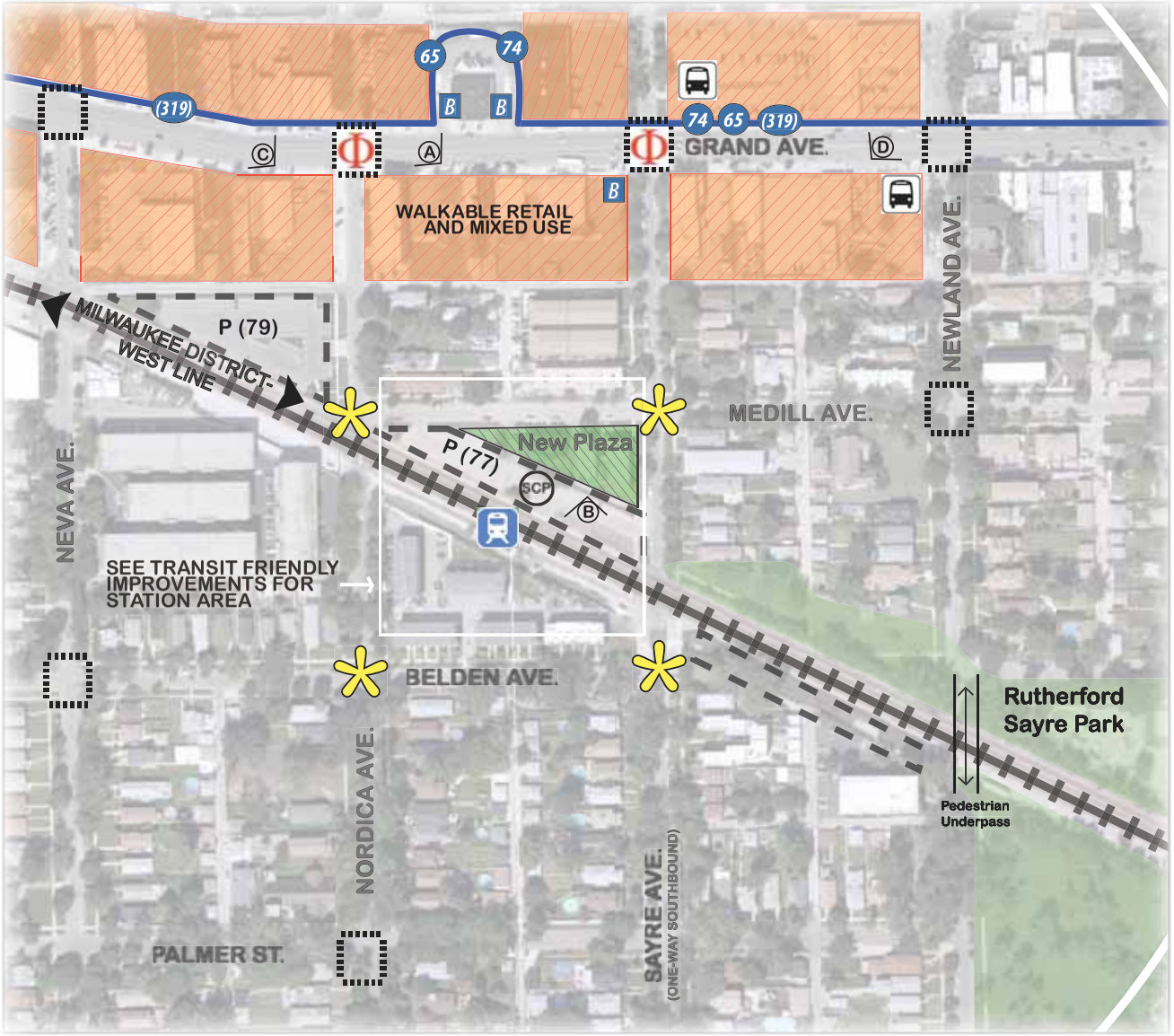
TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'

Ⓐ Mixed use example for Grand Ave.

Ⓑ Riverside Metra Station example of station park \ plaza

Ⓒ One-story retail example for walkable Grand Ave. commercial district

Ⓓ New library to help anchor station area and \ or Grand Ave. retail corridor




Station Area Map 1/2 Mile Radius

**Station Type: Urban Neighborhood, On Grade Station**

20 Weekday Inbound Metra Trains

4 CTA Bus Routes, 2 Pace Bus Routes

**Overall Strategy:**

Build on existing neighborhood fabric to encourage a transit-friendly commercial and residential environment. Encourage commercial revitalization and redevelopment along Grand and Harlem.

**Tactics:**

Add pedestrian enhancements \ coordination of bus stops, create station plaza and consolidate parking to align with demand and rehabilitate nearby buildings. Seek to locate a new library and other institutional uses to reinforce walking \ transit environment.

**STRATEGIES KEY**

- Multi-Family Infill
- Industrial
- Commercial
- Mixed Use
- P Commuter Parking
- Parks & Open Space
- Long Term Opportunities
- Metra Station
- Wayfinding Elements
- SCP Shared Commuter Parking
- Striped Crosswalk
- Bus Stop
- Bus Route
- B Bus Shelter
- Gateway Element

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# MONT CLARE STATION

METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'

Sheet 5 of 5

DRAFT October 2011

**CONCLUSION**

The recommendations outlined in this section have attempted to strike a balance between preserving neighborhoods and accepting existing access patterns in the Study Area, on the one hand, and improving its long-term vitality on the other. Rather than promoting large-scale change, the transit-friendly improvements leverage an existing transportation resource to better serve community needs through relatively small changes to infrastructure (i.e. signage, lighting, sidewalks). While modest in scope, these changes should make transit use easier, safer, and more pleasant, which should help to increase ridership. The land use strategies, meanwhile, focus on strategic sites that are underutilized, have the greatest potential to be successfully redeveloped, are near transit, and are likely to have broadest positive impact on surrounding neighborhoods and employment. By complementing existing land use patterns, these strategies should help to reinforce established neighborhoods and create new jobs that are accessible by public transportation. To help translate these strategies and improvements from concepts to reality, the next section addresses implementation.

## Implementation

This section contains an implementation matrix that summarizes the key transit-friendly improvements and land use policies recommended by this plan. It also identifies the parties that will be involved in implementing each component of the plan recommendations, as well as the anticipated timeframe for implementation. The implementation matrix is intended to offer a comprehensive overview of the key plan recommendations that have been made above. More detailed consideration of the key steps needed to complete each recommendation will need to occur as the agenda below is initiated, but the following are general implementation steps that will need to be completed for the improvements contemplated in this plan:

1. **Complete detailed engineering and feasibility analysis for all station improvements.** This plan reflects the desires of the community, goals of city and regional transportation agencies, and advice of the consultant team, with the goal of better integrating existing public transportation resources into their surrounding neighborhoods. To determine whether the station improvements described in the plan are feasible, detailed engineering must be done to ensure that the improvements meet spatial and regulatory requirements. Discussions must also take place with other concerned entities, such as railroads and advertisers, where planned improvements would impact their operations or existing agreements with the City and/or transit agencies.
2. **Identify sources of funds and acquire financing for station improvements.** Budgetary constraints limit Metra's ability to finance improvements to station areas, including commuter parking lots, which Metra has helped finance in the past. Consequently, the City will need to pursue other sources of financing in order to proceed with the improvements outlined in this plan. Possible sources of funds include the following:
    a. **Tax Increment Financing:** The Grand/Cicero, Hanson Park, and Galewood Metra stations are located within the Galewood/Armitage Tax Increment Financing District (TIF District). Depending on fund balances and existing obligations, TIF revenues could potentially be used to fund station area improvements, including sidewalks, parking lots, landscaping and signage.
    b. **Congestion Mitigation and Air Quality Improvement (CMAQ) Program:** In addition, commuter parking could potentially be financed with CMAQ grants, which are administered in the Chicagoland area by the Chicago Metropolitan Agency for Planning (CMAP). The CMAQ program is competitive, with funding tied to the amount of reduced emissions achieved by the project for which funding is sought. The CMAQ program has recently been used to fund commuter parking lots in Hazel Crest and University Park.
    c. **Advertising:** Depending on contractual obligations, Metra and the City of Chicago may be able to work with existing contracted advertisers Clear Channel and JC Decaux, respectively, to install new kiosks and other signage in and near stations.
3. **Negotiate easements and right-of-way access agreements for the construction and maintenance of new shelters, commuter parking lot access, and other key improvements.** Where station improvements encroach on land owned by private entities or other agencies, the City will need to negotiate easements to ensure that the improvements can be legally built and maintained.
4. **Negotiate sale or lease and acquire land for Grand/Cicero commuter parking lot.** Whether the City opts to pursue a parking lease agreement with The Home Depot or develop a dedicated

commuter parking lot, the terms of the lease/sale should be worked out in connection with the negotiation of any necessary easements and access agreements as described above.

5. **Work out maintenance agreements between city agencies and other entities for commuter parking lots, bike racks, lighting, and other improvements.** The same agencies involved in the planning process should come to a formal agreement regarding maintenance responsibilities for station area improvements, with other concerned entities (e.g. railroads and advertisers) involved as appropriate. Immediately following the Implementation Matrix is a diagram that outlines generally which entity owns or maintains various public improvements.

## Metra Milwaukee District West Line Transit-Friendly Development Plan

**DRAFT Confidential**

**Implementation Matrix**

**Timeframe**

| | |
|---|---|
| **Short Term** | **6 months - 1 year** |
| **Medium Term** | **1 year - 3 years** |
| **Long Term** | **> 3 years** |

| | | | Station | | | | | Entities Involved | Timeframe |
|---|---|---|---|---|---|---|---|---|---|
| | | | Grand/Cicero | Hanson Park | Galewood | Mars | Mont Clare | | |
| Transit-Friendly Improvements | Connectivity | Sidewalk/ Routing Improvements | | X | | | X | City | Medium Term |
| | | Bike racks/ bike sharing facilities | X | | | | | City, Metra | Short Term |
| | | Bus shelters + transit information | X | X | | X | X | City, JC Decaux, Metra | Short/ Medium Term |
| | | Off-Street Commuter Parking | X | | | | | City, Metra, private property owners | Medium Term |
| | | Directional Signage | X | X | X | X | X | City, Metra, RTA | Short/ Medium Term |
| | Convenience + Comfort | Enhance environment | X | X | X | | | Metra, City | Medium Term |
| | | Nearby café | | X | X | X | | City, private entities | Medium Term |
| | | Wayfinding elements | X | X | X | X | X | City, RTA | Short/ Medium Term |
| | | New station plaza | | | | | X | City, Metra, RTA | Long Term |
| | Safety + Security | Increase pedestrian-level lighting | X | X | X | X | X | City, Metra | Medium Term |
| | | Add Continental Striping at Crosswalks | X | X | X | X | X | City | Medium Term |
| | | Enhanced maintenance | | X | X | | X | City, Metra, Railroad | Ongoing |

## Metra Milwaukee District West Line Transit-Friendly Development Plan

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**Implementation Matrix**

**Timeframe**

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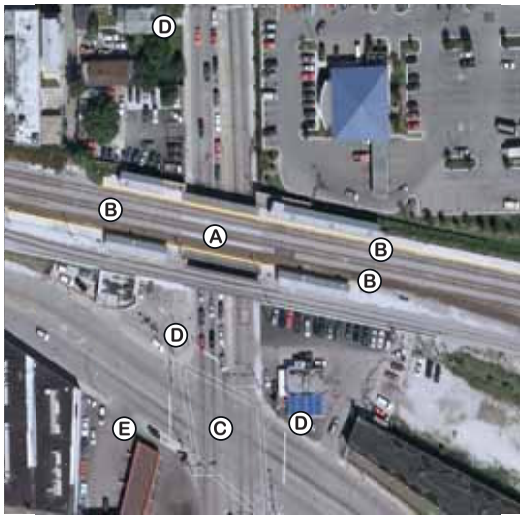
| | | Station | | | | | Entities Involved | Timeframe |
|---|---|---|---|---|---|---|---|---|
| | | Grand/Cicero | Hanson Park | Galewood | Mars | Mont Clare | | |
| Redevelopment Opportunities | Single-Family Residential | | | -2102-2108 N Natchez Ave<br>-Public Storage site north of 2102-2108 N Natchez<br>-Vacant lot at northeast corner of Natchez and McLean | | | | |
| | Medium-Density Residential | -Grand/ Bloomingdale/ La Crosse block<br>-Portion of block between Cortland and rail tracks west of La Crosse | | | | | | |
| | Senior Housing | Same as medium-density residential sites | | | -McGrath auto storage lot | | | |
| | Industrial | | | -Parking lot southeast of Narragansett and tracks<br>-Metro Storage facility | | | | |
| | Charity/ Ronald McDonald House | | | | -McGrath auto storage lot | | | |
| Land Use Policies | Mixed-Use with Ground-Floor Retail | West side of Cicero | | | | Grand Avenue: north and south frontage | | |
| | Retail Outlots | Home Depot parking lot along Cicero | | | | | | |


TYPICAL AT - GRADE STATION


BELOW STREET STATION




ELEVATED STATION


TYPICAL COMMUTER PARKING


VIADUCT NEAR STATION


ELEVATED STATION AND VIADUCTS

## KEY TO OWNERSHIP / MAINTENANCE

Ⓐ Metra or the freight railroad owns and maintains the tracks, signals and railroad right-of-way. Metra or the freight railroad or, in some cases, IDOT, City or others, maintain railway viaducts. The City of Chicago has the responsibility to maintain the painting and lighting under the viaduct (at street level). Metra and/or the freight railroad may have the responsibility to maintain the actual bridge structure.

Ⓑ Metra or the freight railroad owns and maintains stationhouses, shelters, platforms, lighting, signage, sidewalks and landscaping at the stations on the Metra property. Metra or its contractor maintains commuter parking. A Metra lessee maintains advertising signage at shelters.

Ⓒ In general, the City maintains streets, sidewalks, street lighting, trees and signage in the street right-of-way. However, some sidewalks, leading to platforms or stations, near Metra stations are maintained by Metra. The City or IDOT maintains the roadways underneath the viaduct.

Ⓓ CTA owns and maintains bus stop signage.

Ⓔ JC Decaux maintains bus shelters and advertising signage on the shelters.

Ⓕ Metra or the freight railroad owns and maintains tracks, signals, and railroad right-of-way.

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# GENERAL OWNERSHIP / MAINTENANCE CONDITIONS

METRA MILWAUKEE DISTRICT WEST LINE FOR STATIONS IN THE CITY OF CHICAGO

Revised December 2011