



City of Des Plaines Cumberland Station Area TOD Plan

VOLUME 1 of 3: Station Area Plan and Implementation Strategy

January 12, 2011



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

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Disclaimer

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**City of Des Plaines
Cumberland Station Area TOD Plan**

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Executive Summary

The Cumberland Station Transit-Oriented Development Plan is intended to guide and spur transit-supportive development around the Cumberland Metra Station in the City of Des Plaines on Metra's Union Pacific Northwest Line. This plan is the product of the collective efforts and input of City Staff, the Consultant Team, the Steering Committee, neighborhood residents, business and property owners, RTA, Pace, and Metra. Transit-oriented development facilitates the use of transit by mixing land uses and often increasing development density around transit centers, train stations and bus stops. It is focused on increasing transit access and boosting ridership as well as reducing automobile traffic, and expanding housing and shopping choices. The overarching goal that emerged from this planning process was to make the commercial area surrounding the Metra station as attractive and vibrant as the surrounding residential neighborhoods.

The plan is organized into three volumes:

- **Volume 1** includes the plan background, station area history, existing conditions summary, Master Plan, and Implementation Plan.
- **Volume 2** provides the Design Guidelines for the Study Area and is intended to serve as a standalone book for use by stakeholders, developers, property owners, residents, and building and planning staff.
- **Volume 3** compiles the findings of work completed during the plan process, including existing conditions analyses and key feedback from the public input process.

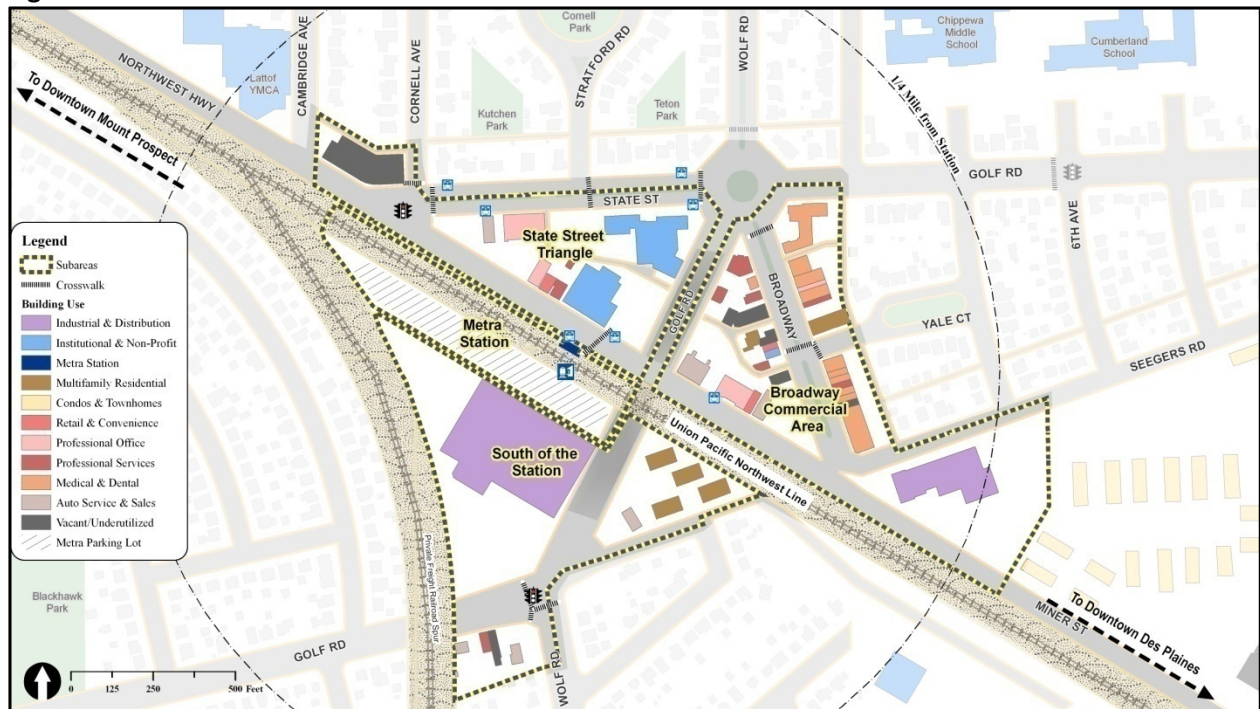
THE STATION AREA

This plan focuses on a quarter-mile core Study Area roughly bounded by State Street on the north, Broadway Street to the east, Golf/Wolf Road to the south, and the private railroad spur on the west. This radius contains all commercial properties easily accessible from Cumberland Station and is within the area that most commuters will walk, regardless of weather conditions. As defined, the Study Area contains a mix of institutional, commercial and industrial uses, with some multi-family structures and upper-floor residential. **Figure 1** on the following page depicts the Study Area, building uses, and analysis subareas.

The Study Area is bisected from southeast corner to northwest corner by the Union Pacific Northwest rail line and from the southwest corner to the northeast corner by the grade-separated convergence of Golf and Wolf Roads. These two features strongly subdivide the Study Area and create vehicular and pedestrian access challenges. Northwest Highway parallels the rail line at grade and is the main grade-level connector through the Study Area. For analysis and discussion, the core Study Area was divided into four key subareas: Metra Station, State Street Triangle, Broadway Commercial Area, and South of the Station. These are outlined in **Figure 1** on the following page.

Key institutional and commercial land uses exist just outside of the core Study Area. These include the Chippewa and Cumberland schools, the Lattof YMCA, and the shopping center at Mount Prospect Road and Northwest Highway. The impacts of each of these anchors have been considered during the development of this plan.

Figure 1: Cumberland Station Area Overview



FINDINGS

The planning process included multiple opportunities for public input, including a volunteer stakeholder advisory group, a walking tour, and two public plan review meetings. In addition, the plan will be presented to the City Economic Development Commission, and the City Council. Finally, the public walking tour early in the process provided the critical directions for the team’s analyses. **Figure 2** below indicates the key findings of this tour.

Figure 2: Cumberland Area Walking Tour - Key Lessons Learned

Neighborhood Assets	Issues & Areas of Concern
<ol style="list-style-type: none"> 1) Cumberland Metra Stop 2) Lattof YMCA 3) Existing Businesses 4) Parks & Schools 5) Homes & Architecture 	<ol style="list-style-type: none"> 1) Pedestrian Access & Safety 2) Streetscape & Neighborhood Identity 3) Station Condition & Configuration 4) Parking 5) Commercial Building Condition

The team completed a series of analyses to understand the existing condition of and potential for the Study Area. Major findings include:

- Ridership at Cumberland Station and on Metra’s Union Pacific Northwest Line was declining since the mid-1990’s, but has been minimally increasing since 2005.
- Pedestrian and vehicular circulation within the Study Area need significant improvements to facilitate the safe and efficient flow of both types of traffic. Specific improvements discussed in the Master Plan and Design Guidelines include additional pedestrian crossings and intersection improvements.

- Two recent large developments (a church and a truck/equipment rental service) have been largely auto-oriented. Future developments should better support transit and a pedestrian environment.
- Des Plaines is a demographically stable community with well-established market for the types of attached housing products (condominium, townhome, and multi-family rental apartments) that are generally recommended for transit-supportive development.
- The Study Area has a predominance of service-oriented businesses and medical offices, and, according to analysis of similar stations, may be able to support additional restaurants, specialty retail stores, and a drycleaner/laundromat.

THE MASTER PLAN AND DESIGN GUIDELINES

The Master Plan for Cumberland Station has been crafted as a short-term “enhancement” approach and long-range “redevelopment” approach. The Cumberland Station Master Plan incorporates the opportunities identified in the planning process and delineates conceptual building massing, parking layouts and landscaping to illustrate strategies for redeveloping the area in a comprehensive, coordinated manner. The Design Guidelines offer a series of recommendations for building massing and location, streetscaping, signage, pedestrian improvements, and similar items to encourage development of a pedestrian-friendly, transit-supportive district. Critical initiatives recommended include:

- Private sector redevelopment of key parcels/anchor sites at entrance points into the Study Area, with an emphasis on larger commercial footprints and incorporation of multi-family residential buildings.
- Enhancements to the identity and condition of the Study Area including building façade improvements and landscaping, upgraded streetscaping, coordinated signage, and gateway elements.
- Improvement of the pedestrian environment and circulation with enhanced pedways, additional crosswalks and pedestrian signals, pedestrian bridges, prominent pedestrian warning signals where necessary, incorporation of Americans with Disabilities Act (ADA) compliant access where needed, and addition of pedestrian bridges.
- Consolidation of existing parking lots and curb-cuts to lead to more efficient and attractive parking within the Study Area.
- Improvements to and modernization of intersections at Northwest Highway/State/Cornell and Seegers/Broadway, Golf/Wolf/Seegers, and the existing traffic circle at Wolf and Golf Roads.
- Over time, assisting with business-initiated relocation of non-transit supportive users within the Station Area to business parks located within Des Plaines in order to transition land near the station to transit-supportive uses.
- Addition of a new, well-illuminated and heated stationhouse that improves customer convenience with transit service and local information displays.

The plan includes detailed improvements for each subarea, and the final two pages of this executive summary contain high-level summary maps of the recommended short and long term improvements.

IMPLEMENTATION PLAN

The implementation plan reviews the roles of key actors, funding tools, phasing of initiatives, and action steps to achieve the goals of the plan. It divides the Master Plan’s initiatives into key functional areas: Regulatory Policies and Programs, Capital Improvements, and Site-Specific Development Facilitation.

Potential funding strategies, both overall and for specific initiatives, are indicated and defined. Finally, an Implementation Matrix offers a summary of action items/areas, phasing priority, lead actors, general cost level, and implementation tools and funding sources. Key Initiatives by time frame include:

- **Short-term:**

- 1) Streetscaping and pedestrian accommodation on Northwest Highway (including additional pedestrian signage and crossings, creation of a pedestrian walkway in the alley between Maine Insurance Agency and the Romanian Baptist Church, and realignment of bus stops and crosswalks at the stationhouse).
- 2) Streamlining of inefficient parking and loading areas
- 3) Reconfiguration of the Golf/Wolf/Seegers intersection
- 4) Initiation of the Cumberland Station redesign and reconstruction

- **Long-term:**

- 1) Streetscape and signage plan
- 2) Improvement of pedestrian infrastructure throughout the Study Area
- 3) Lighting improvements
- 4) Reconfiguration of key intersections
- 5) Facilitation of private-driven redevelopment of large auto-oriented sites into transit-supportive uses
- 6) Facilitate consolidation of small parcels to encourage modern development typologies

SHORT-TERM MASTER PLAN: KEY ELEMENTS

1. Construct new parallel parking south of the Northwest Highway/Cambridge Road intersection.
2. Improve building facades and visible backs/sides on existing buildings along Northwest Highway.
3. Construct new multi-purpose trail within the green parkway on the south side of Northwest Highway west of the new station. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
4. Improve the intersection of State Street and Northwest Highway and enhance with crosswalks to improve pedestrian safety.
5. Encourage private development of a new commercial building at the corner of Northwest Highway and State Street as a gateway to the Cumberland Station area.
6. Enhance the streetscape along both sides of Northwest Highway/Broadway with new trees, paving, lighting, street furniture, underground overhead utility lines, painted crosswalks, landscaping and signage with a Cumberland Station "brand".
7. Reorganize parking lots into a combined, shared parking area behind businesses.
8. Change angle parking spaces on the north side of the tracks to parallel parking in order to add pedestrian walkways.
9. Re-organize and expand commuter parking from 267 to 322 spaces.
10. Close the alley between Maine Insurance Agencies and Romanian Baptist Church buildings and create a mid-block landscaped pedestrian path.
11. Construct a new transit station facility, extended platforms and track crossings. If feasible, locate the new station as a mid-block focal point for the State Street Triangle. Install a new pedestrian crossing mid-block with painted crosswalks, flashing pedestrian warning signals and a pedestrian island. Relocate the bus drop-off and "Kiss-N'-Ride" area location to the east of the new mid-block crossing.
12. Improve the intersection of Golf and Wolf Roads. Consider realigning entrance driveway to United Feather and Down Company property and Train Station with the Golf/Wolf Roads signalized intersection.
13. Enhance streetscape along both sides of Golf Road from rail tracks to Northwest Highway in order to accommodate pedestrians and bikes. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
14. Consider closing Seegers Road at the Golf and Wolf Roads intersection to improve safety and traffic flow.
15. Encourage private development of new rowhomes on Seegers Road.
16. Support rehabilitation of existing apartment complex.
17. Construct a modern roundabout at the existing traffic circle at Golf/Wolf/State to facilitate traffic flow.
18. Encourage private development of a new 1-story retail building at the corner of Northwest Highway and Broadway Street as a gateway to the Cumberland Station area.
19. Improve the intersection of Seegers Road and Northwest Highway, including a new traffic signal. (Currently in IDOT's Capital Improvement Program)
20. Construct a new bus stop shelter southeast of the Northwest Highway and Broadway Street intersection.



LONG-RANGE MASTER PLAN: KEY ELEMENTS

1. Encourage private development of new rowhomes along State Street and the northwest corner of State and Cornell Streets.
2. Construct new multi-purpose trail within the green parkway on the south side of Northwest Highway west of the new station. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
3. Encourage private development of new 1-story retail buildings along Northwest Highway.
4. Create a central pedestrian promenade through the State Street Triangle on axis with Stratford Road.
5. Construct a new transit station facility, extended platforms and track crossings. If feasible, locate the new station as a mid-block focal point for the State Street Triangle. Install a new pedestrian crossing mid-block with painted crosswalks, flashing pedestrian warning signals and a pedestrian island. Relocate the bus drop-off location to the east of the new mid-block crossing.
6. If needed, consider development of church expansion.
7. If feasible, consider development of a shared parking deck east of the church, with shared spaces for commercial, church and/or commuter parking and ground floor retail space.
8. Encourage private redevelopment of southeast corner of Seegers Road and Northwest Highway with multi-family residential.
9. If feasible, consider construction of a pedestrian underpass to the existing neighborhood west of railroad tracks.
10. Increase commuter parking from 322 to 366 spaces.
11. Construct a trellis/pergola feature on south side of tracks/transit facility as a focal point.
12. Consider relocation of United Feather and Down Company to a Des Plaines Business Park and clear site for transit-oriented development.
13. Encourage private development of new rowhomes.
14. Encourage private development of new condominium buildings with dedicated public open space.
15. Construct a focal "tower" element along the pedestrian pathway into the station area to help brand the identity of Cumberland Station.
16. Provide Kiss N' Ride drop off point.
17. Encourage private development of a new commercial building at the northwest corner of the realigned Golf/Wolf Roads intersection.
18. Add a pedestrian bridge/path link over Golf Road to Station Area.



1. Plan Introduction and Background

This Transit-Oriented Development Plan is intended to guide and spur transit-supportive development around the Cumberland Metra Station in the City of Des Plaines on Metra's Union Pacific Northwest Line. This plan is the product of the collective efforts and input of City Staff, the Consultant Team, the Steering Committee, neighborhood residents, business and property owners, and stakeholders.

This volume of the plan includes the plan background, station area history, existing conditions summary, Master Plan, and Implementation Plan. Two other documents serve as companions to this Plan.

- Volume 2 provides the Design Guidelines for the Study Area and is intended to serve as a standalone book for use by stakeholders, developers, residents, and building and planning staff.
- Volume 3 compiles the findings of work completed during the plan process, including existing conditions analyses and key feedback from the public input process.

STUDY AREA DEFINITION

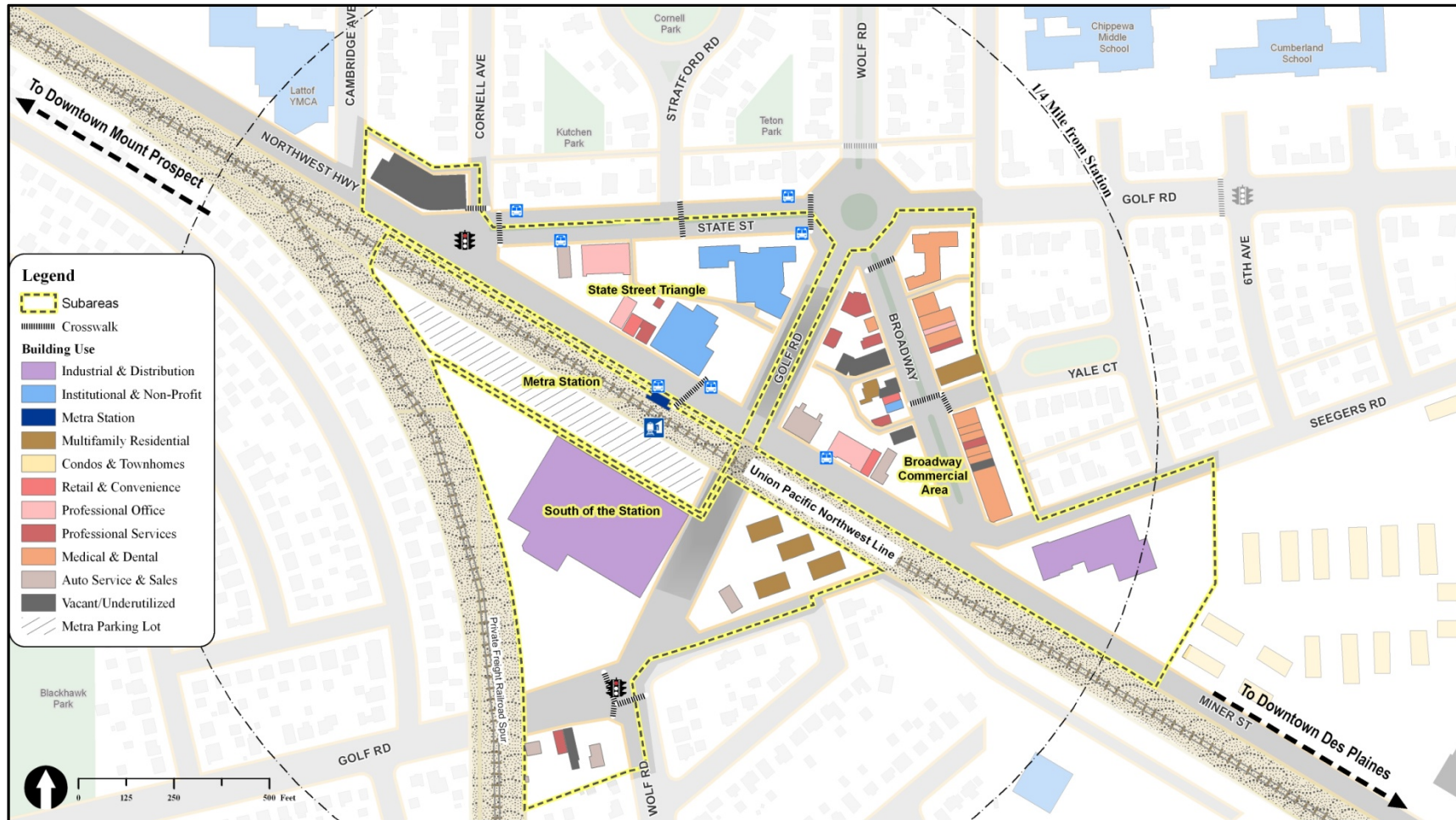
The broader area of analysis was based on a one-half mile radius from the station. This plan focuses on a quarter-mile core Study Area roughly bounded by State Street on the north, Broadway Street to the east, Golf/Wolf Road to the south, and the private railroad spur on the west. The quarter-mile radius was chosen because it encompasses the typical distance that transit riders will walk, regardless of weather conditions. This radius also contains all the commercial properties easily accessible from the station. Beyond one quarter mile, land uses in the area are predominantly single-family homes and other land uses which are less susceptible to change and less directly impacted by the Metra Station. See **Figure 1** on the following page for further detail.

The Cumberland Metra Station is located in the center of the Study Area, on the south side of Northwest Highway between the Union Pacific Northwest Rail Line and the road, and directly west of the grade-separated intersection of Golf Road and Northwest Highway. The Study Area contains a mix of institutional, commercial and industrial uses, with some multi-family structures and upper-floor residential.

The Union Pacific Northwest rail line bisects the Study Area diagonally from the southeast corner to the northwest corner; Northwest Highway parallels the rail line at grade and is the main connector through the Study Area. Golf Road runs through the Study Area from the southwest corner to the northeast corner, but does not interface directly with the central portions of the Study Area. Rather, Golf Road merges with Wolf Road on the southwest, passes under the railroad tracks and Northwest Highway via a grade-separated crossing, and comes back up to grade and diverges from Wolf Road at the circle intersection of Golf Road, Wolf Road, State Street and Broadway Street, at the northeast corner of the Study Area. As a result, Golf Road serves as a major dividing feature of the northern portion of the Study Area. The grade-separated crossing makes travel between the State Street Triangle and Broadway Commercial Areas difficult, regardless of the mode of transportation.

For the analysis and discussion, the core Study Area was divided into four key subareas. These subareas are described below and delineated in Figure 1 on the following page.

Figure 1: Station Area Overview



Metra Station¹: This area includes the Cumberland Metra Station, platforms and parking areas. The Cumberland Metra Station is located on the inbound side of the tracks between Northwest Highway and the Union Pacific Northwest Line tracks. The station currently has parking and drop-off areas on both sides of the tracks. The lot on the southwestern side of the tracks provides the majority of the parking, while the lot on the northeast side functions mainly as a “Kiss & Ride.” Parking is limited to a single row. A Pace bus stop is also located at the exit of this parking lot, as is the pedestrian crosswalk for Northwest Highway.

State Street Triangle: This area is bordered by State Street, Golf Road and Northwest Highway, plus the office building on the northern corner of the State/Northwest Highway intersection. The Golf/Wolf Road underpass separates this area from the Broadway Commercial Area. Businesses along Northwest Highway sit directly across from the Cumberland Station and have the strongest potential for serving commuters. In addition to the mixed commercial and institutional that makes up the “triangle,” there are office users in the area.

Broadway Commercial Area: This area is roughly bounded by Golf Road, the alley on the northeast side of Broadway Street, and Northwest Highway. Although the Broadway Commercial Area is adjacent to the State Street Triangle, the Golf/Wolf underpass of the Union Pacific Northwest Line creates a strong physical barrier between these two sections. This area contains a concentration of medical offices and clinics, professional offices, services, and both a motorcycle dealer and a used automobile dealer.

South of the Station: This area contains the United Feather & Down Factory (the “Factory”) and the commercial businesses surrounding the intersection of Golf and Wolf Roads. It is primarily auto-oriented, and borders the larger of the two station parking lots. The drive to this parking lot wraps around the Factory and is accessed via Golf Road at a non-signalized intersection that is directly south of the Golf/Wolf Roads signalized intersection.

Key institutional and commercial land uses exist just outside of the core Study Area. These include the Chippewa and Cumberland schools, the Lattof YMCA, and the shopping center at Mount Prospect Road and Northwest Highway. Each of these anchors has been considered during creation of this plan.

GOALS AND OBJECTIVES

In addition to its focus on transit-supportive development, this plan incorporates the priorities identified by city staff, residents, property owners and businesses through the course of this study. Overall, the short- and long-term plan concepts shown in this report are intended to further the overarching goal of creating a business district and station of a quality and character consistent with the high-quality surrounding residential neighborhood. Specific goals underpinning that broad goal included:

- 1) Encourage the growth of transit-supportive development within the Station Area, particularly regarding the scope and diversity of retail uses and housing units.

¹ The Cumberland Metra Station was not within any of the original analysis subareas. For the purposes of this plan and implementation report, a subarea was created for the Metra Station.

- 2) Improve circulation, safety and access for pedestrians, bicyclists and automobilists.
- 3) Transition auto and industrial-oriented uses to transit-supportive development types as property owners choose to move.
- 4) Support new development and expansion of existing businesses that respect the density and character of the surrounding neighborhood.

The recommendations of this Plan and the Design Guidelines offer specific initiatives and strategies to achieve these goals.

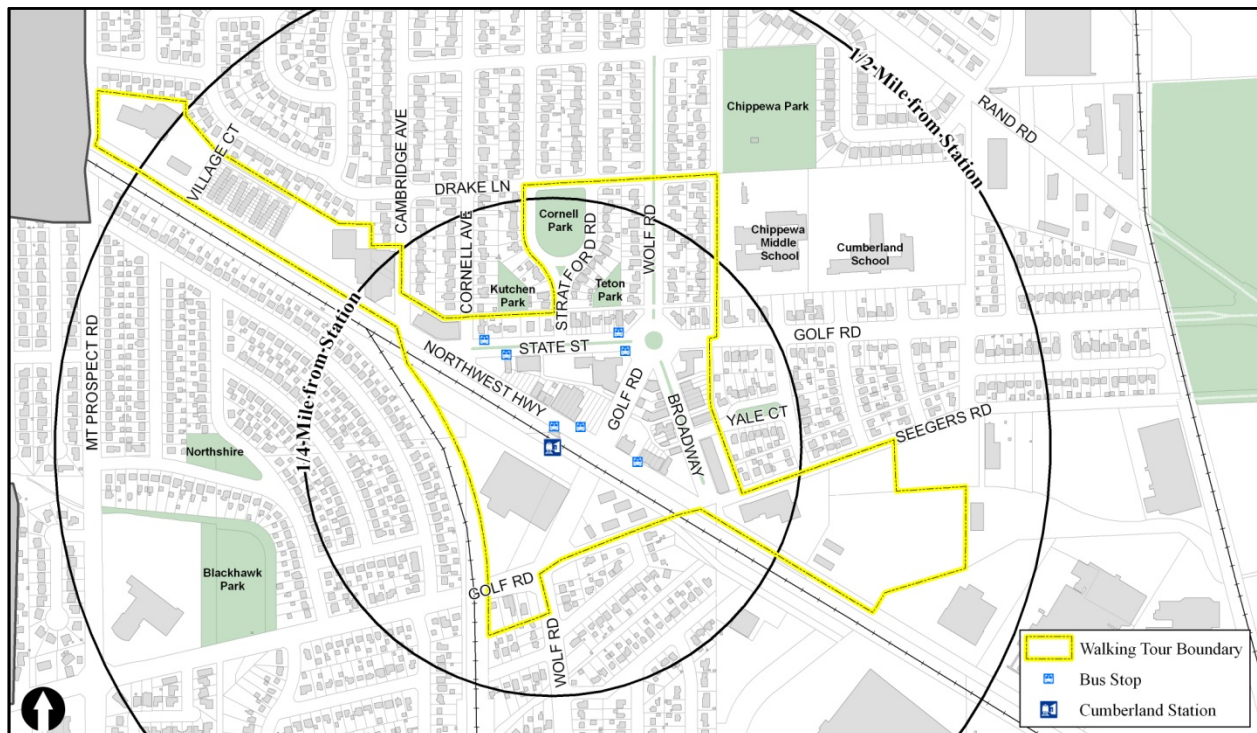
STUDY PROCESS

The following summarizes the major tasks and milestones of the plan development.

Initial Public Input

The first round of public input included an initial walk-through of the area with City Staff, development of a Steering Committee, and facilitation of a Walking Tour for Station Area stakeholders. The steering committee was composed of residents, business and property owners, and representatives of area institutions. This group provided feedback on initial work products and plans, allowing the team to better refine the plan prior to each public presentation. A community walking tour open to the public at large was completed on October 3, 2009, and approximately 75 residents and other stakeholders attended. **Figure 2** below indicates the area covered in the walking tour.

Figure 2: October 2009 Walking Tour Map



Source: City of Des Plaines and S. B. Friedman & Company

During the walking tour, the team reviewed area weaknesses and strengths, concerns for the future, and potential areas of focus with attendees. **Figure 3** summarizes the key lessons learned from the walking tour.

Figure 3: Cumberland Area Walking Tour - Key Lessons Learned

Neighborhood Assets	Issues & Areas of Concern
1) Cumberland Metra Stop	1) Pedestrian Access & Safety
2) Lattof YMCA	2) Streetscape & Neighborhood Identity
3) Existing Businesses	3) Station Condition & Configuration
4) Parks & Schools	4) Parking
5) Homes & Architecture	5) Commercial Building Condition

Existing Conditions Analysis

After formation of the Steering Committee and completion of the Walking Tour, the project team completed analyses of existing commercial market conditions, traffic and circulation, and land use within the Study Area as well as an analysis of commercial areas at comparable stations. The results of these analyses are summarized at a high level in this document. For the full Existing Conditions Report, please see Volume 2. This Existing Conditions analysis was presented to the Steering Committee.

Creation of Station Area Redevelopment Concepts

The team worked to create “Min-Mid-Max” Study Area plans that reflected the priorities above. In general, a “Min” plan reflects few changes and minimal public or private capital investment. Recommendations included small-scale streetscaping, near-term pedestrian improvements and pedestrian way realignments, and potential redevelopment options for two key sites. The “Mid” plan included additional redevelopment recommendations, a more comprehensive streetscaping and signage upgrade, and significant pedestrian improvements. The “Max” scenarios depicted potential buildout for several large, long-term redevelopment options, as well as the pedestrian and streetscape improvements in prior plans. These scenarios were reviewed by City staff and revised to reflect their concerns and market considerations. The plans were then brought out for Steering Committee and public review in the second round of public input solicitation.

Public Input Round 2

Public input round two began with a steering committee review of the Min-Mid-Max scenarios on Wednesday, March 3rd 2010. After revision of the plan scenarios to reflect Steering Committee concerns, the revised Min-Mid-Max scenarios were presented in a public meeting on Thursday, March 18th 2010. Due to concerns about low turnout the need for sufficient public input, a second public meeting was held on Wednesday, May 19th, 2010. The Min-Mid-Max scenarios presented at that meeting reflected revisions from the first public meeting. Major concerns raised at this meeting included potential IDOT closure of eastbound access to Cornell from the State/Northwest Highway intersection, architectural style of potential new residential and retail, and pedestrian safety and accommodations.

2. Station Area History



The original Cumberland Stationhouse.
Source: Brian Wolf



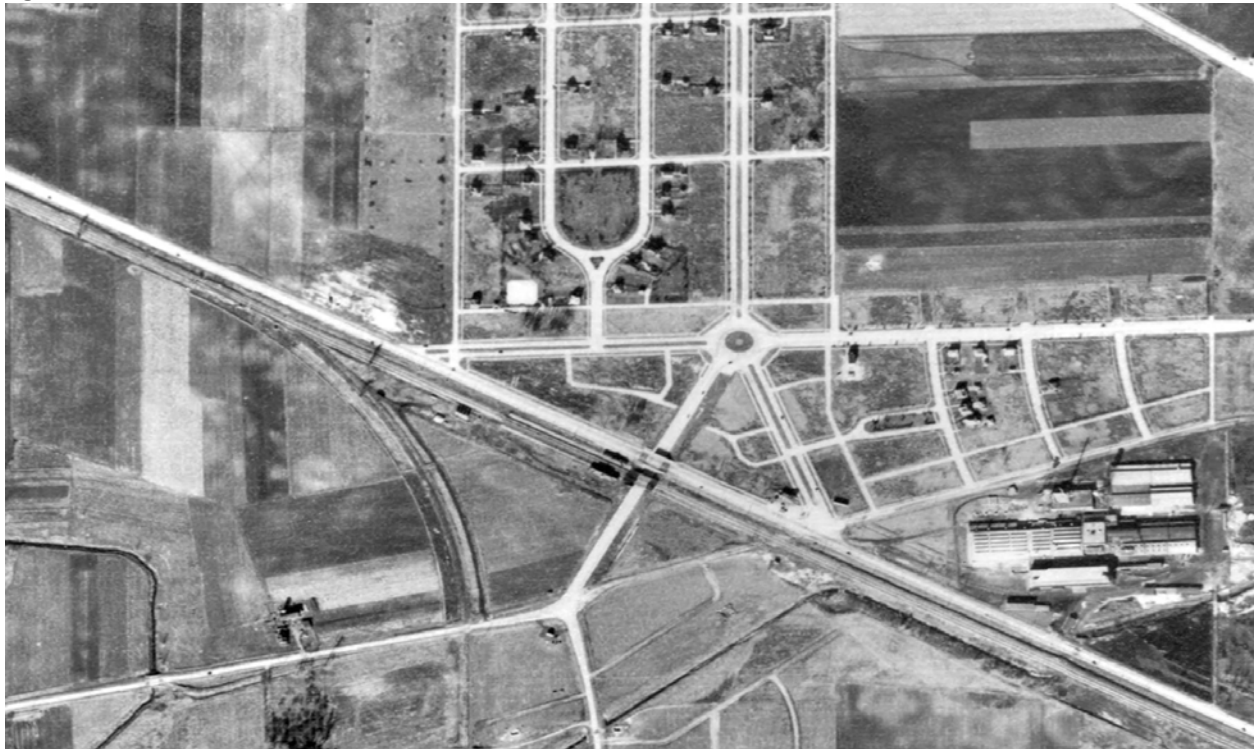
The interior of the current Cumberland Stationhouse.
Source: Study Area Tour

Cumberland station was originally constructed in 1927 by the H. M. Cornell Company, who developed the surrounding neighborhood during the same time period. The original, tudor-style station burned down in 1956 and was replaced by the current station. Research indicates that both the traffic circle at the northeast corner of the Study Area and the Golf Road underpass date to the original development of the neighborhood. While the original neighborhood was built to facilitate pedestrian access to the station and the major roads, the area has grown somewhat auto-dependent over time.

Based on the review of historic aerial photographs, some of the residential near the station dates to the original development of the area, particularly the homes around Cornell Park. More subdivisions were filled in to the north, south and east by 1951, and on the west by 1974. For further detail, see **Figures 4 through 7** on pages 7 and 8.

According to the historic aerial photos, most of the commercial buildings near the station were constructed in the 1950s and 1960s. The United Feather & Down factory building was constructed in 1962. By 1974, all of the commercial and institutional structures within the Study Area were in place, but the character of separate sections of the Study Area differs significantly. Businesses along Broadway have maintained a pedestrian orientation, supported by placement of buildings near the street, the situation of parking in the rear of buildings, maintenance of wide sidewalks and a central, grassy median. Uses on Northwest Highway, however, are more auto-oriented and include a significant amount of parking on the street frontage. The Golf/Wolf Road underpass contributes to the auto-orientation of this subarea, since it interrupts the street wall and divides the Study Area as a whole.

Figure 4: 1938 Cumberland Station Area Aerial



Source: *Historicaerials.com*

Figure 5: 1951 Cumberland Station Area Aerial



Source: *Historicaerials.com*

Figure 6: 1962 Cumberland Station Area Aerial



Source: *Historicaerials.com*

Figure 7: 1974 Cumberland Station Area Aerial



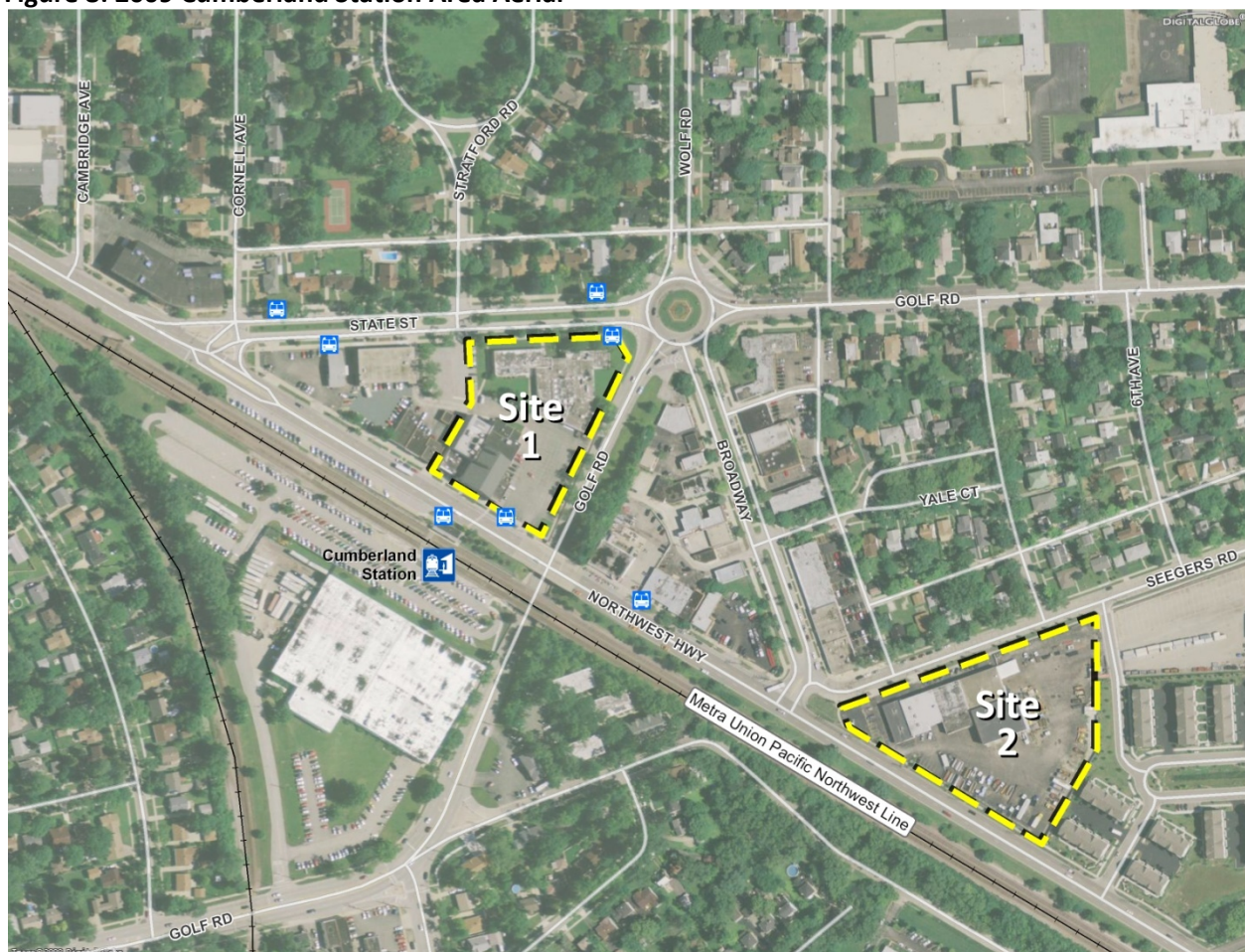
Source: *Historicaerials.com*

Several major new uses have been added within or adjacent to the Study Area in the past five years. In 2005 and 2006, Lennar constructed the Concord Commons development, a neighborhood of 68 townhomes between Seegers Road and Northwest Highway. The homes were marketed based on their adjacency to downtown Des Plaines and walkable access to the Cumberland Metra station. In contrast, two auto-oriented uses also arrived in the Study Area (**Figure 8** below identifies these sites):

- 1) The Romanian Baptist Church purchased a former professional office building and completed an expansion and reconfiguration of the building in May of 2006. This facility sits directly across from the Cumberland Metra Station and the parking associated with it creates a large amount of minimally-used, paved open space.
- 2) In 2004, RG Smith Equipment Company relocated to the northeast corner of the Broadway Street/Seegers Road/Northwest Highway intersection. This business provides large truck, lift, dumpster, and trailer rental and repair services.

Recommendations in the Design Guidelines in Volume 2 provide strategies and guides to ensure that new development has a stronger pedestrian orientation and supports transit.

Figure 8: 2009 Cumberland Station Area Aerial



Source: ESRI Business Analyst

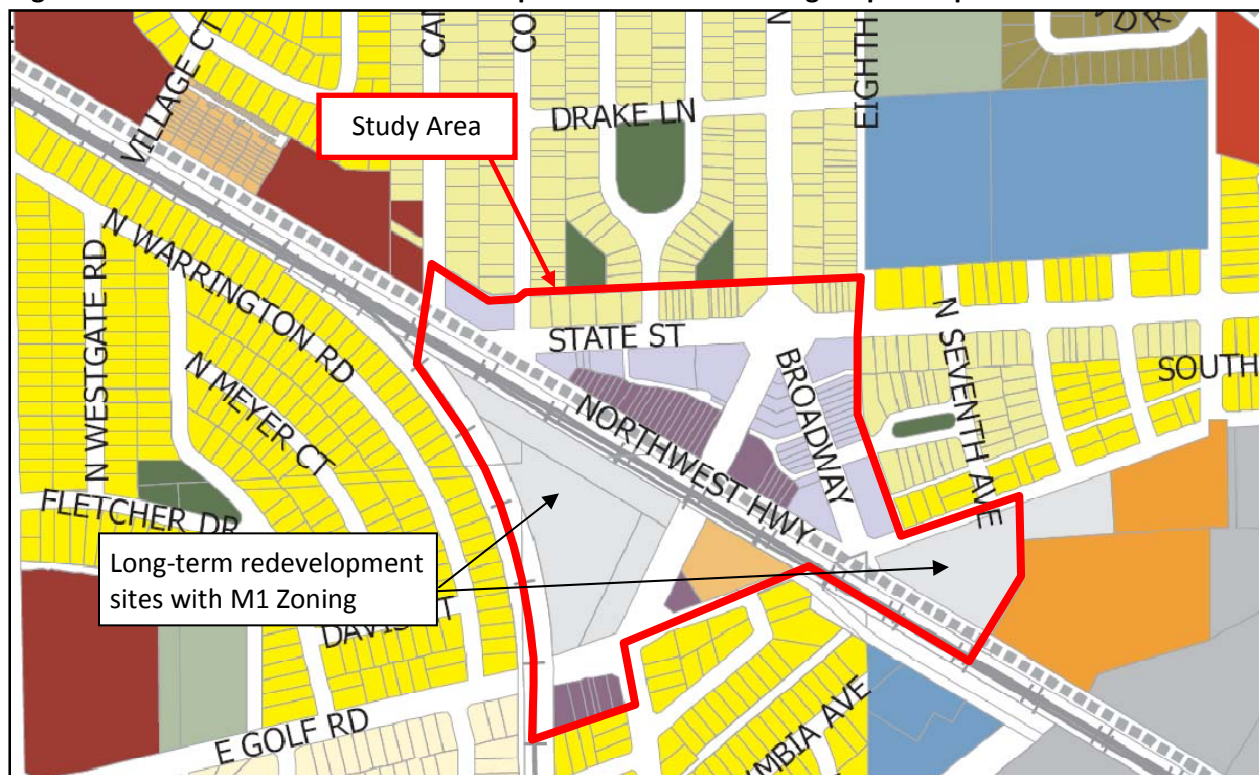
3. Existing Conditions and Opportunities

The project team has completed extensive research, analysis and public input solicitation in the process of developing the plan. Building on direction from the City and key stakeholders, the team completed analyses of existing commercial and residential market conditions, traffic and circulation, and land use within the Study Area as well as an analysis of commercial areas at comparable stations. The following summarizes the major findings of that analysis. For the full Existing Conditions Report, please see Volume 2.

ZONING

The City is nearing the end of the process of creating a new Unified Development Ordinance (UDO), a form-based code governing new development in the City. The Cumberland Station Area was designated an “Area of Change” in this process and, as the portion of Draft UDO Zoning Map in **Figure 9** below indicates, the Study Area represents a transition area between multiple different land use and building types. The majority of the Study Area falls within two proposed zoning classifications: Neighborhood Employment and Neighborhood Shopping. However, the Study Area also includes three residential zoning types and is adjacent to two more. Further, areas that are recommended for redevelopment to residential in the long term currently are currently zoned for M1: Light Manufacturing. **Figure 9** below indicates the zoning boundaries, study area boundaries, and long-term redevelopment areas.

Figure 9: Des Plaines Draft Unified Development Ordinance Zoning Map Excerpt



- | | | |
|--------------------------------|-----------------------------|-------------------------------|
| RN2: Outer Multifamily. | RN5: Inner Residential Mix. | RN7: Outer Residential Mix. |
| RN3: Neighborhood Multifamily. | RN6: Outer Manor. | RN4: Inner Manor. |
| CC1: Community Shopping. | NC1: Neighborhood Shopping. | NC2: Neighborhood Employment. |

STATION CONDITION AND PLANNED IMPROVEMENTS

The station currently sits near the south end of the Metra platform on the inbound side of the tracks. The stop has a short platform – accommodating only six cars rather than a full, eight-car train. The station offers shelter but is not staffed, and no shelters or benches are present on the outbound side of the tracks. The station has two parking lots, one on Northwest Highway and one adjacent to the tracks and behind the United Feather & Down Factory. There are approximately 266 total parking spaces between the two lots. Field observations and community input have indicated a number of potential areas for improvement, including: additional shelter and sitting spaces, additional and more visible bike racks, improvement of overall station amenities, and reconfiguration of access patterns (pedestrian, bicycle, handicapped, bus, and vehicular).

Metra is currently planning for improvements at Cumberland Station and is working to obtain the necessary funding for a new stationhouse and improved platform. One component of the Cumberland Station improvement project is expansion of the platform to accommodate eight cars. This expansion also offers an opportunity to improve pedestrian linkages between the platform and the State Street/Northwest Highway intersection.

ACCESS AND CIRCULATION



Pedestrians crossing inside and outside of the marked Northwest Highway crossing at Cumberland Station.
Source: Regina Webster & Associates fieldwork



Vehicles backed up at the Golf/Wolf Circle intersection and a pedestrian crossing without a crosswalk.
Source: Regina Webster & Associates fieldwork

Vehicular

Cumberland Station is located on Northwest Highway and near the intersection of Golf and Wolf Roads, making it highly accessible to vehicular traffic. However, these roads intersect with each other and the Study Area in suboptimal ways. The Golf/Wolf circle intersection (pictured above) is on the northern edge of the Study Area, and is problematic for many drivers to navigate. As noted earlier in this report, Golf and Wolf Roads flow through the Study Area via grade-separated throughways, and vehicles must divert onto Broadway or State Streets to reach Northwest Highway. Additionally, the access to the commuter parking lot behind the United Feather & Down Factory does not have a traffic signal and is located between the Golf/Wolf intersection and the Seegers railroad spur at-grade crossing. This makes a left turn onto Golf/Wolf Road difficult at peak travel times.

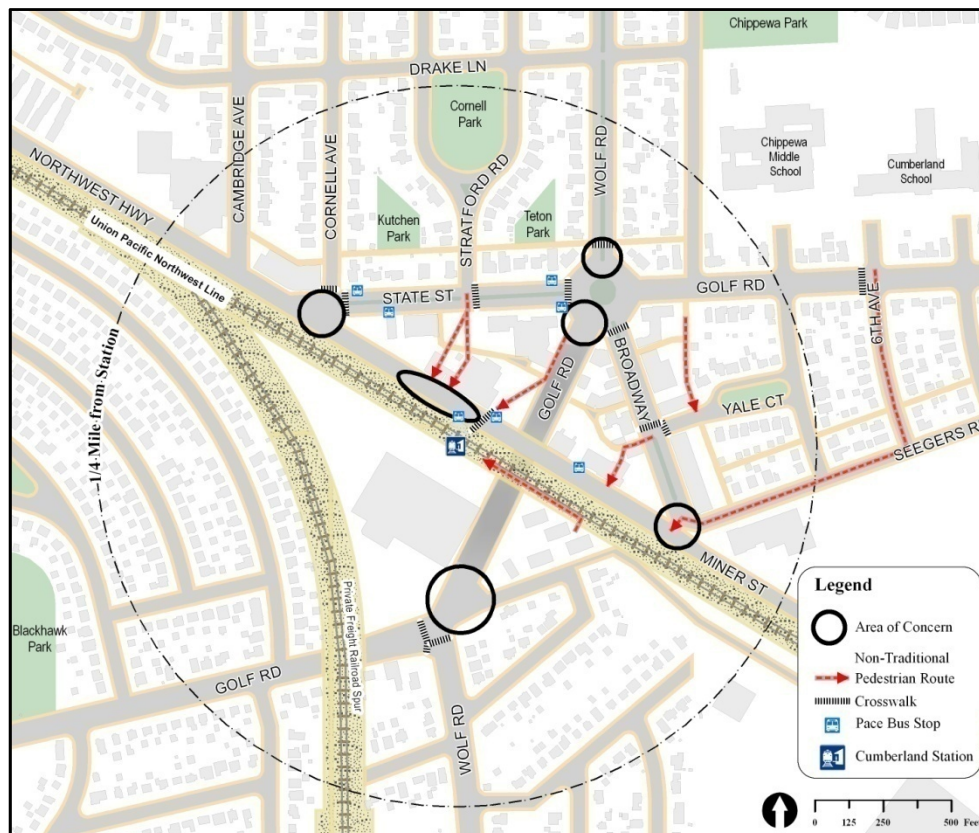
A stoplight exists at the intersection of State Street and Northwest Highway, and the design process is underway for the addition of a stoplight at the intersection of Broadway Street and Northwest Highway. Both State and Broadway Streets feed into the circle intersection with Golf and Wolf Roads. This intersection caps the northeastern edge of the Study Area. Golf and Wolf Roads carry a significant portion of the traffic through the Study Area, and the area also sees a significant amount of truck traffic.

Overall, while the Study Area can benefit from high traffic counts on its major roadways, the number of difficult to navigate intersections and grade separation of the major roadways negatively affects access to the station and its main face on Northwest Highway.

Pedestrian

Both field observations and stakeholder comments indicate that pedestrian access in parts of the Study Area can be difficult. Stakeholders have indicated the need for better pedestrian accommodation at lights and crosswalks; the lack of direct walking routes to the station for pedestrians has led to atypical walking routes through and around the Study Area. Many pedestrians eschew the pedestrian underpass under Northwest Highway and instead choose to cross Northwest Highway at grade, without benefit of a crosswalk or signalized intersection. **Figure 10** below describes the atypical walking routes that area residents indicate they take to the station. This routing information was obtained during the Community Walking Tour on October 3, 2009.

Figure 10: October 2009 Walking Tour Key Pedestrian Routes and Conflict Points



Source: City of Des Plaines and S. B. Friedman & Company

Observations by Regina Webster & Associates (RWA) indicate that the Northwest Highway crosswalk at the Metra Station is relatively ineffective for pedestrians and motorists, and that the pedestrian underpass is also minimally used. Commuters and residents have indicated that the current conditions of the striped crossing on Northwest Highway do not provide a feeling of safe passage due to the high volume of traffic, the interaction of the bus stop and Kiss & Ride, and the speed of vehicle travel through the Station Area. Others have indicated that they cross through parking lots, alleys and, in some cases, the railroad embankment, to reach the station. Pedestrian improvements at Broadway and State, as well as upgrading of the Northwest Highway crosswalk and pedestrian signage, are necessary to improve pedestrian access to the station. Rerouting pedestrians onto more typical, streamlined paths will be critical for the planning of future retail and commercial nodes within the Study Area. For a further discussion of pedestrian networks, see the Existing Conditions Report in Volume 2.

Overall, the Study Area could benefit from additional pedestrian crossings and accommodation, resolution of the bust stop/taxi drop-off/pedestrian crosswalk interaction issues in front of the station, and potential creation of additional formal pedestrian paths through the study area. Further, the Design Guidelines in Volume 2 provide specific streetscape design recommendations and building siting and design to improve pedestrian access and flow throughout the study area.

Rail Transit Ridership

Total ridership at the Cumberland Station has been decreasing over time, similar to the trend for stations on this portion of the UP Northwest (UP-NW) Line in general (including Des Plaines and Mount Prospect Stations). Ridership of the UP-NW Line had been in a decline between 1993 and 2005, but has been rising recently. In contrast, the ridership of the Metra System overall has been increasing since 1983 at an average rate of 2% per year. According to the most recent Metra weekday ridership count, from November of 2006, 393 passengers boarded and 424 passengers exited trains at Cumberland Station.

Metra data indicates that currently the majority of riders currently drive to the station. Specifically:

- 60% Drive Alone
- 12% are Dropped Off
- 22% Walk
- 2% Bike
- 2% Drive a Carpool
- 2% Ride in a Carpool
- 1% Ride a Bus

Although the station's percentage of walkers is higher than the 19.8% average for the UP-NW line as a whole, it is lower than that of all other stations between Cumberland and Downtown Chicago as well as Downtown Mount Prospect. With the exception of Arlington Heights (20.8%), the Cumberland Station percentage of walker is lower than all downtown or walkable neighborhood stations on the UP-NW line. Pedestrians are vital to supporting businesses in a TOD, and encouraging easier pedestrian access to the station may encourage more walkers and, therefore, potential customers

COMMERCIAL INVENTORY AND BUSINESS MIX

Figure 1 on page 2 indicates tenant space by commercial type in the Study Area. Overall, the commercial spaces in the Study Area contain a predominance of medical, professional office and service uses. The overall business and land use mix is a unique blend of industrial, small-scale commercial, and office and

institutional users. This land use mix is typical of older suburban commercial districts that have been built out with uses allowed by current zoning and without benefit of a specific district plan. **Figure 11** below summarizes the tenancies by business type and subarea within commercial buildings.

Figure 11: Summary of Existing Businesses by Sub Area

Business Type	State		Broadway		South of Tracks	
	Count	%	Count	%	Count	%
Office & Professional	2	22.2%	5	16.1%	0	0.0%
Retail & Convenience	1	11.1%	1	3.2%	0	0.0%
Professional Services	2	22.2%	7	22.6%	1	16.7%
Institutional & Non-Profit	2	22.2%	2	6.5%	0	0.0%
Auto Service & Sales	1	11.1%	2	6.5%	3	50.0%
Medical & Dental	0	0.0%	9	29.0%	0	0.0%
Vacant	1	11.1%	4	12.9%	1	16.7%
Industrial & Distribution	0	0.0%	1	3.2%	1	16.7%
TOTAL	9		31		6	

COMPARABLE STATION ANALYSIS

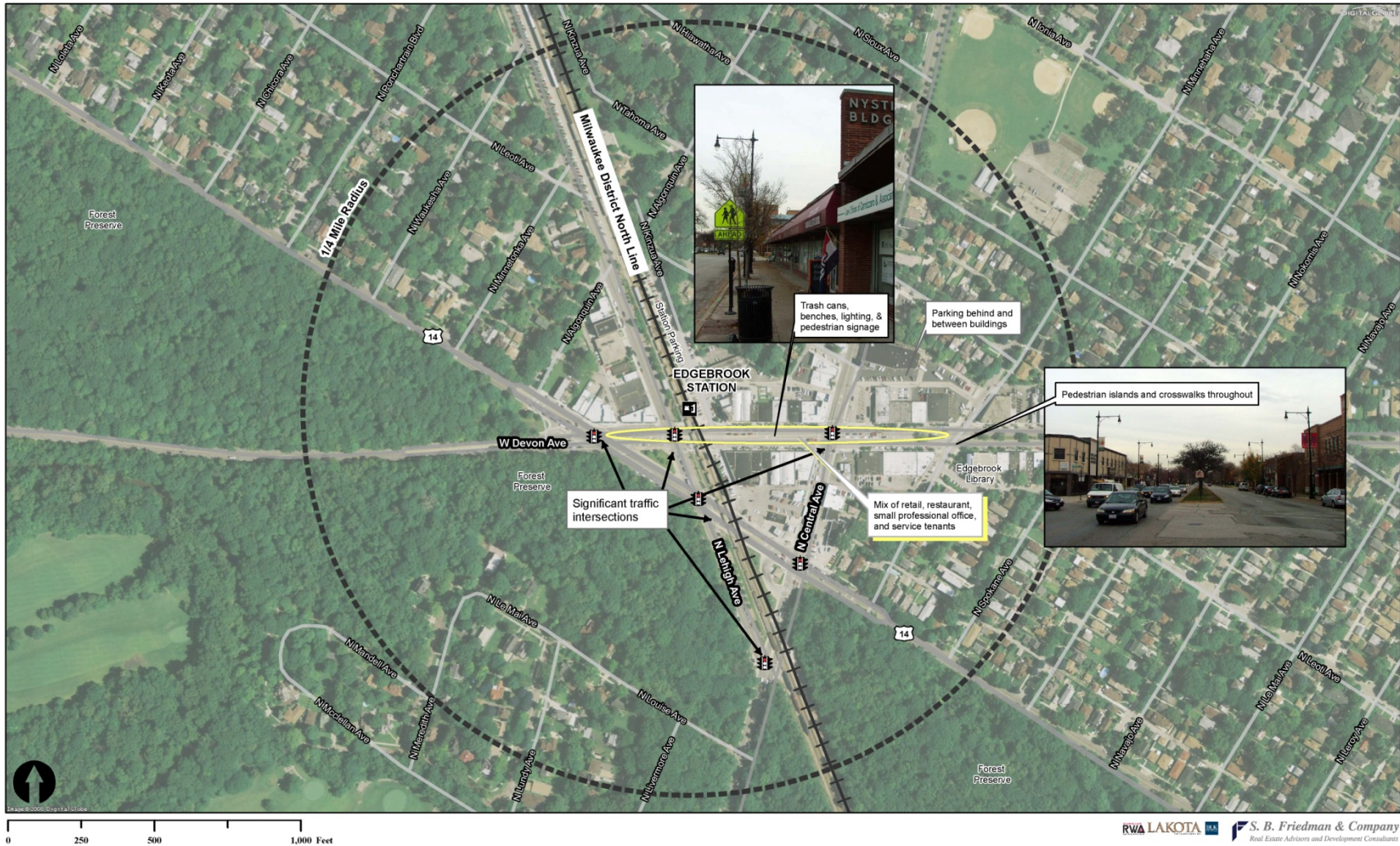
The comparable station analysis included field review and commercial inventory of three Metra Stations that are comparable to the Study Area in population, income, site configuration, surrounding neighborhood types, and access to major roads.

- Fairview Station in Downers Grove on the BNSF Railway line is the most similar station in all respects. This station is similarly situated at difficult to navigate convergence of major roads, has industrial adjacent to the station, and is between traditional downtown Metra stations. However, this station had numerous pedestrian amenities and maintained a neighborhood feel. It also offered key insight into the business mix potential for the Study Area.
- Dee Road Station is in Park Ridge on the Union Pacific Northwest Railway line. The area around the station is highly auto-oriented, with a large number of driveways and curb cuts and several auto-oriented businesses directly adjacent to the station. This area provides an example of what the Cumberland Station area may evolve to if the trend toward auto-oriented businesses and development configurations continues.
- Edgebrook Station is located on the Milwaukee District North line and situated at the northern edge of Chicago near Niles and Skokie. This station provides an example of an aspirational pedestrian-oriented station at the intersection of multiple high-traffic roads. **Figure 12** on the following page shows the layout and key takeaways of this station area, many of which reflect recommendations in this plan and the Design Guidelines in Volume 2.



Fairview Station in Downers Grove. Source: SBFCo fieldwork.

Figure 12: Edgebrook Metra Station Comparable Station Area Overview



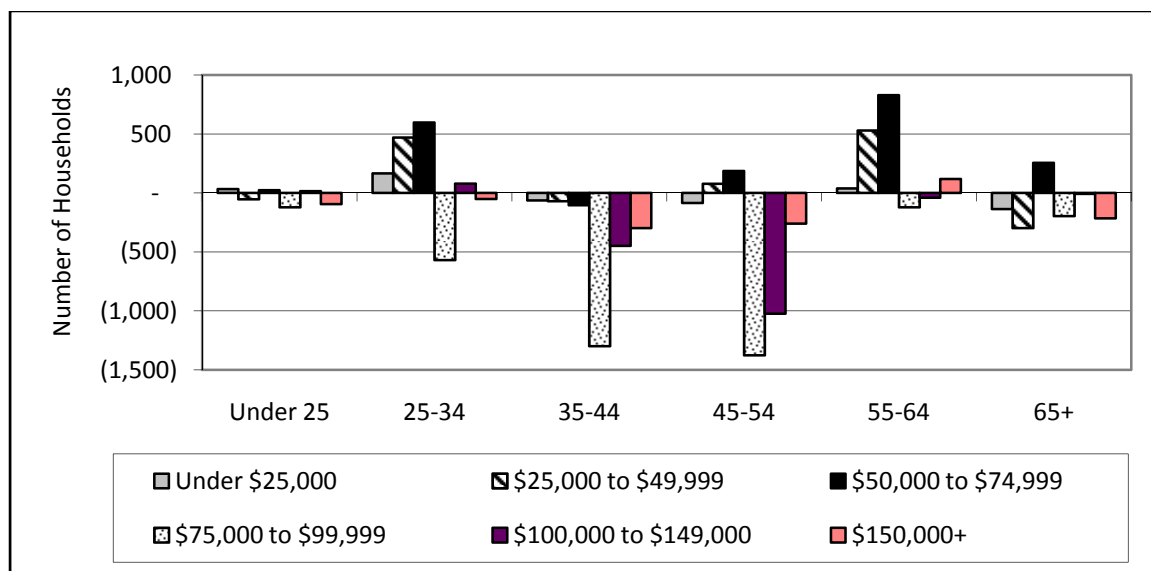
MARKET POTENTIAL

Demographics

Using data provided by ESRI, a nationally-recognized provider of demographic estimates and projections, we analyzed demographic conditions within one half mile of the Cumberland Station. The total estimated number of households within that market area in 2009 is 1,257 and the median household income is \$76,712. This income level places the study area in the middle to upper middle class cohort and is higher than the six-county median income of \$67,568, the City of Des Plaines median of \$67,325, and the Cook County median income of \$60,025.

SBFCo also researched projected changes in demographics in Des Plaines as a whole. From 2000 to 2009, Des Plaines saw a significant growth in the number of residents over age 45 and across a wide range of incomes. In particular, those aged 45-to-65 and in the income range to purchase a new condominium or townhome increased in Des Plaines. However, the 2010 to 2014 projections predict a different trend: the City is projected to gain households in the 25-to-34 and 55-to-64 age groups, with minimal gains in the middle-income brackets of other age groups. The projected increase in very young and older households indicates the need for more “starter” housing and the continued need for smaller homes for downsizing seniors. **Figure 13** below illustrates the projections.

Figure 13: Projected Change in Des Plaines Households by Age and Income, 2009 to 2014



Sources: ESRI Business Analyst and S. B. Friedman & Company

Commercial

The population and income levels above and the site configuration suggest that the Study Area is likely to attract neighborhood-serving retailers rather than larger-format retailers, and will not likely be able to attract very high end retailers such as those found near north shore and some downtown Metra stations. However, the incomes near Cumberland Station are sufficiently strong to support traditional service and convenience businesses which often locate near Metra stations. SBFCo utilized an analysis commercial and retail found at comparable stations to obtain a greater understanding.

Based on a presence-absence analysis of the commercial tenancies at the comparable stations, the Study Area could potentially support additional restaurants, a convenience or drug store, a dry cleaner, and/or a laundromat. **Figure 14** below outlines key findings regarding commercial land uses.

During the plan process, we also investigated the potential for a Walgreens, CVS, or similar drugstore on the office site at the northwest corner of the State Street and Norwest Highway intersection or within a redeveloped United Feather & Down Factory site. The team found that both sites presented significant size and configuration limitations. Further, both of these chains have locations within a proximity that limits the potential for an additional store within the Cumberland Station Area.

Figure 14: Commercial Uses Presence-Absence Analysis of Cumberland Area Compared to Similar Metra Station Areas

Tenant Type	Present at Cumberland?
Convenience	
Dry cleaner/Laundromat	No
Restaurants	Only One
Convenience Stores	No
Gas Stations	No
Hair, Nail, and Tanning salons	Only One
Gyms and Aerobics Facilities	Adjacent – YMCA
Pet supplies and grooming	Only One
Small professional office	
Insurance, Real Estate, and Mortgage	Yes
Medical, Dental, and Eye Offices	Yes – Area Strength
Accountants, Lawyers, and Similar	Yes
Destination	
Scuba Diving, Bead Store, and Similar Specialty Retail	No
Community Institutional Anchors	Yes - Church, Adjacent - YMCA

This analysis indicates that the Cumberland Station area has potential for:

- Additional specialty retail that serves as a destination on its own
- One to two additional restaurants or cafes, particularly one that covers the afternoon and evening hours
- A drycleaner or laundromat

Any new commercial development should also seek to promote a TOD atmosphere by conforming to the requirements of the UDO and to the pedestrian and transit-supportive recommendations of the Design Guidelines in Volume 2.

Residential

Des Plaines already has a well-established condominium and townhome market, and analyses from the demographic projections above indicates that the City will continue to have strong growth in young couples and families looking for a first home and seniors seeking to downsize. Both of these groups seek

townhomes and condominiums, and access to transit is a significant amenity, suggesting strong potential for additional townhomes or condominiums in the Study Area in the longer term. In the near term, rental multi-family construction may be a more viable option due to current economic conditions.

KEY OPPORTUNITIES

In addition to recommending gateway features, and sidewalk and streetscape improvements to enhance the Study Area to attract and retain more consumers and commuters, the Existing Conditions Analysis concluded with recommendations regarding key opportunity areas:

- 1) Developing multiple redesign and enhancement concepts for the Metra Station.
- 2) Develop long-term alternatives for redevelopment of the United Feather & Down Factory site. Supportable products in the future are projected to include:
 - Townhomes and condominiums of a scale and character consistent with the surrounding neighborhood
 - Limited commercial space
- 3) Enhance pedestrian access to the station.
- 4) Develop concepts for redevelopment or enhancement of the largely vacant office building at State and Northwest Highway. Potentially feasible uses could include:
 - Rehabilitated/updated office space
 - Townhomes
- 5) Develop strategies to share parking and potentially infill commercial around the Romanian Baptist Church.
- 6) Refine and expand on the list of potential retail infill categories and match site needs of retail typologies with available sites or spaces.
- 7) Accommodate any plans for existing business expansion and incorporate into plan scenarios.

4. Cumberland Station Master Plan

Transit-oriented development facilitates the use of transit by mixing land uses and increasing density around transit centers, train stations and bus stops. It is focused on increasing transit access and boosting ridership as well as reducing traffic, and expanding housing and shopping choices. Such development also helps create a “sense of place” within a quarter to half mile around a transit facility. The Master Plan for Cumberland Station has been crafted as a short-term “enhancement” approach and long-range “redevelopment” approach. Each approach highlights ways in which underdeveloped and underutilized sites could be improved and/or redeveloped to establish an optimal mix of land uses and a more attractive environment for businesses, residents, shoppers, commuters and visitors. (See **Figure 15**: Short-Term Master Plan and **Figure 16**: Long-Range Master Plan.)

The Cumberland Station Master Plan and its companion Design Guidelines incorporate the opportunities identified into development recommendations for the Study Area and delineate conceptual building massing, parking layouts and landscaping to illustrate strategies for redeveloping the area in a comprehensive, coordinated manner. Actual building footprints and densities as well as parking layouts, streetscape/landscape design and stormwater management features will vary as property/business owners, and developers generate more detailed site plans.

AREA-WIDE INITIATIVES

The following are the area-wide initiatives of both the short-term and long-range plans:

Short-Term Area-Wide Initiatives

- Redevelopment of key parcels/anchor sites at entrance points into the Station Area.
- Enhancements to existing building and properties through façade improvements and landscape/streetscape.
- Improve pedestrian circulation with enhanced pedways, pedestrian bridges and additional/redesigned road crossings.
- Consolidation of existing parking lots and curb-cuts.
- Improvements to the identity of the Station Area with new signage and gateway elements.
- Improvements to and modernization of intersections at Northwest Highway/State/Cornell and Seegers/Broadway, and the existing traffic circle at Wolf and Golf Roads.

Long-Term Area-Wide Initiatives

- Development of key parcels with emphasis on larger commercial footprints and incorporation of multi-family residential buildings into the Station Area.
- Development of a centrally located parking structure for commuter and shopper use.
- Improvement to pedestrian access and circulation using dedicated pedways, underpasses and road crossings.
- Assisting in the business-initiated relocation of industrial users within the Station Area to business parks located within Des Plaines.

SHORT-TERM MASTER PLAN: KEY ELEMENTS

1. Construct new parallel parking south of the Northwest Highway/Cambridge Road intersection.
2. Improve building facades and visible backs/sides on existing buildings along Northwest Highway.
3. Construct new multi-purpose trail within the green parkway on the south side of Northwest Highway west of the new station. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
4. Improve the intersection of State Street and Northwest Highway and enhance with crosswalks to improve pedestrian safety.
5. Encourage private development of a new commercial building at the corner of Northwest Highway and State Street as a gateway to the Cumberland Station area.
6. Enhance the streetscape along both sides of Northwest Highway/Broadway with new trees, paving, lighting, street furniture, underground overhead utility lines, painted crosswalks, landscaping and signage with a Cumberland Station "brand".
7. Reorganize parking lots into a combined, shared parking area behind businesses.
8. Change angle parking spaces on the north side of the tracks to parallel parking in order to add pedestrian walkways.
9. Re-organize and expand commuter parking from 267 to 322 spaces.
10. Close the alley between Maine Insurance Agencies and Romanian Baptist Church buildings and create a mid-block landscaped pedestrian path.
11. Construct a new transit station facility, extended platforms and track crossings. If feasible, locate the new station as a mid-block focal point for the State Street Triangle. Install a new pedestrian crossing mid-block with painted crosswalks, flashing pedestrian warning signals and a pedestrian island. Relocate the bus drop-off and "Kiss-N'-Ride" area location to the east of the new mid-block crossing.
12. Improve the intersection of Golf and Wolf Roads. Consider realigning entrance driveway to United Feather and Down Company property and Train Station with the Golf/Wolf Roads signalized intersection.
13. Enhance streetscape along both sides of Golf Road from rail tracks to Northwest Highway in order to accommodate pedestrians and bikes. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
14. Consider closing Seegers Road at the Golf and Wolf Roads intersection to improve safety and traffic flow.
15. Encourage private development of new rowhomes on Seegers Road.
16. Support rehabilitation of existing apartment complex.
17. Construct a modern roundabout at the existing traffic circle at Golf/Wolf/State to facilitate traffic flow.
18. Encourage private development of a new 1-story retail building at the corner of Northwest Highway and Broadway Street as a gateway to the Cumberland Station area.
19. Improve the intersection of Seegers Road and Northwest Highway, including a new traffic signal. (Currently in IDOT's Capital Improvement Program)
20. Construct a new bus stop shelter southeast of the Northwest Highway and Broadway Street intersection.



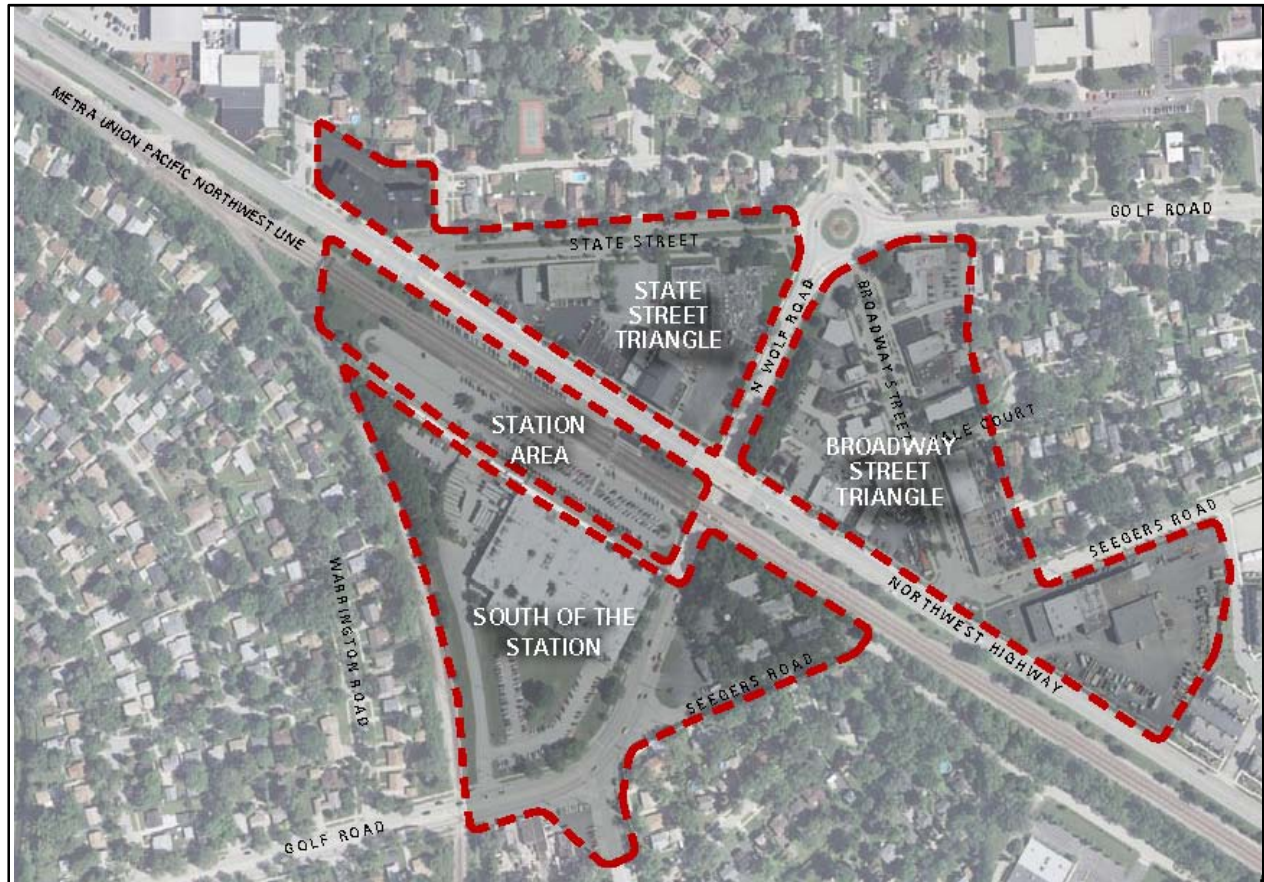
LONG-RANGE MASTER PLAN: KEY ELEMENTS

1. Encourage private development of new rowhomes along State Street and the northwest corner of State and Cornell Streets.
2. Construct new multi-purpose trail within the green parkway on the south side of Northwest Highway west of the new station. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
3. Encourage private development of new 1-story retail buildings along Northwest Highway.
4. Create a central pedestrian promenade through the State Street Triangle on axis with Stratford Road.
5. Construct a new transit station facility, extended platforms and track crossings. If feasible, locate the new station as a mid-block focal point for the State Street Triangle. Install a new pedestrian crossing mid-block with painted crosswalks, flashing pedestrian warning signals and a pedestrian island. Relocate the bus drop-off location to the east of the new mid-block crossing.
6. If needed, consider development of church expansion.
7. If feasible, consider development of a shared parking deck east of the church, with shared spaces for commercial, church and/or commuter parking and ground floor retail space.
8. Encourage private redevelopment of southeast corner of Seegers Road and Northwest Highway with multi-family residential.
9. If feasible, consider construction of a pedestrian underpass to the existing neighborhood west of railroad tracks.
10. Increase commuter parking from 322 to 366 spaces.
11. Construct a trellis/pergola feature on south side of tracks/transit facility as a focal point.
12. Consider relocation of United Feather and Down Company to a Des Plaines Business Park and clear site for transit-oriented development.
13. Encourage private development of new rowhomes.
14. Encourage private development of new condominium buildings with dedicated public open space.
15. Construct a focal "tower" element along the pedestrian pathway into the station area to help brand the identity of Cumberland Station.
16. Provide Kiss N' Ride drop off point.
17. Encourage private development of a new commercial building at the northwest corner of the realigned Golf/Wolf Roads intersection.
18. Add a pedestrian bridge/path link over Golf Road to Station Area.



As noted in the Introduction, the Study Area has been divided into four distinct areas for the purpose of this plan. These subareas are outlined in **Figure 17** below.

Figure 17: Cumberland Station Master Plan Subareas



METRA STATION SUBAREA PLAN

The Cumberland Metra Station is located on the inbound side of the tracks between Northwest Highway and the Union-Pacific tracks. The station currently has parking and drop-off areas on both sides of the tracks; the lot on the southwestern side of the tracks provides the majority of the parking; the lot on the northeast side of the tracks has a Kiss & Ride area, and parking there is limited. A Pace bus stop is also located at the exit of this parking lot, as is the pedestrian crosswalk for Northwest Highway.

The key goals for the Metra Station subarea plan are:

- Provide a more optimal configuration for this area to enhance accessibility and improve the interactions/movements between buses, cars, and pedestrians.
- Develop the new stationhouse as a focal point for the Cumberland area as well as a more attractive, comfortable amenity
- Accommodate Metra and Federal transportation requirements for future station area enhancements including potentially:
 - Platform extension

- Pedestrian diversions
- A new stationhouse
- Additional parking spaces

Three concepts were developed for the Cumberland Station to examine the advantages of shifting the location to the center of the boarding platform and to the far northwest end of the platform. In addition, reconstruction in virtually the same location at the southeastern end of the platform was analyzed. Metra standards for minimum distance from platforms and stations to signal bridges removed the northwestern option, and, as a result, the team selected a location at the center of the boarding platform for inclusion in the short-term and long-range proposed development plans.

Metra Station Subarea Short-Term Plan Summary

Metra has indicated that design and construction of new platforms and a new stationhouse are planned for Cumberland Station. Therefore, considerations for the new stationhouse have been placed in the short-term plan. The team recommends that a new station be built at the center of the platform rather than at its current location. In the new location, the new stationhouse is intended to:

- Improve ADA access, parking and ADA compliance for sight and hearing-impaired persons, including new ADA access at the ends of each platform.
- Improve visibility of the stationhouse along Northwest Highway and to/from the adjacent neighborhoods.
- Improve Pace bus stop, "Kiss-n-Ride", bicycle and commuter parking facilities.
- Improve customer convenience and comfort with a well-illuminated and heated stationhouse with transit service and local information displays.

Specifically, the plan illustrates a new Transit Station on the north side of the Metra tracks. The platforms have been increased to 640 lineal feet with designated track crossings at both ends that follow the new Metra standards for pedestrian diversions. The plans convert existing diagonal parking to parallel spaces in the parking area north of the tracks to provide additional room for pedestrians walking to the Station and provide a more pedestrian-oriented space. The federal funding that Metra is seeking for improvements to the Union Pacific Northwest Line will require additional parking spaces, and this plan offers one potential scenario for increasing total parking from 267 to 366 spaces overall.

Additionally, the Pace bus stop has been moved forward (southeast) so that it is no longer directly adjacent to the pedestrian crosswalk and "Kiss-n-Ride" exit. Recommended modifications to the crossing include new striping and clear signage that signal to approaching vehicles that people are crossing mid-block to and from the station. In response to stakeholder comments, an expanded area for covered bicycle parking has been incorporated into the plan as well. The attached Design Guidelines offer more specific examples of bike parking and principles for improving bicycle access.

Lastly, the neighborhood has expressed the desire that the design of the new Metra station building reflects the character of the neighborhood and, if possible, the tudor style of the original station. This type of stationhouse is more elaborate than those normally constructed by Metra, and the City would likely be responsible for costs above Metra's Station Standards. Methods for funding capital



Mont Clare Metra Station.
Source: Metrarail.com

improvements are discussed in the Implementation section of this report. Alternatively, the Cumberland Station could also be replaced with a modern Metra “pavilion” style stationhouse or warming shelter, similar to those at Mont Clare, Mars, Galewood, Manhattan, and Wood Dale.

The critical short-term improvements are:

- 1) Construct new parallel parking south of the Northwest Highway/Cambridge Road intersection.
- 2) Construct a new multi-purpose trail within the green parkway on the south side of Northwest Highway west of the new station (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan).
- 3) Increase commuter parking from 267 to 322 spaces.
- 4) Construct a new transit station facility, extended platforms and track crossings. If feasible, locate the new station as a mid-block focal point for the State Street Triangle. Install a new pedestrian crossing mid-block with painted crosswalks, flashing pedestrian warning signals and a pedestrian island. Relocate the bus drop-off and “Kiss-N’-Ride” area location to the east of the new mid-block crossing. (Improvements under consideration by Metra)
- 5) Change angle parking spaces on the north side of the tracks to parallel parking in order to add pedestrian walkways.

Figure 18 on the following page delineates the key short-term initiatives

Figure 18: Short Term Plan – Metra Station Subarea



Metra Station Subarea Long-Range Plan Summary

The long-range plan for the Metra Station includes several additional initiatives designed to improve pedestrian safety and access. Residents and commuters have expressed a series of concerns about pedestrian access to the station. In particular, pedestrians indicate that they often feel unsafe crossing Northwest Highway and cite that although some neighborhoods are close to the tracks, there are no pedestrian accommodations to cross the tracks and commuters are therefore making unsafe decisions and crossing the tracks in various locations.

The recommendations in the long-range plan are higher-investment items that may help to address the issues cited above. Specifically, a further upgraded pedestrian crossing at Northwest Highway may be desired. The short-term plan calls for a slight realignment of the existing crosswalk in addition to new signage and striping. Further, the short-term plan also indicates that planning for a new stoplight at the intersection of Broadway Street and Northwest Highway may include signal syncing with the light at State Street to create a safe crossing period for pedestrians. If these measures do not prove sufficient, upgraded pedestrian signals and safety islands may be required.

Additionally, the long-range plan includes two new pedestrian access points to the station. The first would involve construction of a pedestrian bridge across Golf Road on the south side of the tracks. The current configuration requires pedestrians traveling to the station from the neighborhood south of the tracks and east of Wolf Road to go south to the light at Seeger, Wolf, and Golf Roads and then back up to the station. Unfortunately, a number of pedestrians are instead choosing to walk on the railroad embankment. A pedestrian bridge would provide a safer alternative.

Lastly, the City may choose to investigate the feasibility of a pedestrian underpass of the railroad spur south and west of the United Feather & Down facility to provide increased access for neighborhoods south of the station area. **Figure 19** on the following page describes the planned improvements. The key improvements are:

- 6) Construct a trellis/ pergola feature on south side of tracks/transit facility as a focal point.
- 7) Construct a focal "tower" element along the pedestrian pathway into the station area to help brand the identity of Cumberland Station.
- 8) Provide Kiss N' Ride drop off point.
- 9) Commuter parking increased from 322 to 366 spaces.

Figure 19: Long-Range Plan – Metra Station Subarea



STATE STREET TRIANGLE SUBAREA PLAN

The State Street Triangle, north of Northwest Highway, between State Street and Golf Road, includes office, retail and auto-oriented service uses, as well as the Romanian Baptist Church and school building. Located on odd shaped properties, these uses have inefficient parking lot layouts, access points and driveways. Some buildings are in need of rehabilitation or redevelopment and some property owners have indicated an interest in seeing their properties redeveloped.

The key goals for the State Street Triangle, north of Northwest Highway, between State Street and Golf Road, are to:

- Provide for more efficient parking lot layouts, access points and driveways.
- Support targeted, private-sector driven rehabilitation and redevelopment in transit supportive, pedestrian-oriented formats.
- Enhance pedestrian access through the area to the Metra station.
- Improve the public realm including sidewalks and streetlighting.

State Street Triangle Subarea Short-Term Plan Summary

The Short-Term Master Plan recommends significant physical improvements to the area and the redevelopment of its gateway corners. Facade improvements to the existing office building on the corner of State and Cornell Streets will enhance this large structure, which is located on a prominent corner. Enhancements to the businesses along the Northwest Highway frontage will create a more attractive “Main Street” environment with open glass storefronts and business signage.

A consistent streetscape program is needed along Northwest Highway. The physical conditions along this busy roadway currently do not define the Cumberland Station or neighborhood commercial district as a special place. A new streetscape is recommended including street trees, streetlights and decorative benches, trash receptacles and newspaper boxes. The Design Guidelines in Volume 2 offer a series of requirements that will encourage both the building design and streetscape program described above.

In addition, the plan recommends closing the mid-block driveway to automobile traffic and enhancing it as a defined, pedestrian path. This landscaped path would connect to a new mid-block pedestrian crossing at Northwest Highway across from the station. As also discussed in the Metra Station section, current conditions of the striped crossing do not provide commuters a feeling of safe passage across Northwest Highway due to the high volume of traffic and speed of vehicle travel through the Study Area.

The Short-Term Plan also identifies the auto service shop site on the corner of State Street and Northwest Highway as a potential location for a new commercial building that would be a gateway element into the Cumberland Station area. Curb cut consolidation along Northwest Highway is also recommended as well as a more cohesive shared parking lot layout in the rear of buildings. A parking reorganization would allow for additional landscaping, trash/service area screening and an improved pedestrian experience for shoppers, parishioners, commuters and restaurant patrons. **Figure 20** on page 30 depicts the key short term improvements:

- 1) Encourage private development of a new commercial building at the corner of Northwest Highway and State Street as a gateway to the Cumberland Station area.

- 2) Improve the intersection of State Street and Northwest Highway and enhance with crosswalks to improve pedestrian safety.
- 3) Reorganize parking lots into a combined, shared parking area behind businesses.
- 4) Support the improvement of building facades and visible backs/sides on existing buildings along Northwest Highway, including the large office building at the northwest corner of State and Cornell Streets.
- 5) Close the alley between Maine Insurance Agencies and Romanian Baptist Church buildings and create a mid-block landscaped pedestrian path.
- 6) Enhance the streetscape along both sides of Northwest Highway/Broadway with new trees, paving, lighting, street furniture, underground and overhead utility lines, painted crosswalks, landscaping and signage with a Cumberland Station “brand”.
- 7) Install new painted crosswalks at State Street.

State Street Triangle Subarea Long-Range Plan Summary

The Long-Range Master Plan for the State Street Triangle consolidates existing properties, excluding the church building, into one overall site that accommodates new retail and residential development. Consolidating properties would provide a more efficient development plan with an improved building or shopping “street wall” along the Northwest Highway frontage. It would also allow for a central pedestrian promenade that is lined up with Stratford Road, a mid-block crossing on Northwest Highway and the new Station.

The Plan proposes an additional 10,000 square feet of commercial frontage along Northwest Highway that would add amenities and destinations for commuters, shoppers and residents. At the north end of the existing church, the Plan provides 4,500 square foot of expansion space for education and administrative purposes if desired. In addition, a 3-story parking deck adjacent to the church could provide approximately 150 shared parking spaces that could accommodate commercial, church and commuter parking needs. This structure would be primarily oriented toward shoppers and residents but may also be utilized to provide commuter parking at rates comparable to normal Metra parking rates. Its cost would likely have to be covered by a combination of municipal and private funds.

Row homes are proposed along State Street to extend the existing neighborhood to the north into the Triangle block. Additional row homes along Northwest Highway between Cambridge Street and Cornell Avenue on the site of the vacant office building would also add to the residential character of State Street. Both developments would bring newer, denser housing products closer to the Station. These homes should be in character with the neighborhood and follow the general principles laid out in the Design Guidelines. **Figure 21** on page 31 describes long term improvements. The key initiatives are:

- 8) Encourage private development of new rowhomes along State Street and the northwest corner of State and Cornell Streets.
- 9) If needed, consider development of church expansion.
- 10) Encourage private development of new 1-story retail buildings along Northwest Highway.
- 11) If feasible, consider development of a shared parking deck east of the church, with shared spaces for commercial, church and/or commuter parking and ground floor retail space.
- 12) Create a central pedestrian promenade through the State Street Triangle on axis with Stratford Road.

Figure 20: Short-Term Plan – State Street Triangle



Figure 21: Long-Range Plan – State Street Triangle



BROADWAY STREET TRIANGLE SUBAREA PLAN

Broadway Street, east of the Cumberland Station is a small-scale commercial corridor that includes mostly service shops and medical office buildings. With the proper support, it could continue to build on its current strengths and serve a City-wide market for specialized services (medical, pet care, etc.) It has a boulevard median with a “Main Street” character. The underdeveloped frontages along Northwest Highway near Broadway Street have potential for enhancement and redevelopment, which would reinforce the street wall of buildings leading to the station and provide a better gateway from the east into the greater Cumberland Station area.

A large traffic circle is located at the intersection of State Street, Wolf Road and Golf Road northeast of the Cumberland Station is a barrier for pedestrians and bicyclists traveling east/west from the State Street to Broadway Street.

The key goals for the Broadway Street Triangle are to:

- Enhance pedestrian access through the triangle to the Metra station
- Support redevelopment that reinforces the pedestrian environment
- Reconfigure parking to maximize efficiency and enhance its appearance
- Improve sidewalks, street lighting and other pedestrian amenities for the benefit of commuters and businesses

Broadway Street Triangle Subarea Short-Term Plan Summary

The Short-Term Master Plan contemplates the redevelopment of the auto service shop at the corner of Broadway and Northwest Highway with a 1-story, 6,000 square foot commercial building that would be the east gateway structure into the Cumberland Station area. The remaining commercial frontage on Northwest Highway would remain, but streetscape, signage and façade improvements are recommended to extend the “Main Street” appearance along the Northwest Highway frontage from the State Street Triangle.

In the Plan, the parking lot located in the rear of the existing businesses on the west side of Broadway would be consolidated and improved with landscaping. Access to the parking would be shared from a single curb-cut on Northwest Highway and existing access points on Broadway.

A short-term goal for the existing traffic circle at Wolf and Golf should be to convert it into a modern roundabout that is potentially safer for pedestrians and vehicles. The modern design would incorporate pedestrian islands with walkways, or "chicanes", whose orientation to the road forces pedestrians to view oncoming traffic as they make their way across the road. Further study will be needed to confirm that this configuration is achievable in the space available as closure of driveways for some existing homes and businesses may be needed.

Also, based on current studies being conducted by IDOT in coordination with the City, a traffic signal at the Broadway Street and Northwest Highway intersection may be installed. With this signal and the existing signal at State Street, a “clear zone” could possibly be created by timing the lights to stop traffic heading east-west simultaneously at both intersections and providing pedestrians more time to cross Northwest Highway at a more defined and visible crosswalk in front of the Train Station. **Figure 22** on

page 34 describes the planned short term improvements. The key short-term initiatives for the subarea include:

- 1) Encourage private development of a new 1-story retail building at the corner of Northwest Highway and Broadway Street as a gateway to the Cumberland Station area.
- 2) Improve building facades and visible backs/sides on existing buildings along Northwest Highway
- 3) Construct a modern roundabout at the existing traffic circle at Golf/Wolf/State to facilitate traffic flow.
- 4) Coordinate the reorganization of private parking lots into a combined, shared parking area behind businesses.
- 5) Support improvements to building facades and visible backs/sides on existing buildings along Northwest Highway.
- 6) Install new painted crosswalks at Broadway Street, Northwest Highway and Seegers.
- 7) Enhance the streetscape along both sides of Northwest Highway and Broadway Street with new trees, paving, lighting, street furniture, landscaping and signage with a Cumberland Station “brand”.

Broadway Street Triangle Subarea Long Range Plan Summary

The Long-Range Master Plan contemplates the redevelopment of the remaining commercial frontage on Northwest Highway and adds a new 1-story, 11,500 square foot building. This would create one main access point to the site off of Northwest Highway and complete the street wall extending west. The parking area to the rear of the new buildings would be consolidated and shared similar to what is recommended in the Short-Term Plan.

At the southeast corner of Seegers Road and Northwest Highway, a trucking facility currently occupies the property adjacent to the Concord townhome project. The Long-Range Plan has designated this property as a potential residential redevelopment site in the future. This site could be developed with a similar product and density as the adjacent complex. This potential redevelopment would help link the existing housing to the Station Area and add to the area’s population density near the Train Station. **Figure 23** on page 35 describes the planned long term improvements.

The key improvements for the subarea are:

- 8) Encourage private development of new 1-story retail buildings along Northwest Highway.
- 9) Encourage private redevelopment of northeast corner of Seegers Road and Northwest Highway with multi-family residential.

Figure 22: Short Term Plan – Broadway Street Triangle

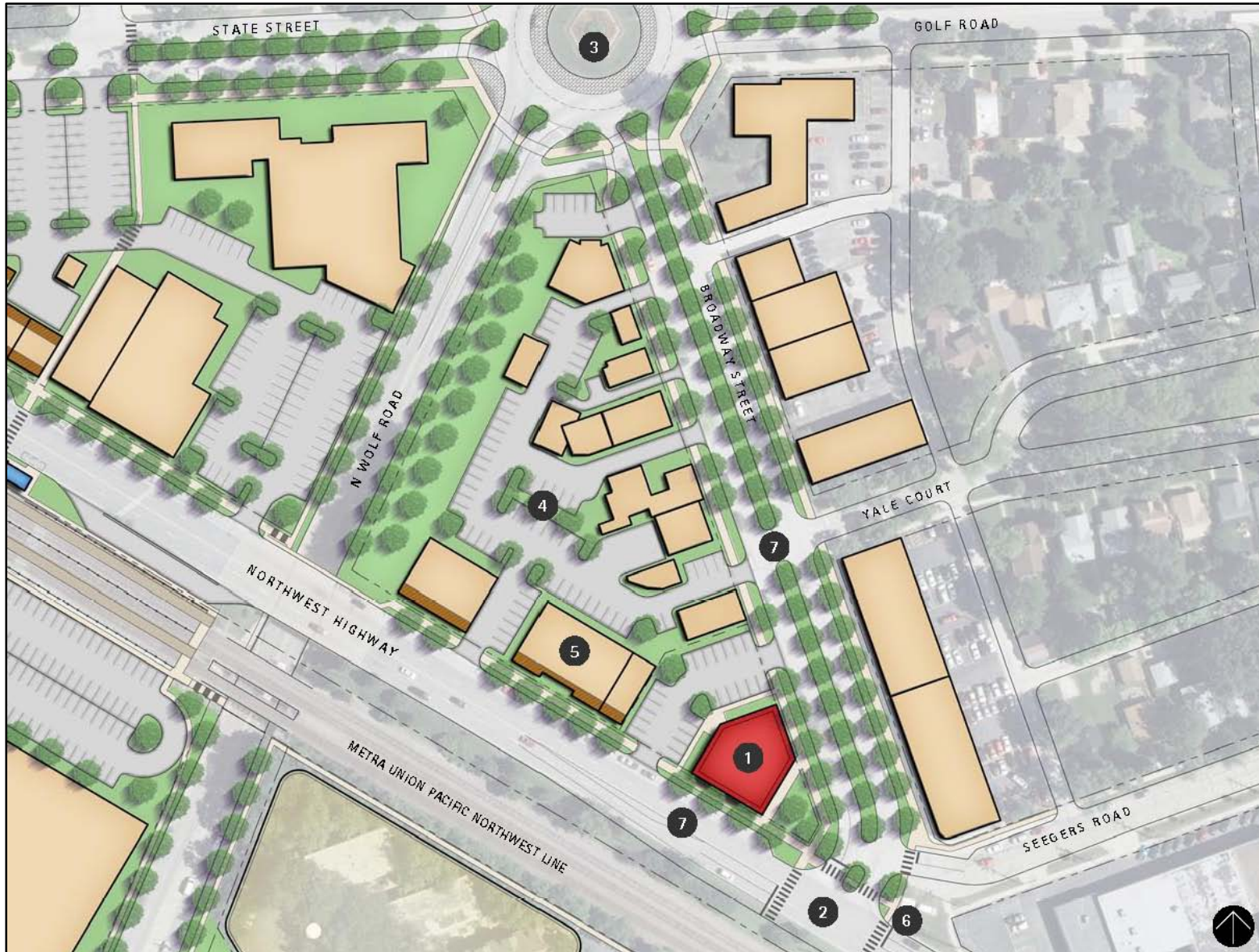


Figure 23: Long Range Plan – Broadway Street Triangle



SOUTH OF THE STATION SUBAREA PLAN

This sub-area is located along the south side of Northwest Highway from Golf Road to the railroad spur line, adjacent a single-family residential neighborhood. United Feather & Down Company's factory and the Metra commuter parking lot are located there. Small auto-oriented service businesses are located along Golf Road.

The key goals for the Golf Road/South of the Station Subarea are to:

- Improve pedestrian and auto access, flow, and safety
- Support private-sector driven rehabilitation and enhancement of transit supportive land uses
- Support private-sector driven redevelopment leading to transit-supportive land uses

South of the Station Subarea Short-Term Plan Summary

The Short-Term Master Plan recommends closing off Seegers Road northeast of Wolf Road and realignment of the factory's entrance drive to the Golf and Wolf Roads intersection. This realignment would improve pedestrian and vehicular circulation to the factory and Station as well as through this busy intersection. A new central drive would lead into the site and to the Station and replace the existing access drive located on the west side of the factory property. At the new cul-de-sac of Seegers Road, the existing auto service shop is replaced with row homes.

This section of the plan also recommends realigning the Golf/Wolf intersection and Metra Station access road to a single intersection, facilitating vehicular access to the station and potentially simplifying pedestrian circulation in the area.

In addition, an improved link to the Station is created with a pedestrian bridge that would span over Golf Road, adjacent to the railroad viaduct. This would better connect commuters from the residential neighborhoods east of the Station. **Figure 24** on the following page describes the planned short-term improvements. The critical improvements for the short term plan are:

- 1) Consider closing Seegers Road at the Golf and Wolf Roads intersection to improve safety and traffic flow.
- 2) Improve the intersection of Golf and Wolf Roads. Consider realigning entrance driveway to United Feather and Down Company property and Train Station with the Golf/Wolf Roads signalized intersection.
- 3) Support realignment of entrance driveway to United Feather & Down Company property and Train Station with the Golf/Wolf Roads signalized intersection.
- 4) Enhance streetscape along both sides of Golf Road from rail tracks to Northwest Highway in order to accommodate pedestrians and bikes. (Currently a priority corridor in the Northwest Municipal Council Bike Routes Plan)
- 5) Encourage private development of new rowhomes on Seegers Road.
- 6) Support rehabilitation of existing apartment complex.
- 7) Construct a new bus stop shelter southeast of the Northwest Highway and Broadway Street intersection.

Figure 24: Short-Term Plan – South of the Station



South of the Station Subarea Long-Range Plan Summary

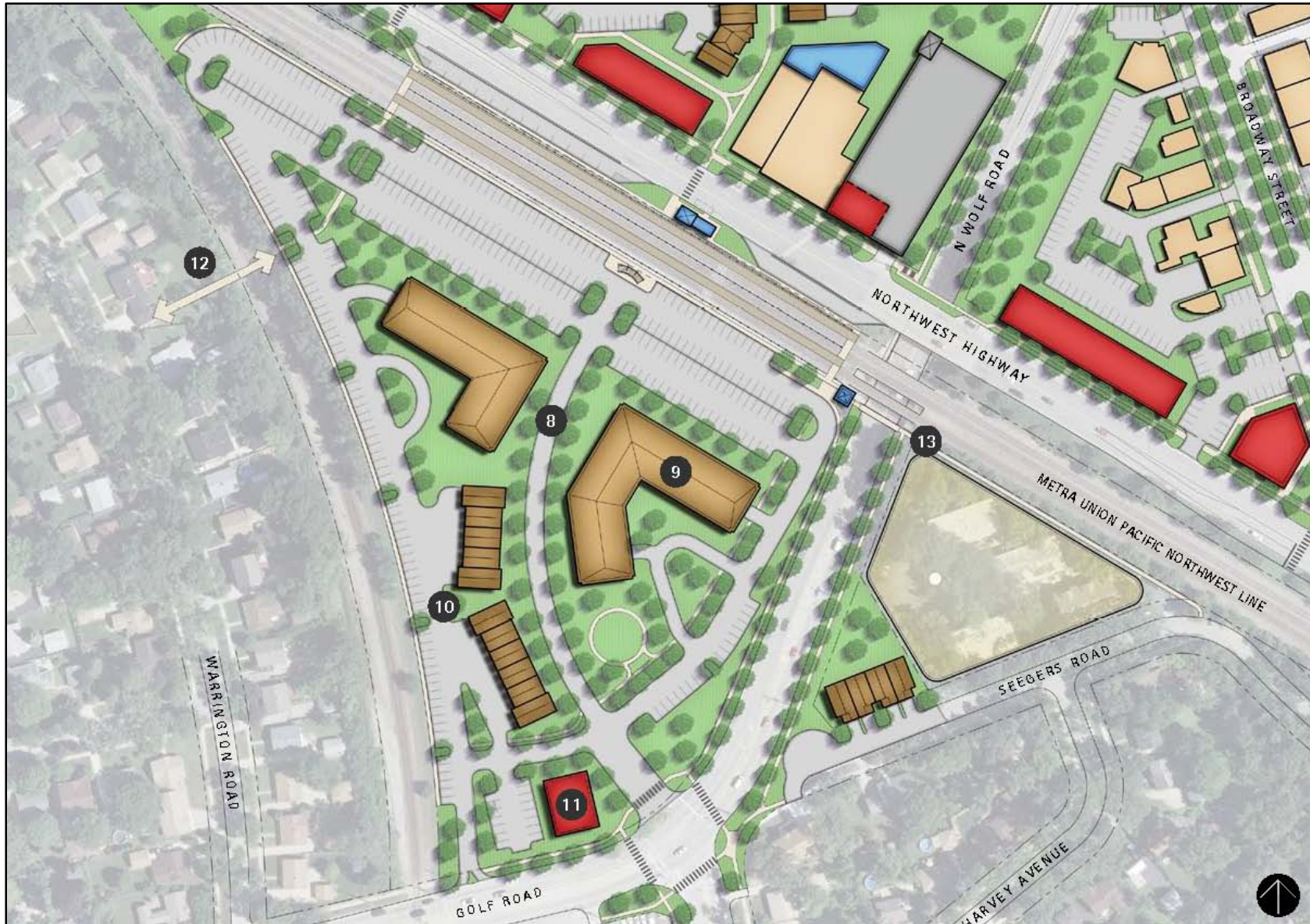
The Long-Range Master Plan demonstrates the opportunities presented if the United Feather & Down factory elected to close or relocate to a more modern business park setting within Des Plaines. The site could be redeveloped with a mix of higher-density residential products in proximity to the Metra Station. The Plan illustrates three condominium buildings and 10 row homes totaling approximately 110 units. These buildings are arranged along a central drive, with ample setback from the roadway and commuter parking area.

The central drive would directly connect the Train Station and its parking lots with the signalized Golf/Wolf intersection. This configuration would move traffic in/out of the site more efficiently during peak commute hours and provide a clear view of the Station facility. Further, a right-in/right-out access point southwest of the Golf/Wolf intersection could connect to an access road running parallel to the north-south railroad spur, providing vehicles another outlet as well as additional parking spaces.

In addition, a new 1-story, 3,500 square foot commercial building is shown at the improved intersection. This building could be developed for convenience retail such as a coffee shop, dry-cleaners or small restaurant for local residents and commuters. New development should follow the recommendations of the Design Guidelines and the Draft UDO. **Figure 25** on the following page describes the planned long term improvements:

- 8) Facilitate relocation of United Feather and Down Company to a Des Plaines Business Park and clear site for transit-oriented development.
- 9) Encourage private development of new condominium buildings with dedicated public open space.
- 10) Encourage private development of new rowhomes.
- 11) Encourage private development of a new commercial building at the northwest corner of the realigned Golf/Wolf Roads intersection.
- 12) Further explore construction of a pedestrian underpass to the existing neighborhood west of railroad tracks.
- 13) Add a pedestrian bridge/path link over Golf Road to Station Area.

Figure 25: Long-Range Plan – Golf Road/South of the Station



STUDY AREA DESIGN GUIDELINES

Design Guidelines for the Study Area are contained in Volume 2 of this plan. The guidelines add to the City's new Draft Unified Development Ordinance (UDO) and lay out guidelines to promote attractive, transit-oriented, and pedestrian-friendly design throughout the district that are consistent with the goals of the UDO. These guidelines will serve as simple tool for developers and business owners seeking to invest in the area.

5. Implementation Strategy

The Des Plaines Cumberland Station implementation Strategy identifies key projects and recommended action steps to complete projects, including public and private sector responsibilities and potential funding sources. Some strategies refer to the development of specific sites, while others refer to broader area-wide efforts. This series of recommended actions and policies is designed to act as a road map for the City's efforts to realize the goals set forth in the Cumberland Station Master Plan and design Guidelines.

The Implementation Strategy is comprised of three major categories of recommendations:

- 1) **Regulatory Policies and Programs:** Recommended changes to policies and procedures affecting current conditions and redevelopment potential in the Cumberland Station Area.
- 2) **Capital Improvements:** A series of public improvements, including both basic upgrades of public infrastructure and strategic projects to encourage Station Area redevelopment.
- 3) **Site-Specific Development Facilitation:** Recommended actions to facilitate redevelopment of key sites within the Station Area.

PHASING OF REDEVELOPMENT

Redevelopment of the Study Area will occur over a period of several years given the size of the area, the multiple owners, and current economic conditions. Certain projects and initiatives have been identified as high-priority and are expected to spur the most activity, investment, and redevelopment in the Study Area because of their high visibility. In addition, these site-specific projects appear to be the most feasible given land ownership and private sector development interest.

Redevelopment of the Study Area may occur in two general phases, as described below. The relative priority of projects could change if developer interest emerges or ownership patterns change.

Short/Immediate-Term projects refer to those sites that appear to have potential for redevelopment in the near future. Implementation of these projects has the potential to be underway within the next two to five years, although project completion could take longer. In general, these areas are characterized by vacant land and/or vacant and underutilized buildings and favorable ownership patterns. This category includes catalytic projects that will help jump start development in the Study Area.

Intermediate-Term and Long-Term projects include sites that have potential for development in the future, but where site acquisition and assembly is more difficult due to multiple property owners or lack of immediate development interest. Implementation of these projects should be underway within the next five to ten years, although project completion could take longer.

ROLES AND RESPONSIBILITIES

In order for the various recommendations in the Plan to be successful, the City must work in coordination with other public agencies, local business and property owners, private sector developers, neighborhood organizations, and specialized professionals. Key participants in the implementation of the Cumberland Station Master Plan should include the following:

City of Des Plaines. The City will have a key leadership role in implementing the Plan. The City's continued active participation in promoting, coordinating, and facilitating public improvements and redevelopment within the Study Area will be critical for successful implementation. Key roles and responsibilities of the City will include:

- Coordinate with other governmental entities, private land owners, and developers to ensure that the projects conform to the guidelines and objectives presented in the Plan
- Administer technical and other assistance to property owners, developers, and businesses
- Initiate studies and plans for pedestrian and transportation improvements to existing roadways and coordinate with necessary agencies to implement feasible transportation improvements
- Seek out grants and funding sources for public improvements
- Ensure that codes and ordinances that govern land and building development, including zoning, storm water management, sub-division regulations, and building codes, support and complement redevelopment projects proposed in the Plan
- Ensure that the goal of this Master Plan and the tenets of the Design Guidelines are incorporated into new development in the Study Area

Other Governmental Agencies. Although the City will have a key leadership role in implementing the plan, other governmental agencies will be involved in the process, including, but not limited to:

- **Metra.** Metra has indicated that it has plans to obtain funding for reconstruction of the platforms and station at the Cumberland Station. The City will need to work closely with Metra on any design and redevelopment processes for the station.
- **Pace.** Similarly, Pace should also be communicated with regarding the location of bus shelters and stops at the station and within the larger Study Area.
- **Illinois Department of Transportation (IDOT).** Many of the major roads in the Study Area are controlled by IDOT. The City will need to continue to coordinate with IDOT for pedestrian accommodations, roadway improvements, and for technical studies and funding related to roadway improvements.

Private Sector. Developers, local businesses, and financial institutions can play a key role in the redevelopment of the Study Area and implementation of the plan:

- **Private Developers.** The City should coordinate with interested developers to ensure that proposed development in the Study Area is consistent with the plan and form-based code. In addition, private developers may be recruited to develop residential, retail, and mixed-use projects that comply with the goals and objectives of the Plan if one of the major industrial or commercial users chooses to relocate.
- **Local Businesses and Property Owners.** Individual businesses and property owners within the Study Area should maintain and upgrade their property to conform to the overall guidelines and improvements of the plan. In some cases, existing businesses may require the City's assistance to work together and accomplish the parking and design recommendations of the plan. Business owners may also choose to work together to assemble the many smaller parcels into the larger, development sites recommended by the long term plan.
- **Financial Institutions.** Local lenders can provide assistance in upgrading existing properties by offering special programs for building and facade improvements and repairs, and can facilitate redevelopment by financing projects within the Study Area.

FUNCTIONAL AREA RECOMMENDATIONS SUMMARY

Each recommendation is placed in a matrix of timing/priority of implementation actions, found at the end of this chapter on page 41. The key projects in each implementation area are as follows:

- 1) Regulatory Policies and Programs**
 - a. Development assistance/facilitation programs
 - i. Bring together property owners to combine, streamline, improve and share parking areas.
 - ii. Provide opportunities for developers and property owners to work together on the identified redevelopment opportunities and sites.
 - b. Neighborhood identity and branding
 - i. Design and implement a comprehensive streetscape and signage program to create a cohesive visual identity for the neighborhood.
 - ii. Ensure that new development fits the character of the neighborhood and is in line with the goals of this plan, the associated Design Guidelines, and the Design Des Plaines form-based code.
 - iii. Explore creation of a Special Service Area (SSA) to fund marketing, beautification, and maintenance in the area.
 - c. Plan and ordinance amendments
 - i. Complete Unified Development Ordinance process
 - ii. Rezoning as necessary to achieve plan goals

- 2) Capital Improvements**
 - a. Work with Metra and RTA in the design and construction processes for a new Metra Station, extended platforms, and associated improvements.
 - b. Address pedestrian access and circulation throughout the Study Area.
 - i. Prioritize improvements on Northwest Highway to provide a more pedestrian-friendly environment adjacent to the station.
 - ii. Continue working with IDOT to add traffic signals, pedestrian accommodations, and other improvements (Broadway, street closures, the circle).
 - iii. On City-managed thoroughfares, ensure that there are sufficient crosswalks, pedestrian signals, and other pedestrian accommodations.
 - iv. Coordinate with the Union Pacific Railroad and Metra to review recommended pedestrian improvements crossing or adjacent to railroad right of way.
 - c. Secure control of or an easement on the alley between the Romanian Baptist Church and Maine Insurance and create a formal pedestrian walkway.
 - d. Address vehicular access and circulation throughout the Study Area.
 - i. Initiate the Golf/Wolf/Seegers intersection redesign and realignment
 - ii. Participate in the IDOT-driven reconstruction of the Golf/Wolf Traffic Circle.
 - iii. Work with residents and IDOT to address redesign and safety concerns at the State and Broadway intersections with Northwest Highway.

- 3) Site-Specific Development Facilitation**
 - a. Encourage new, neighborhood-serving businesses on the gateway properties identified in the short term plan.

- b. As major industrial and commercial users choose to move, facilitate redevelopment that is consistent with transit-oriented design principals.
- c. Where necessary, initiate an Request for Qualifications and/or Proposals to ensure proper redevelopment of major sites.

FUNCTIONAL AREA: REGULATORY POLICIES AND PROGRAMS

This section describes development regulations and other public policy changes that will direct private sector revitalization activities to occur in a manner consistent with the vision for Cumberland Station.

Redevelopment and Area Enhancement Assistance Programs

The plan recommends several initiatives that will require property and business owners to work together to bring them to fruition. In some cases, the City may need to actively facilitate coordination between business and property owners.

- **Coordinated parking and trash disposal.** Some portions of the Study Area have consistently high parking levels, while others are used during only a portion of the day. The City should consider assisting business and property owners in working together to pursue two main strategies to address the parking issues.
 - Share parking between night/day/weekend users. The Romanian Baptist Church already has agreements in place to utilize commercial parking during its church services and evening events. The City should work with businesses to facilitate this type of agreement between other compatible businesses and institutions.
 - Combine parking and trash removal areas to maximize parking. Currently, many businesses have their own separate parking and disposal areas. As outlined in the short and long term plans, some of these separate lots could be combined and disposal facilities shared and screened. This would lead to more attractive parking and additional parking spaces. The City should work to facilitate agreements between business owners and provide guidance in meeting the requirements of the Draft UDO.
 - Strategies regarding location and use of parking are outlined in the Design Guidelines
- **Developer and Property Owner Coordination.** The City should meet with developers and property owners to work together on the identified redevelopment opportunities and sites. As desired, the City can help to convene groups to help facilitate projects.

Neighborhood Identity and Branding

Residents and stakeholders have expressed the desire that the general character of the Station Area remain at a neighborhood-scale, and that new businesses and buildings fit into the neighborhood. However, they have also indicated that the commercial areas lack a strong identity and have room for improvement. The following are actions that the City may consider taking to promote a unique identity for the Cumberland Station Area.

- **Streetscape & Signage Program.** As described in the Existing Conditions Report in Volume 3 of this report, the major roadways in the station area currently have a significant amount of sign

clutter, making automotive navigation difficult, pedestrian signage and the area less attractive. This plan recommends that the city prioritize the following:

- Assessing and reworking signage on Northwest Highway to minimize “sign clutter” so that pedestrian warning signs are clearly visible and the area as a whole is more attractive.
 - Consider placing gateway signage or elements at Northwest Highway’s intersections with Broadway and State to provide the edges of the Cumberland Station area with a visual identity.
 - The City should design and implement a comprehensive streetscape and signage plan and program to create a visually cohesive identity for the neighborhood. While the City’s new Draft Unified Development Ordinance (“UDO”) already regulates these items to an extent, a plan will allow for creation of a unique set of guidelines that is tailored to the district and helps to create a unique identity. The Design Guidelines in Volume 2 of this report include initial guidelines for the area as well as sample kiosks and signage designs but, as noted, specific signs and themes for the neighborhood should be developed by the City in concert with resident and business owner input.
 - The Design Guidelines offer a sample streetscape program for Northwest Highway.
- **Design Guidelines.** The new Draft UDO regulates building form and function in the district. Volume 2 of this plan contains Design Guidelines for the Station Area that provides an additional level of specificity regarding building massing and site design. As development projects move forward, the City should utilize this tool to ensure that new development fits the character of the neighborhood and is in line with the goals of this plan and the Draft UDO.
 - **Special Service Area (SSA).** An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services within a designated geographic boundary. Funding is obtained through an additional property tax levied on those properties within the designated boundary. An SSA can provide support services (e.g., maintenance of public improvements), infrastructure upgrades, and/or land and building improvements (generally exterior). The process for establishing an SSA is defined by Illinois’s



The office building at the intersection of State Street and Northwest Highway as it is today and “reskinned” by DLK Civic Design to fit the proposed Design Guidelines.

Special Service Area Act. To establish an SSA, a majority of the property owners and registered voters within the proposed boundary must not object to the additional taxation required to fund programs and services. An SSA may be particularly suited to maintaining proposed infrastructure improvements and providing additional marketing and other special services in the Station Area.

FUNCTIONAL AREA: CAPITAL IMPROVEMENTS

Capital improvement planning is already underway for multiple initiatives within the Station Area, including a new Metra Station and platforms, installation of a stop light at Broadway Street and Northwest Highway, and IDOT-initiated improvements to the State Street and Northwest Highway intersection. However, the City should consider taking an active role in these projects to encourage pedestrian-oriented, transit-supportive improvements.

- **Metra Station and Platform.** Metra has indicated that it plans to evaluate construction of a new stationhouse and expansion of the platforms at the Cumberland Station. This planning process has revealed a number of critical community concerns about a new station, including improved pedestrian, bicycle, and vehicular access patterns. Residents have also expressed the desire for the station to reflect the architecture of the neighborhood and the style of the original stationhouse. The City will work with Metra and the RTA in the design process to ensure that these concerns are addressed. Additionally, Metra has detailed plans of the original station structure (dated 1947), which may be useful during the station reconstruction project. Metra can provide these upon request. Moving forward the design and construction processes for a new stationhouse is a priority action item in this plan.
- **Pedestrian access and circulation.** As noted in the existing conditions report in Volume 3 of this report, pedestrians access the station via a number of non-traditional access points, and many do not utilize the designated crosswalks or the pedestrian underpass to cross Northwest Highway. The design Guidelines in Volume 2 offer a series of guidelines for new private and public development to encourage a pedestrian-friendly, transit-supportive built environment. This plan recommends that the City undertake the following actions to address these issues:
 - Prioritize pedestrian improvements on Northwest Highway to provide a more pedestrian-friendly environment adjacent to the station. Critical areas include pedestrian accommodation at the State Street and Broadway Street intersections, improved signage and flashing lights warning vehicles of pedestrian crossings, and reconfiguration of the existing crosswalk at the station to avoid conflicts between the bus stop, Kiss & Ride exit, and pedestrian crossing.
 - Work with IDOT to add traffic signals, pedestrian islands and signage, and other improvements that will provide easier pedestrian routes to the station. Specifically, address pedestrian circulation at the Golf/Wolf circle intersection and continue the process of design and engineering of the Broadway/Northwest Highway signal and ensure that signal coordination with the State Street/Northwest Highway intersection allows for extended time for pedestrian crossings between the Station and the north side of Northwest Highway.
 - Work with property owners to develop pedestrian paths that lead to designated pedestrian crossings.
 - Work with Pace to minimize conflicts between bus stops, crosswalks, and station parking entrances and exits. The current configuration places all of these uses in the same space, making pedestrian and vehicular navigation difficult.
 - As necessary, work to obtain grants, allocate capital improvement funds, establish special taxing districts, or otherwise obtain funding for pedestrian improvements that area outside the purview of Metra, Pace, RTA, and IDOT.

- Coordinate with the Union Pacific Railroad and Metra to review recommended pedestrian improvements crossing or adjacent to railroad right of way. The proposed bridge across Golf Road, pedestrian path on the south side of Northwest Highway, and potential pedestrian underpass to the southwestern neighborhoods may all require extended negotiations with these entities.
- **Conversion of alley/driveway to pedestrian path.** The alley/driveway between the Romanian Baptist Church and Maine Insurance Agency is currently used by many pedestrians as part of their route to the station. This City should consider working to obtain an easement on or purchase this property and create a well-lit, landscaped pedestrian pathway. The State Street Triangle short term plan has more detail on this improvement. This initiative is a priority action item and would be funded by municipal and/or private sources rather than Metra funds.
- **Vehicular Access Improvements.** The complicated interaction of Golf and Wolf Roads with the Study Area creates numerous vehicular circulation problems throughout the study Area.
 - The highest priority is reconfiguration of the Golf/Wolf/Seegers intersection. The main entrance to the station is located between the Golf/Wolf signalized intersection and the Seegers Railroad Spur, causing backups as vehicles wait to turn. The City should work with IDOT and the owners of the United Feather & Down to reconfigure the Golf/Wolf intersection and commuter parking entrance to create a single, signalized intersection. At this time, Metra does not have funding to support these improvements. The City and/or IDOT would likely be responsible for providing the required design and construction funds.
 - IDOT is currently working on an in-house redesign of the Golf/Wolf Circle. The City should participate actively in this process to ensure that it meets modern roundabout design standards for vehicular movements and that pedestrians are properly accommodated at the intersection with crosswalks and pedestrian islands. Regina Webster & Associates has provided preliminary input on basic improvements required at this intersection and the potential to smoothly integrate pedestrian and vehicular movements.
 - IDOT and the City are currently reviewing reconfigurations of both the State and Broadway intersections with Northwest Highway. Prior design suggestions included limiting turning movements from Cornell Street and Seegers Road, respectively, at these intersections. Neighborhood residents have expressed strong concerns about this proposal. As the design process moves forward, the City should work balance residents' concerns with the need to enhance pedestrian and vehicular safety.
 - As noted in the Design Guidelines, existing curb cuts and driveways should be consolidated where possible, and new development should be carefully considered so that its access to roads does not harm the flow of vehicular and pedestrian traffic.

FUNCTIONAL AREA: SITE-SPECIFIC DEVELOPMENT FACILITATION

The Station Area contains several sites that have catalytic potential in the near term or will change uses in the long term. The City has indicated that it does not desire to actively relocate any businesses or property owners at this time. However, the City may consider the following actions to facilitate transit-supportive redevelopment that is initiated by the private sector.

- **Gateway sites.** The plan has identified the sites at the Northwest Highway intersections with State Street and Broadway Street as critical gateways into the neighborhood that would both benefit from near-term redevelopment and enhance the Station Area as a whole. The City has indicated a willingness to engage in discussions with those property owners should they seek to redevelop their sites. These two sites are critical for redevelopment of the station area, and should be addressed once economic conditions permit.
- **Long Term Land Use Change.** The Station Area currently contains two large industrial users that are not considered appropriate to transit-supportive development. Should those businesses indicate interest in relocating the City could:
 - Work with the property owner(s) to issue a Request for Qualifications/Proposals (RFQ/P) for the site(s) to find a development proposal that meets specific design and unit type guidelines, rather than wait for a developer-initiated process. This may require:
 - Outright purchase by the City of the land or an option from the current property owner prior to the RFQ/P process. This is the most common and least complicated approach. It also potentially allows for the tax benefits of “friendly condemnation” for the property owner.
 - Formulation of a partnership with the current property owner to undergo a City-led RFQ/P process for the site. This approach would require consent of and guarantees for both parties.
 - Consider offering an incentive, such as City purchase and write-down of land costs, creation of a Tax Increment Finance District, or a property tax rebate to encourage potential developers to design transit-supportive developments.
 - Since both of the long-term redevelopment sites are currently designated as light manufacturing under the Draft UDO, development of either into residential or mixed-use would require a developer/landowner to complete the rezoning and subdivision processes outlined in the Draft UDO. This offers the City an additional opportunity to review a potential development proposal and ensure that the requested rezoning fits with the long-term goals for these sites. The most compatible new zoning classifications for the recommended development on these sites appear to be RN2: Outer Multifamily and RN3: Neighborhood Multifamily.
 - Key benefits of an RFQ/P process
 - City staff is heavily engaged in the process, has additional control over the development outcomes, and is involved in the process early.
 - The Developer has additional assurances of City buy-in to the development concept.
 - Surrounding business owners and residents have a chance to engage early in the process and help to define the project so that is supportive of their vision of the neighborhood.
 - Ensures that industrial sites transition to TOD-supportive uses better suited to the neighborhood and site.

IMPLEMENTATION TOOLS/FUNDING SOURCES

An array of tools and resources, primarily focused on providing financial support, are available to the City to facilitate the implementation of the Subarea Plan. These tools are referenced in the Implementation Matrix tables at the end of this chapter.

City Capital Projects Fund. Funding for capital improvements and public facilities can be allocated as part of the City's annual budgeting process and funded out of existing reserves for capital projects.

Tax Increment Financing (TIF). The City has indicated that it does not wish to utilize a TIF district in the Station Area at this time. However, if potential for major redevelopment occurs, TIF may be necessary to provide infrastructure and other funding for redevelopment.

Per Illinois law, TIF districts are intended to address existing blight conditions and/or to prevent blight from occurring. Under TIF, the increases in property taxes from redevelopment and/or natural growth in equalized assessed valuation within a defined geographic area are all allocated to the City for up to a 23-year period (with certain reimbursement provisions to school and library districts) to be used for various public and private redevelopment project costs. The other taxing districts serving the subject area continue to receive the taxes on the equalized assessed value that existed prior to creation of the district. Properties in the district are assessed in the same manner as all other properties and are taxed at the same rate—in other words, TIF is not an increase in taxes, but rather a re-allocation of how they are used. TIF can only be used in areas exhibiting specific combinations of eligibility factors defined in Illinois law. TIF is particularly well suited to financing of infrastructure and assisting economically challenged redevelopment projects with “extraordinary costs” such as land assembly, site preparation, or environmental cleanup.

Special Service Area (SSA). As noted above, an SSA is a taxing mechanism that can be used to fund a wide range of special or additional services within a designated geographic boundary. Funding is obtained through an additional property tax levied on those properties within the designated boundary. An SSA can provide support services (e.g., maintenance of public improvements, marketing, and others), infrastructure upgrades, and/or land and building improvements (primarily exterior).

State or Federal Grants. Several potential grant sources are available to fund infrastructure improvements of the type recommended in this Plan. The best prospective programs for the City to consider include:

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ).** A federally funded program administered by the Chicago Metropolitan Agency for Planning (CMAP) that targets projects reducing congestion and/or improving air quality. Eligible project types include transit facility improvements, commuter parking lots, traffic flow improvements, and bicycle/pedestrian projects are eligible for this funding. CMAQ is fully programmed for fiscal year 2011, and will be open for applications for fiscal year 2012 in December 2010.
- **U.S. DOT TIGER Grants (or similar).** These competitive federal grants were funded under the American Recovery and Reinvestment Act of 2009 (ARRA) and targeted investments in transportation that will provide long term economic benefits. Applications were due by

September 15, 2009. However, additional funding or similar programs could be reauthorized in the future.

- **Illinois Transportation Enhancement Program (ITEP).** Administered by the Illinois Department of Transportation, eligible projects for this funding include bicycle/pedestrian facilities, streetscaping, and landscaping. Federal reimbursement is available for up to 50% of the cost of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs. Application cycles for this program have been irregular in recent years.
- **Member Initiative Grants.** This funding is administered by the State of Illinois, and is fairly flexible in its scope. These grants are initiated by individual members of the Illinois legislature.

Figure 26: Cumberland Station Area TOF Plan Implementation Matrix

Action Item	Type of Action	Summary	Priority	Time Frame	Cost Level	Initial Lead	Implementation Tools/Funding Sources	Key Steps	Notes
Regulatory Policies and Programs									
Development Coordination and Facilitation	Programmatic	Help property owners looking to redevelop work together	Medium	Short-Term	City - \$	City and Local Property Owners	- Private sector funding sources	- Coordinate meetings with potential development partners	- City can facilitate but must be driven by local supporters
Parking and Trash Coordination	Programmatic	Facilitate sharing of parking and trash	Medium	Short-Term	City - \$ Private - \$	Local Businesses and Property Owners	- Formal and/or informal agreements - Existing funds dedicated to trash service	- Coordinate meetings between businesses and property owners	- Trash coordination can be time intensive to manage
Neighborhood Identity and Branding	Programmatic	Brand and Market Commercial District	Medium	Short-Term	City - \$	City and Local Business and Property Owners	- SSA	- Conduct meetings to develop a common set of goals for the commercial district - Help craft a marketing message and disseminate that message - Work with City staff and/or consultants to design a comprehensive set of streetscape improvements for the area and coordinating signage requirements	- City can facilitate but must be driven by local supporters
Streetscape & Signage Program	Programmatic	Create a plan for streetscape and signage to encourage a cohesive, appealing look for the district and encourage a pedestrian-friendly atmosphere.	Medium	Short-Term	City - \$ to \$\$	City	- Design Guidelines - Unified Development Ordinance - State & Federal Grants - SSA	- Utilize principles laid out in Design Guidelines and Draft UDO - Complement style of existing residential neighborhood - Prioritize Northwest Highway as gateway to the community - Solicit resident, business, and property owner input on potential improvements	- Plan can be implemented as development occurs or to encourage new development
Special Service Area (SSA)	Programmatic	Create an SSA to fund additional services and streetscape in the study area	Medium	Long-Term	City - \$	City	- Statutory process	- If additional services are desired or a funding source for streetscape improvements is required, solicit property and business owner feedback - Identify the critical service areas/physical investments - Understand stakeholder tolerance for an area-specific additional tax	- Only if business owners desire additional services or to install physical improvements not within the current City budget
Plan and ordinance amendments	Programmatic	Complete UDO process and address potential rezonings	High	Short-Term	City - \$	City	- Draft UDO	- Complete Unified Development Ordinance approval process - As key commercial parcels become available for redevelopment in the long term, facilitate rezonings As necessary for residential/mixed use development	
Capital Improvements									
Station Area Enhancements	Capital	Engage with Metra and other agencies to update stationhouse and environs	High	Short-Term	City - \$ to \$\$ Metra/RTA - \$\$ to \$\$\$	RTA and Metra	- State Bonds - Federal New Starts	- Engage with Metra as they pursue capital funding - Once funding has been secured engage in the station area redesign process - City may need to pursue funding for: 1. Additional station design/construction costs above the Metra norm if a "Tudor" style station is desired 2. Additional pedestrian and streetscape improvements outside the Metra platform/stationhouse or above normal improvement cost levels	
Realignment of the Golf/Wolf/Seegers Intersection	Capital	Engage with IDOT, United Feather & Down, and Metra to reconfigure the Golf/Wolf/Seegers intersection and commuter parking lot entrance into a single, signalized intersection.	High	Short-Term	City - \$ to \$\$\$ IDOT - \$ to \$\$\$	City	- City Capital Improvement Program Budget - State & Federal Grants - IDOT	- Negotiate with United Feather & Down, the current property owner to determine initial feasibility - Work with IDOT to assess potential redesign of the intersection, including closure of Seegers Road at the intersection - Incorporate concerns and feedback from Metra regarding impact on Commuter parking - Solicit feedback from neighborhood residents and property owners	

Figure 26: Cumberland Station Area TOF Plan Implementation Matrix

Action Item	Type of Action	Summary	Priority	Time Frame	Cost Level	Initial Lead	Implementation Tools/Funding Sources	Key Steps	Notes
Pedestrian Access and Circulation	Programmatic and Capital	Plan for and implement near-term pedestrian improvements that are not dependent upon the results of future redevelopment projects.	High	Short-Term	City - \$\$ IDOT - \$\$	City	- City Capital Improvement Program Budget - State & Federal Grants - PACE - IDOT	- Formalize pedestrian routes through State Street Triangle (priority) by streamlining parking and converting the alley/driveway to a pedestrian walkway - Add pedestrian crosswalks where absent, prioritize Northwest Highway - Move Pace bus stop to improve safety near stationhouse - Improve pedestrian crossings at traffic circle - Add sidewalks on south side of Northwest Highway	
Pedestrian Access and Circulation	Programmatic and Capital	Plan for and implement long-term pedestrian improvements that are of higher complexity or cost or are dependent upon future redevelopment	High	Long-Term	City - \$\$ to \$\$\$ IDOT - \$\$ to \$\$\$	City	- City Capital Improvement Program Budget - State & Federal Grants - IDOT	- Investigate the potential for a pedestrian bridge over Golf Road to the station on the south side of the railroad tracks . This will include negotiations with Metra and Union Pacific Railroad. - Investigate the potential for a pedestrian underpass from the neighborhoods to the southwest and under the Seeger railroad spur. This will include negotiations with Metra and Union Pacific Railroad - Continue to ensure that new development incorporates clear pedestrian pathways to the station. - Work with IDOT to ensure that a reconstructed Golf/Wolf Circle incorporates pedestrian crossings throughout and prioritizes intersections that provide direct access to walking routes to the station	
Street Signalization and Closure	Programmatic	Continue to work with IDOT on plans	High	Short-Term	City - \$ to \$\$ IDOT - \$\$	City/IDOT	- City Capital Improvement Program Budget - IDOT- State & Federal Grants	Work with IDOT on: 1. Signalization at Broadway and Northwest Highway and State and Northwest Highway 2. Closure of Seegers at Golf 3. Roundabout Improvements	
Streetscape, Signage, and Wayfinding Improvements	Programmatic and Capital	Plan for improvement of signage, lighting, and gateway improvements throughout the district, with guidelines provided for both design and placement of public and private improvements.	Medium	Planning: Short-Term Implementation: Mid and Long Term	Short Term - \$ Long Term - \$\$ to \$\$\$	City	- City Capital Improvement Program Budget - State & Federal Grants - SSA	Work with the public to plan and create guidelines for: - Streetlights - Streetscape Enhancements - Gateway Signage and Wayfinding	
Site-Specific Development Facilitation									
Gateway Sites	Programmatic	Assist private sector redevelopment efforts, ensure that resulting redevelopment meets district goals, and plan for pedestrian, gateway, streetscape improvements.	Medium	Short-Term	City - \$ Private - \$	Private Sector Businesses/ Property Owners	- Private sector funding sources - State & Federal Grants - SSA	- Work with current property owners as they identify expansion/property sale plans	- Plan and design for streetscape, gateway, and pedestrian improvements that can be added as redevelopment progresses
Long Term Land Use Change	Programmatic	If the United Feather & Down or the R. G. Smith Equipment sites become available, initiate an RFQ/P process to facilitate transit-supportive redevelopment	Medium	Long-Term	City - \$	City and Property Owner	- Private landowner - Agreements with property owners - City budget or TIF if necessary	- Continue working with IDOT on the potential closure of the Hills Avenue intersection with River Road - Track property owner desires to remain/relocate over the long term - Either purchase sites outright or work with property owners to forge agreements for an RFQ/P redevelopment process	- Ensure that proposed new development conforms with the goals of the plan, specifically in encouraging pedestrian access and enhancing the street wall - Plan for and design streetscape and pedestrian improvements that can be implemented as redevelopment progresses. - The City may choose to assist with business relocation to ensure that businesses stay with Des Plaines
Formal RFQ/P Process	Programmatic	Forge agreements with property owners or buy the land outright and then initiate an developer RFQ/P process to solicit desired outcomes for large redevelopment sites	Low	Long-Term	City - \$ to \$\$	City and Property Owner	- City budget - TIF if necessary	- Maintain relationships with property owners of long-term redevelop sites so that their desire to sell is known in advance and partnerships can be formed.	