

Metra Milwaukee District West Line Transit-Friendly Development Plan

Volume 1: Summary Recommendations and Implementation



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

Adopted by Chicago Plan Commission December 15, 2011

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Acknowledgments

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Executive Summary

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

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

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

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

KEY FINDINGS: UNIVERSAL PRINCIPLES FOR CITY METRA STATIONS

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

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

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

KEY FINDINGS: STATION-SPECIFIC RECOMMENDATIONS

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

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

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

Introduction

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

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

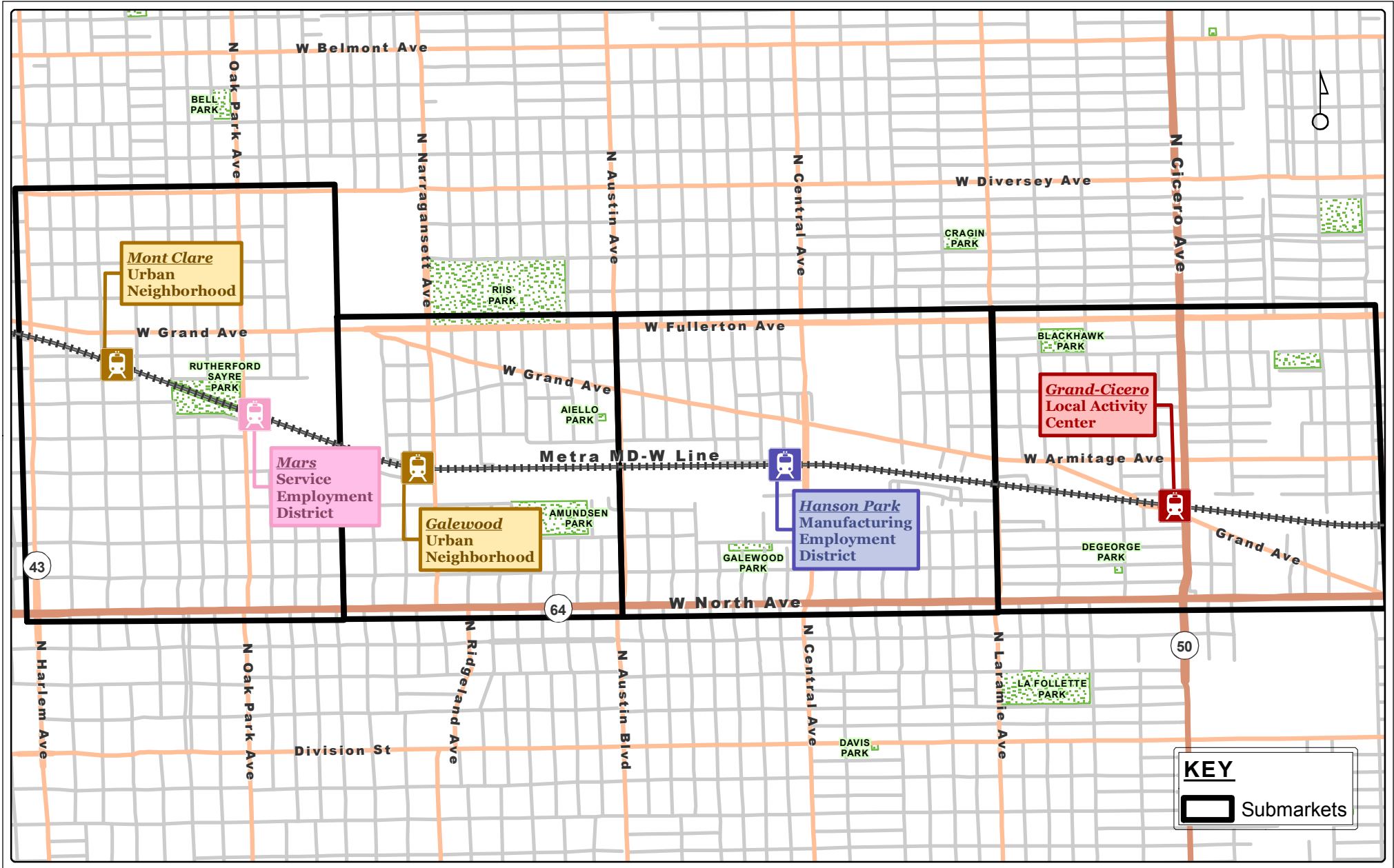
- To improve connections between rail and bus transit to reduce the need for automobile use
- To improve the visibility, accessibility, and appearance of station areas
- To identify opportunities to add new housing and employment opportunities near stations that encourage and are compatible with transit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

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

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

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

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



Station Area Typology

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

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

Study Area Context and Existing Conditions

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

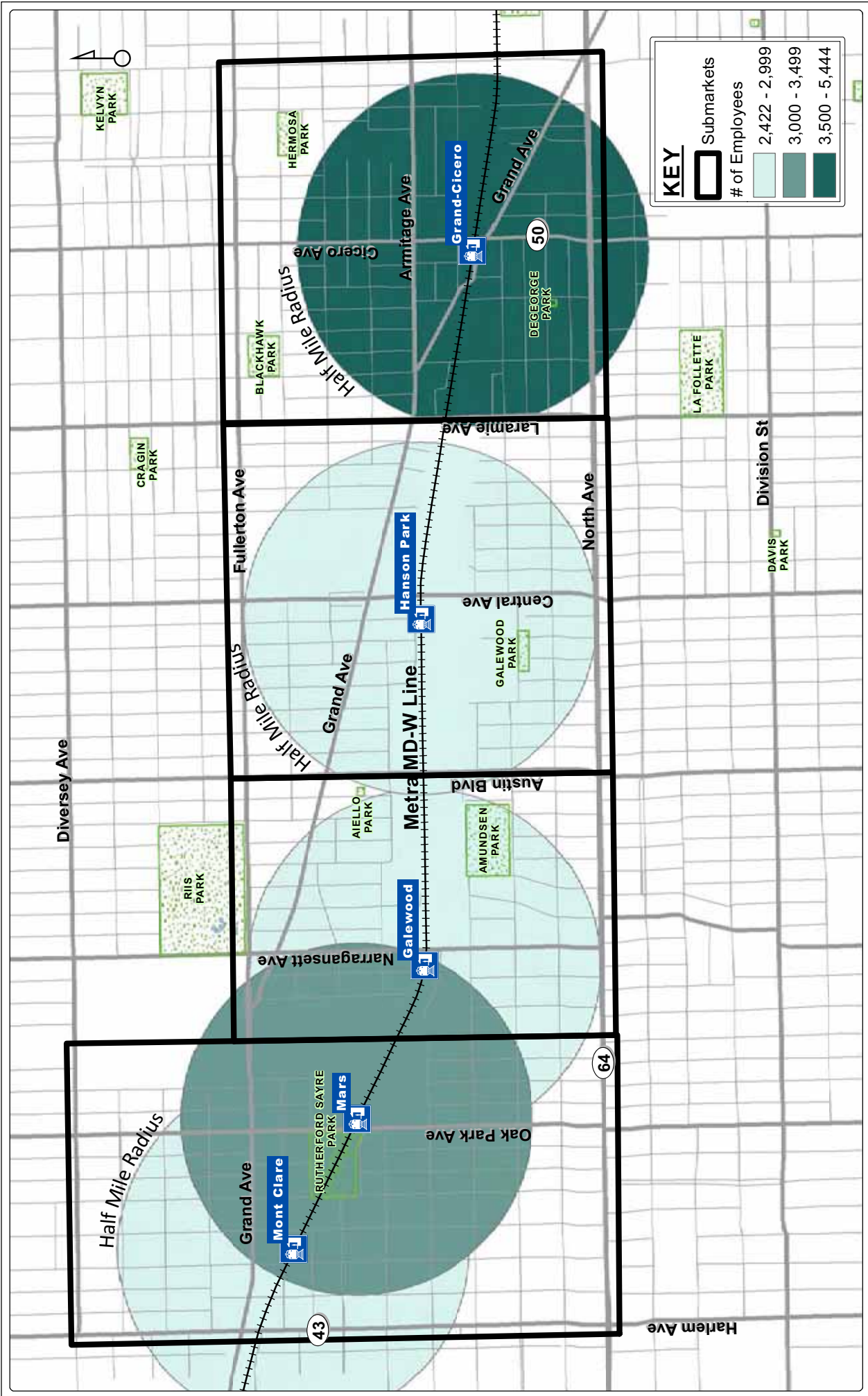
This plan is concerned with the five westernmost stations in the City of Chicago and their surrounding environs. They are, in order from east to west:

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

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

EMPLOYMENT

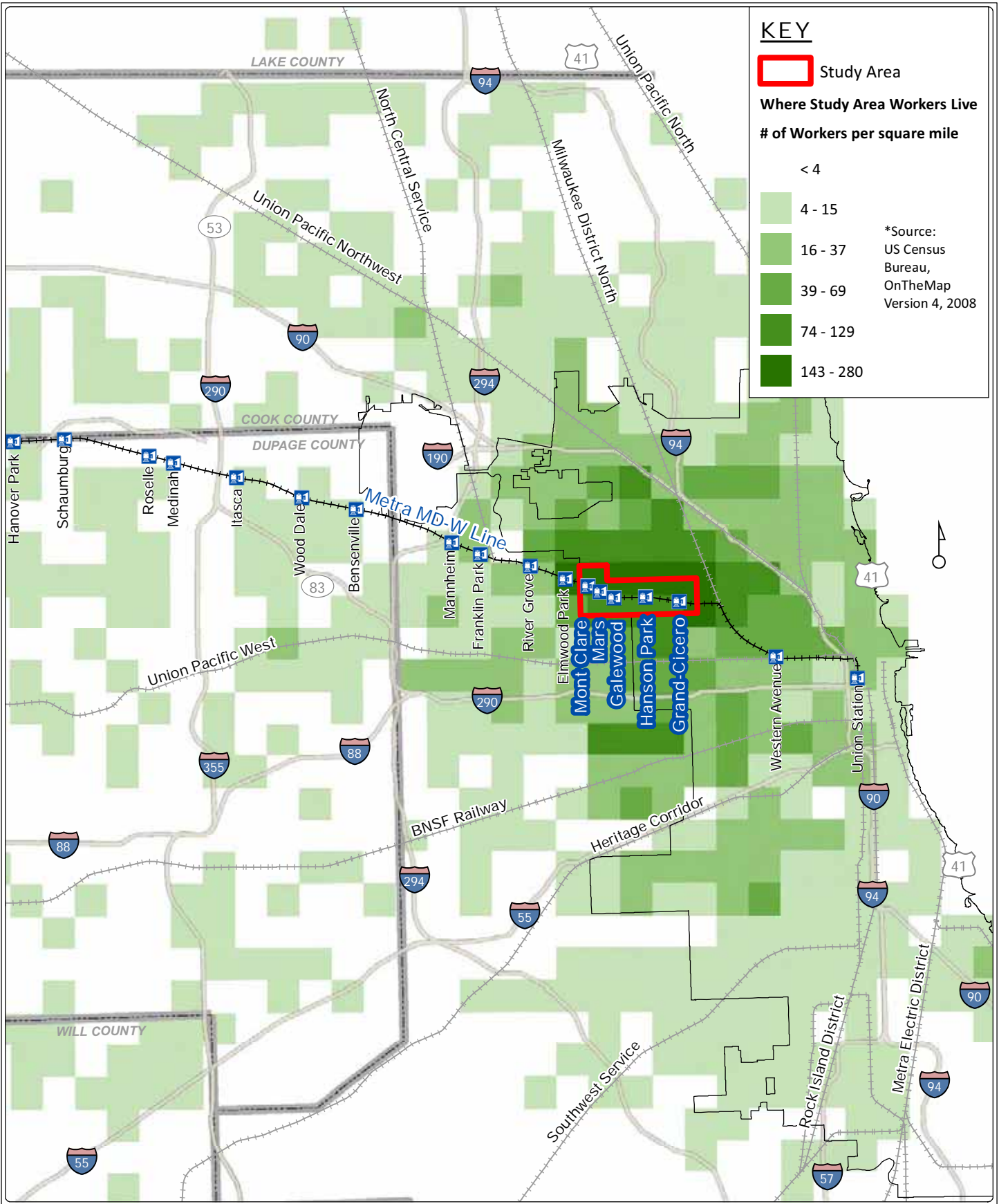
The Study Area is an important employment hub for the City's west side: approximately 11,800 people work within the Study Area, with significant industrial and institutional employers. Major employers include Shriner's Hospital, Mars Inc., Magid Glove & Safety, Cloverhill Bakeries, and Chicago Dowel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



EXISTING CONDITIONS ANALYSIS
1" = 0.38 MILE

MAJOR EMPLOYERS

METRA MILWAUKEE DISTRICT WEST LINE



WHERE STUDY AREA WORKERS LIVE

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1" = 4.14 MILE

NEIGHBORHOODS AND RESIDENTIAL MARKET

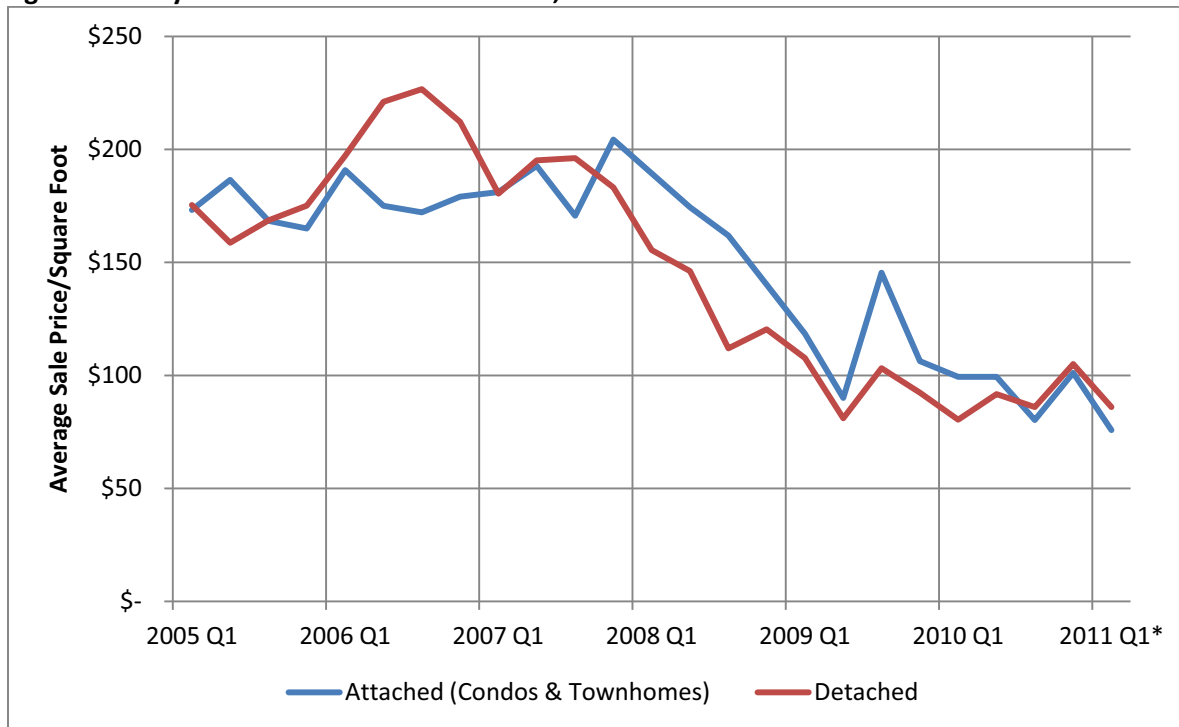
In addition to being a place of work, the Study Area is also home to approximately 60,125 residents as of 2009. Neighborhoods within the study area are family-oriented, with average household sizes larger than the City as a whole. Near the three westernmost stations, median household income is also significantly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

Figure 1. Study Area Demographics.

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

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

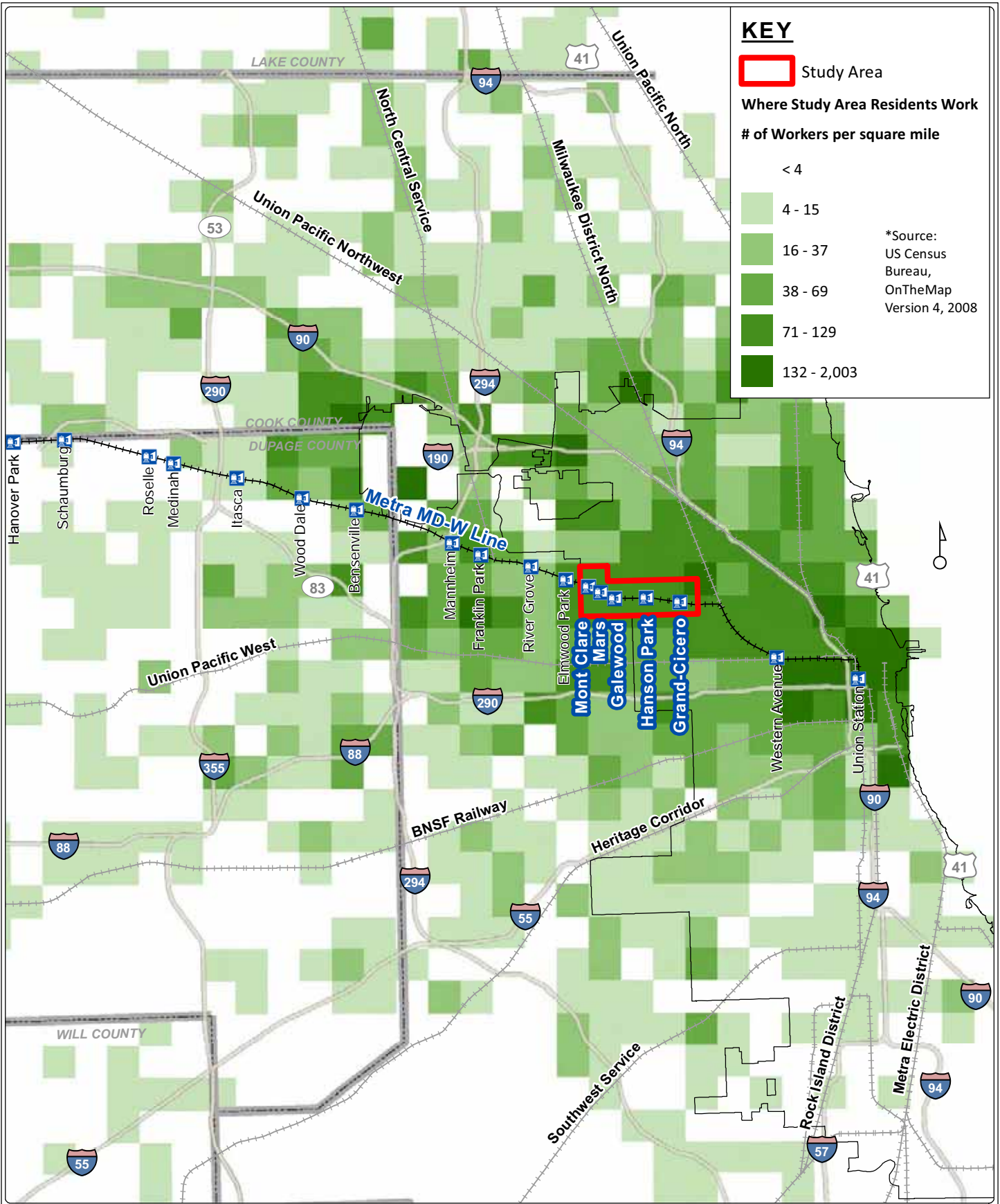
Figure 2. Study Area Home Sales Price Trends, 2005-2011



Source: Multiple Listing Service; SB Friedman

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

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



WHERE STUDY AREA RESIDENTS WORK

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS

1" = 4.14 MILE





RETAIL ENVIRONMENT

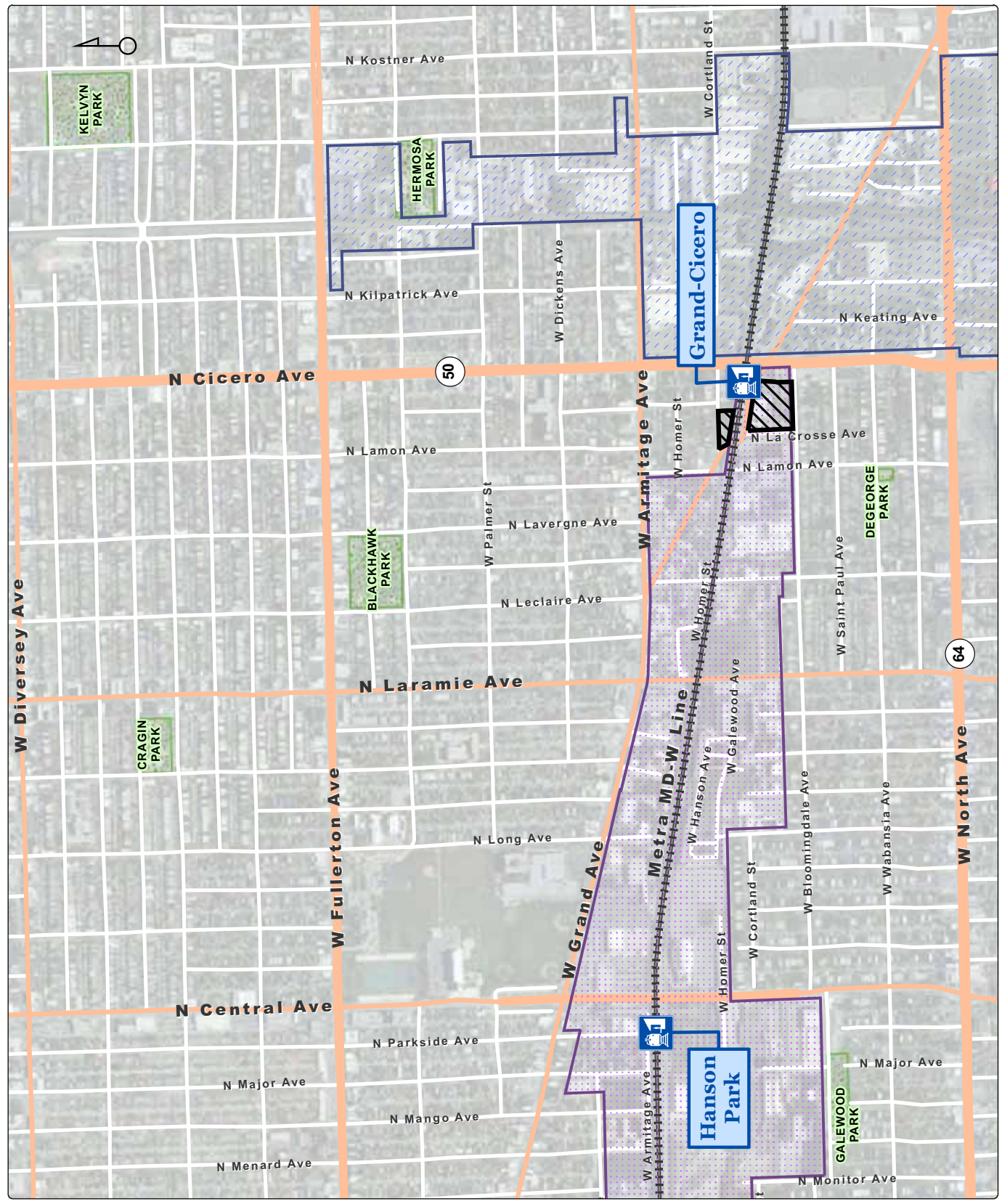
Several significant retail corridors and clusters are located within and near the Study Area. However, retail is largely limited to streets along the periphery of the Study Area, particularly Harlem Avenue, North Avenue and Fullerton Avenue. Grand Avenue, which bisects the Study Area from southeast to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

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

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

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

-  Infill Opportunity Site
-  Industrial Corridor
-  Armitage
-  Northwest







EXISTING CONDITIONS ANALYSIS
1" = 0.22 MILE

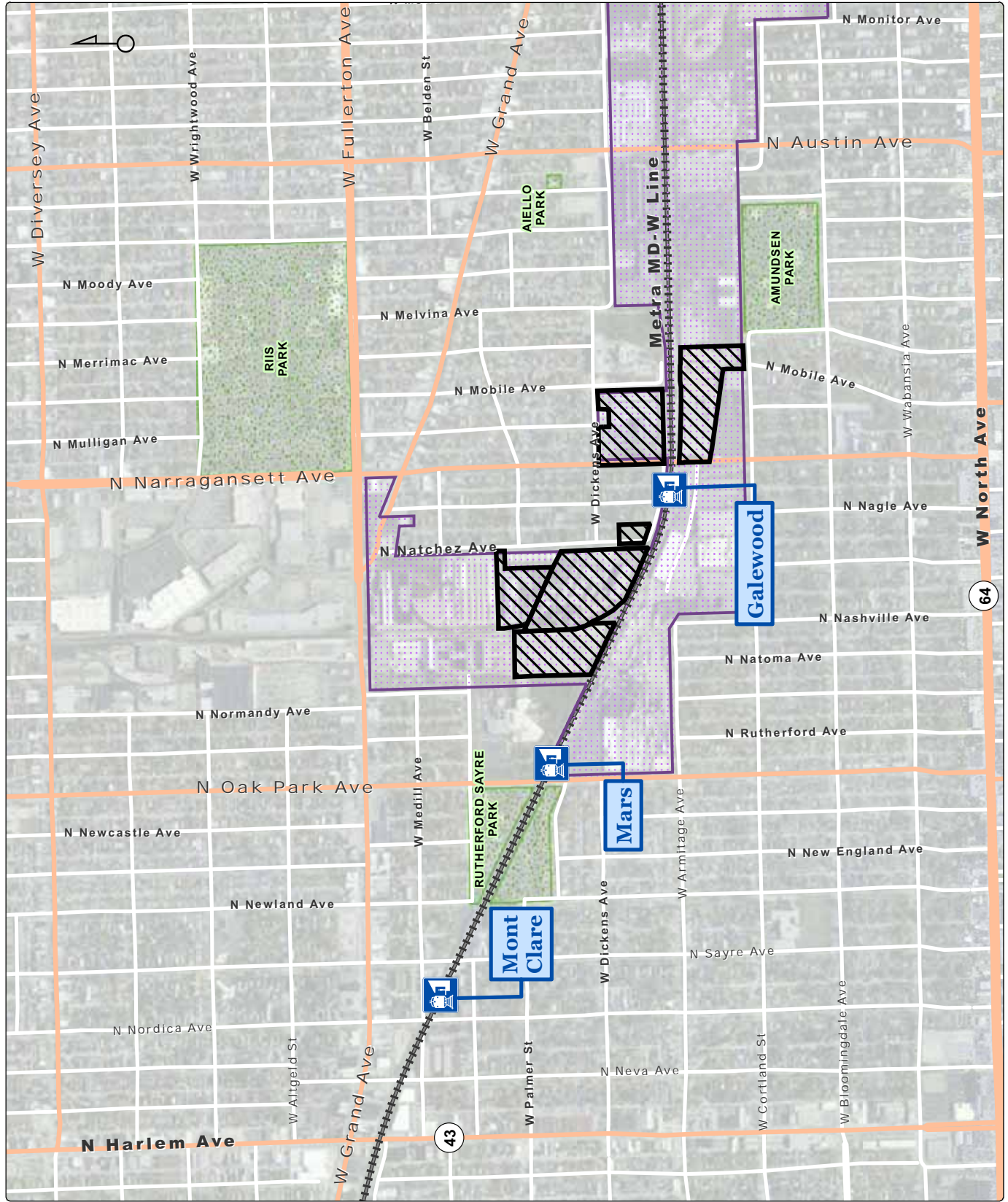
EASTERN STATIONS INFILL OPPORTUNITY SITES
METRA MILWAUKEE DISTRICT WEST LINE

DIANE LEGGE KEMP
PLANNING + DESIGN

SB Fricdman
Development Solutions



-  Infill
-  Opportunity Site
-  Industrial Corridor
-  Armitage



EXISTING CONDITIONS ANALYSIS
1" = 0.22 MILE

WESTERN STATIONS INFILL OPPORTUNITY SITES
METRA MILWAUKEE DISTRICT WEST LINE

DIANE LEGGE KEMP
Planner • Designer

SB Fricdman RWA
Development Advisors

Recommendations

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

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

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

UNIVERSAL PRINCIPLES FOR CITY METRA STATIONS

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

- Respect existing land use and regulatory conditions. The near-term future of station areas is determined to a large extent by established development patterns and land use regulations (i.e. zoning and planned manufacturing districts)
- Focus on improving access and movement primarily within two blocks of stations for all forms of transportation (pedestrian, bicycle, public transit and auto)
 - Calibrate dedicated parking facilities to match demand
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 - CTA bus shelters at and near Metra stations to include:
 - Metra timetables and system maps, or reference to timetables and maps posted at nearby station shelters
 - Signage directing passengers to the platform
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- Accommodate dramatic change at selected sites with stronger market conditions or anchor opportunities
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- Protect healthy existing residential neighborhoods near stations
- Preserve industrial areas near stations, including Planned Manufacturing Districts, as important employment generators and potential destinations for commuter rail users
- Promote and revitalize walkable retail and commercial corridors near stations
- Improve signage and wayfinding, especially at major cross streets that can serve as gateways to Metra
- Educate employers about the transit benefits program and improve employee and resident awareness of transit options.
- Periodically re-evaluate train schedules to match transit potential with cross traffic volumes, numbers of intersecting bus routes, and neighborhood commuting destinations while balancing financial and operating limitations

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

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

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

GRAND/CICERO

Transit-Friendly Improvements

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

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

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

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

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

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

Land Use Strategies

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

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

Wayfinding Elements:

Gateway at key streets

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



Shelters at bus stops

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



Kiosk at street

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



Trailblazers on poles

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



Identifiers at station

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



Directionals to platforms

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



Gateway Locations



Metra Station Gateway Elements

Transit-Friendly Improvements:

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

- ✓ Existing
- Proposed
- ⊖ Not applicable

Connectivity:

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

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

Convenience + Comfort:

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

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

Safety + Security:

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

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

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



GRAND/CICERO STATION METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'



(A) Mixed Use example of potential redevelopment along Cicero Ave.



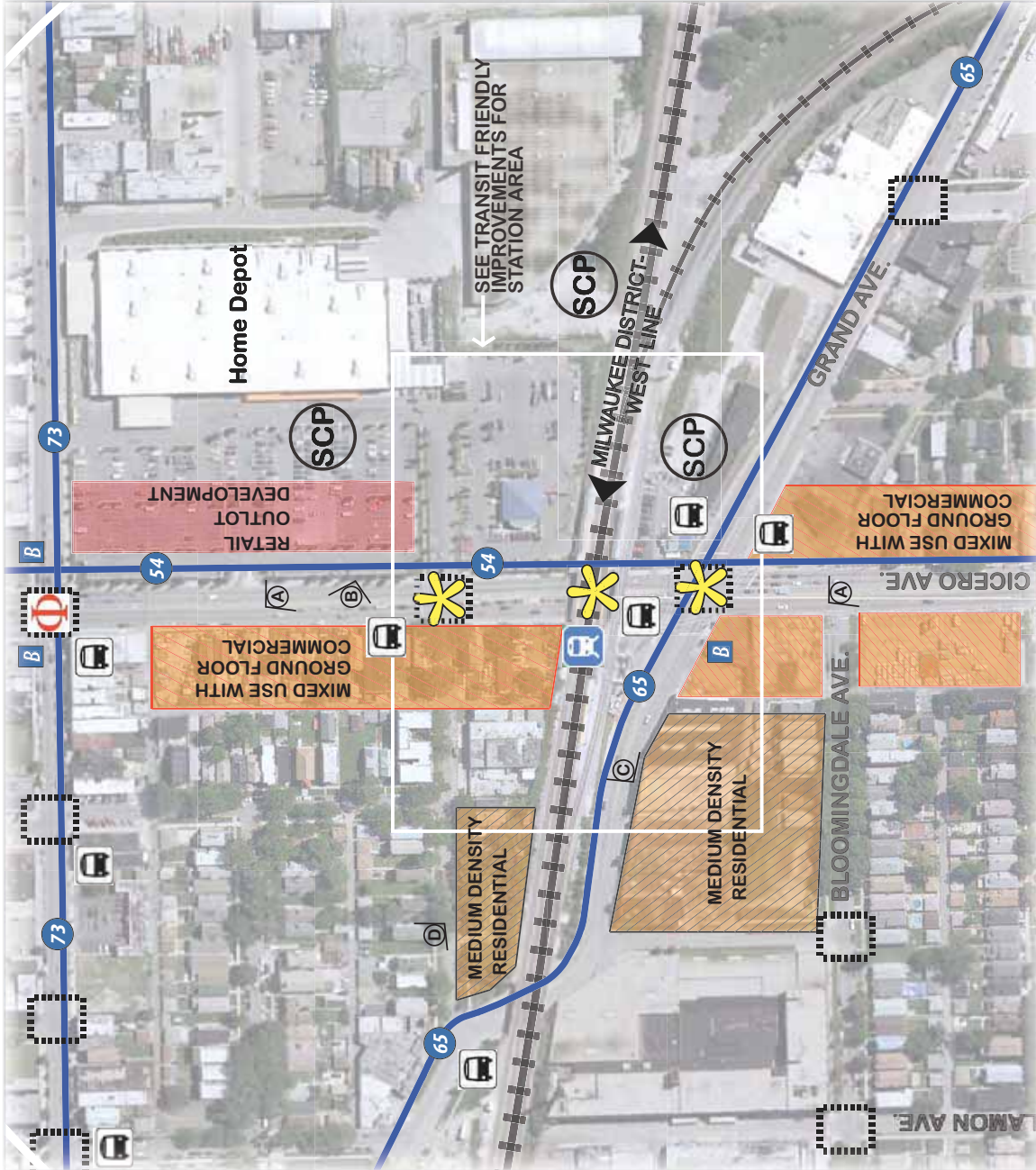
(B) Outdoor Retail example along Cicero Ave. and Home Depot frontage



(C) Medium Density Residential - Affordable Senior Housing



(D) Medium Density Residential - Multi-Family Apartments



Station Area Map 1/2 Mile Radius



Station Type: Local Activity Center, Elevated Station

13 Weekday Inbound Metra Trains
5 CTA Bus Routes

Overall Strategy:

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

Tactics:

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

STRATEGIES KEY

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

STRATEGIES 1" = 200'

GRAND/CICERO STATION
METRA MILWAUKEE DISTRICT WEST LINE

CHANE LEGGE KEMP
PLANNERS ARCHITECTS

RWA
SB Friedman
Development Advisors

HANSON PARK

Transit-Friendly Improvements

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

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

Land Use Strategies

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

Wayfinding Elements:

Gateway at key streets

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



Shelters at bus stops

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



Kiosk at street

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



Trailblazers on poles

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



Identifiers at station

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



Directionals to platforms

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



Gateway Locations



Metra Station Gateway Elements

Transit-Friendly Improvements:

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

- ✓ Existing
- Proposed
- ⊖ Not applicable

Connectivity:

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

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

Convenience + Comfort:

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

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

Safety + Security:

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

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

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



HANSON PARK STATION

METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'

Sheet 2 of 5
DATE REVISION 2/01

Station Area Map: 1/2 Mile Radius



Station Type: Manufacturing Employment District, Below Street Station
 9 Weekday Inbound Metra Trains
 4 CTA Bus Routes

Overall Strategy:
 Enhance usability of station.

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

STRATEGIES KEY

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



SEE TRANSIT FRIENDLY IMPROVEMENTS FOR STATION AREA

GALEWOOD

Transit-Friendly Improvements

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

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

Land Use Strategies

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

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

Wayfinding Elements:

Gateway at key streets

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



Shelters at bus stops

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



Kiosk at street

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



Trailblazers on poles

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



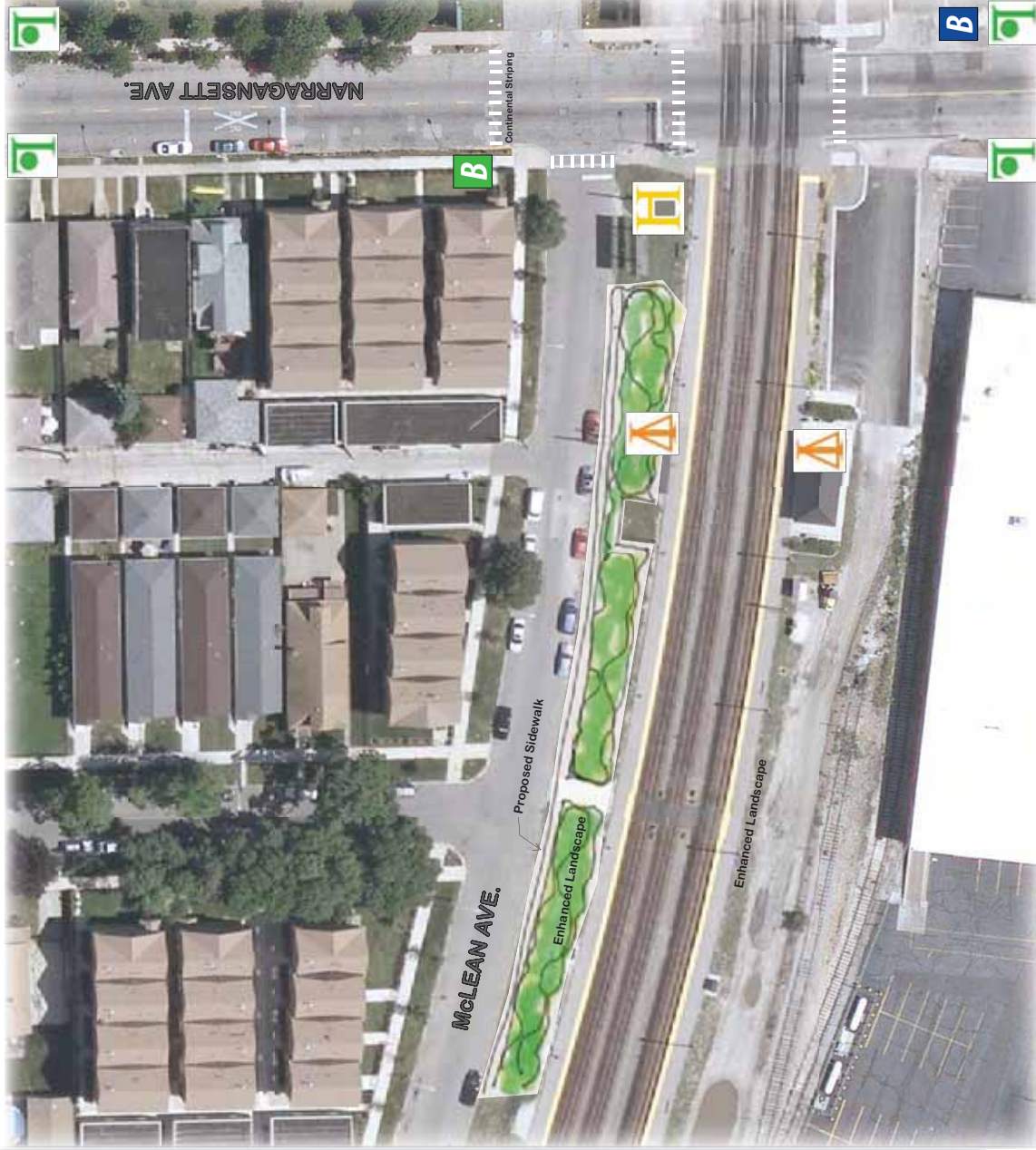
Identifiers at station

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



Directionals to platforms

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



Gateway Locations



Metra Station Gateway Elements

Transit-Friendly Improvements:

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

- ✓ Existing
- Proposed
- ⊖ Not Applicable

Connectivity:

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

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

Convenience + Comfort:

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

- ✓ Weather protection
- Attractive environment
- ✓ Seating at waiting area
- Nearby cafe
- Wayfinding elements

Safety + Security:

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

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

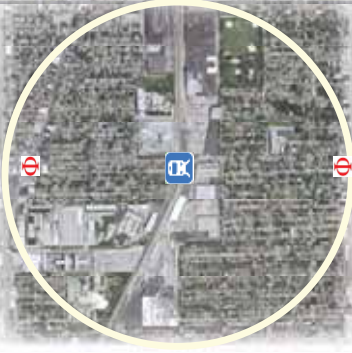
The Wayfinding Elements shown here are for illustrative purposes only. Final design of these elements will be coordinated with the RTA signage program currently under development. All elements to be located on public or railroad right of way, except as noted.

GALEWOOD STATION

METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"-50"

Station Area Map 1/2 Mile Radius



Station Type: Urban Neighborhood, On Grade Station
21 Weekday Inbound Metra Trains
4 CTA Bus Routes, 1 Pace Bus Route

Overall Strategy:

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

Tactics:

Add pedestrian, bike and limited parking improvements.

STRATEGIES KEY

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



(A) Townhome | Rowhouse example for residential opportunity sites



(B) Condominium example for residential opportunity sites



(C) Rental Apartments example for residential opportunity sites



(D) Modern Industrial example for Long Term Opportunity Site



GALEWOOD STATION
 METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'

Sheet 3 of 5
 04/17/2016 2:01

MARS

Transit-Friendly Improvements

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

Land Use Strategies

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

Wayfinding Elements:

Gateway at key streets

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



Shelters at bus stops

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



Kiosk at street

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



Trailblazers on poles

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



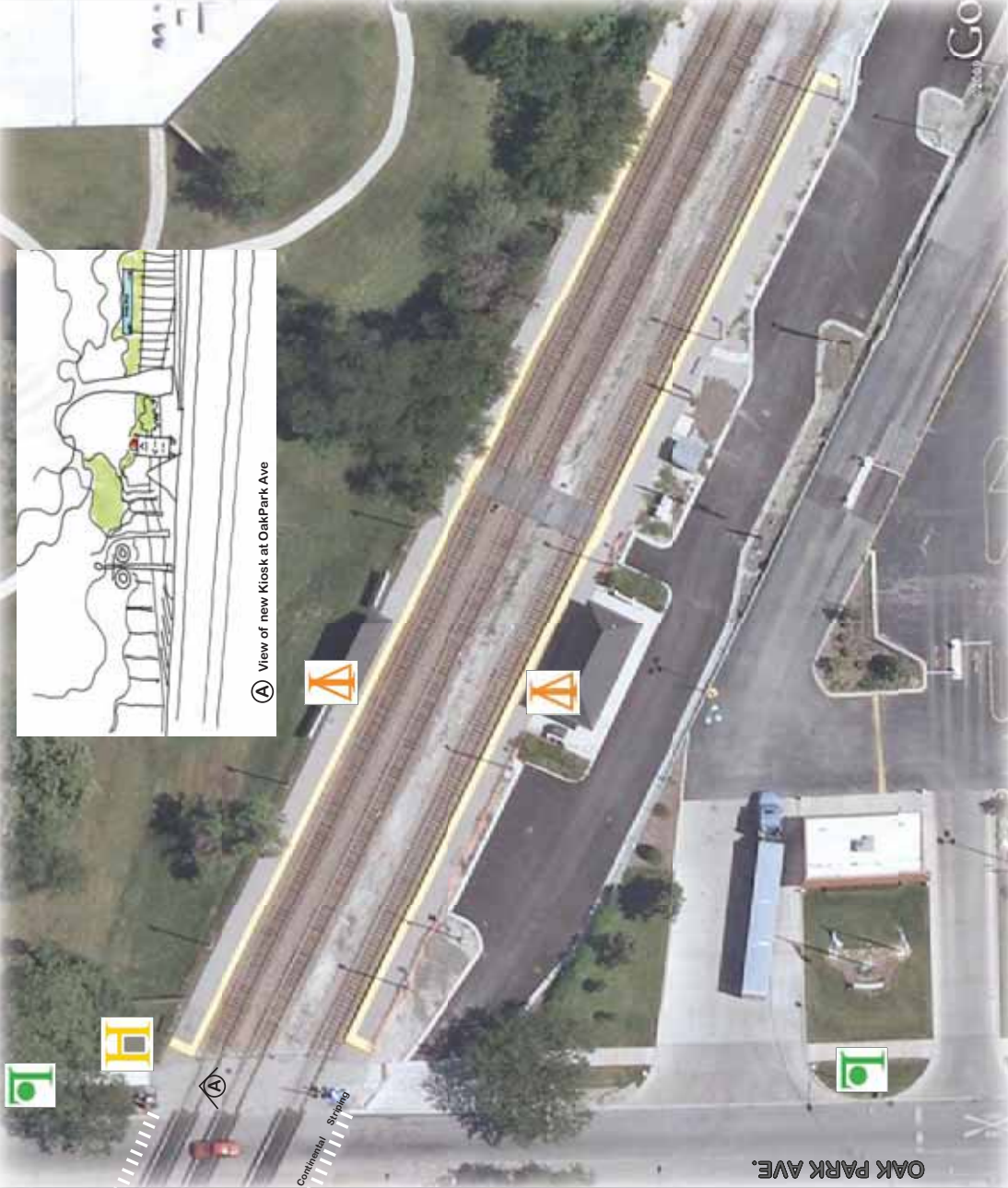
Identifiers at station

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



Directionals to platforms

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



A View of new Kiosk at OakPark Ave

Gateway Locations



Metra Station

Gateway Elements

Transit-Friendly Improvements:

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

- ✓ Existing
- Proposed
- ⊖ Not Applicable

Connectivity:

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

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

Convenience + Comfort:

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

- ✓ Weather protection
- ✓ Attractive environment
- ✓ Seating at waiting area
- Nearby cafe
- Wayfinding elements

Safety + Security:

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

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

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



MARS STATION
METRA MILWAUKEE DISTRICT WEST LINE

TRANSIT-FRIENDLY IMPROVEMENTS 1"=50'

Sheet 4 of 5
DATE: October 2011

Station Area Map 1/2 Mile Radius



Station Type: Service Employment District, On Grade Station
 8 Weekday Inbound Metra Trains
 CTA Bus Route on Grand Ave.

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

Tactics:
 Improve parking and pedestrian access.

STRATEGIES KEY

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



A Ronald McDonald House to support Shriners Hospital



B Rental Apartments option for multi-family infill site



C Condominium option for multi-family infill site



D Senior Living option for multi-family infill site

MONT CLARE

Transit-Friendly Improvements

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

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

Land Use Strategies

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

Wayfinding Elements:

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

Shelters at bus stops
 Additional CTA shelters could be located close to Metra. The proposed (green) and existing shelters (blue) could provide transit schedule information and directional to services.

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

Trailblazers on poles
 Trailblazers could be located on light poles in the station giving directional to station entrances as well as the community name, station name and tagline Transit Connections.

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

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



Metra Station  **Gateway Elements**
Transit-Friendly Improvements:
 Transit-friendly improvements are those elements designed to improve connectivity, convenience, comfort, safety and security for customers.

- ✓ Existing
- Proposed
- ⊖ Not Applicable

Connectivity:

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

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

Convenience + Comfort:

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

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

Safety + Security:

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

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

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

Station Area Map 1/2 Mile Radius



Station Type: Urban Neighborhood On Grade Station
20 Weekday Inbound Metra Trains
4 CTA Bus Routes, 2 Pace Bus Routes

Overall Strategy:

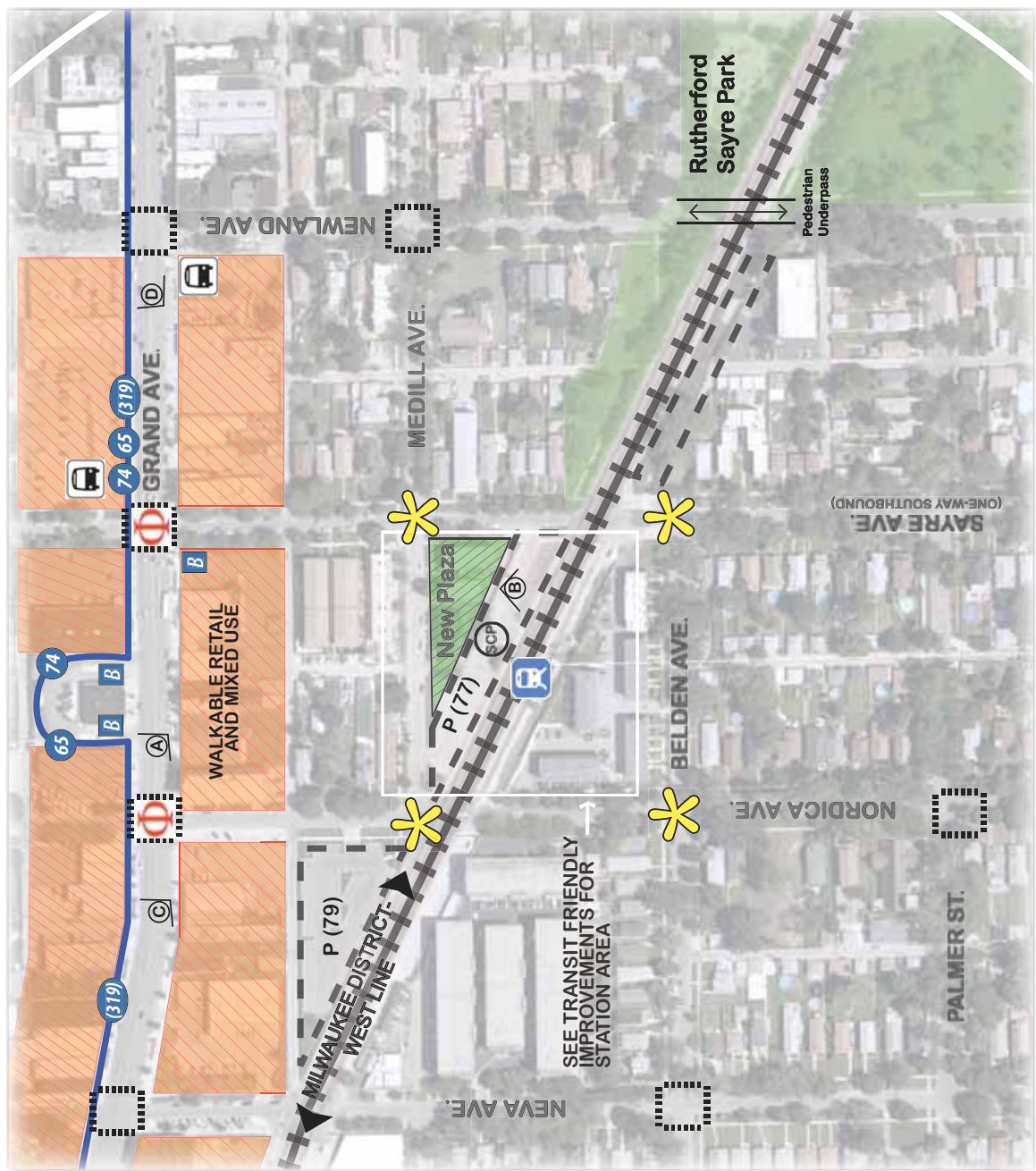
Build on existing neighborhood fabric to encourage a transit-friendly commercial and residential environment. Encourage commercial revitalization and redevelopment along Grand and Harlan.

Tactics:

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

STRATEGIES KEY

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



A Mixed use example for Grand Ave.



B Riverside Metra Station example of station park \ plaza



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



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



MONT CLARE STATION
 METRA MILWAUKEE DISTRICT WEST LINE

STRATEGIES 1" = 200'

Sheet 5 of 5
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CONCLUSION

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

Implementation

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

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

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

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

**Metra Milwaukee District West Line Transit-Friendly Development Plan
Implementation Matrix**

DRAFT Confidential

Timeframe

Short Term 6 months - 1 year

Medium Term 1 year - 3 years

Long Term > 3 years

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

**Metra Milwaukee District West Line Transit-Friendly Development Plan
Implementation Matrix**

DRAFT Confidential

Timeframe

Short Term 6 months - 1 year

Medium Term 1 year - 3 years

Long Term > 3 years

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



TYPICAL AT-GRADE STATION



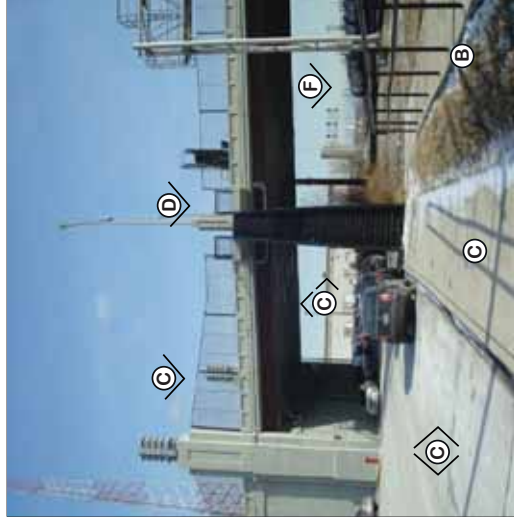
BELOW STREET STATION



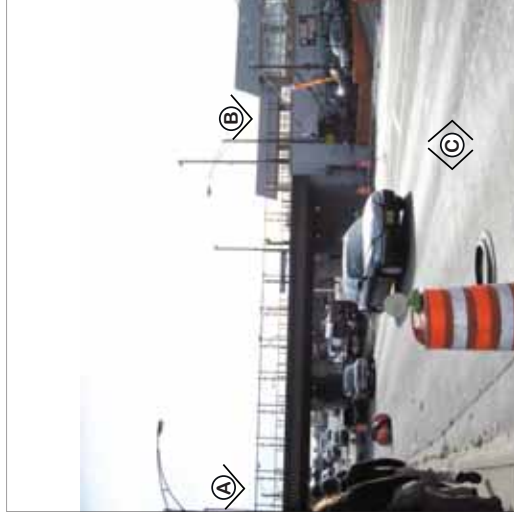
ELEVATED STATION



TYPICAL COMMUTER PARKING



VIADUCT NEAR STATION



ELEVATED STATION AND VIADUCTS

KEY TO OWNERSHIP / MAINTENANCE

- (A)** Metra or the freight railroad owns and maintains the tracks, signals and railroad right-of-way. Metra or the freight railroad or, in some cases, IDOT, City or others, maintain railway viaducts. The City of Chicago has the responsibility to maintain the painting and lighting under the viaduct (at street level). Metra and/or the freight railroad may have the responsibility to maintain the actual bridge structure.
- (B)** Metra or the freight railroad owns and maintains stationhouses, shelters, platforms, lighting, signage, sidewalks and landscaping at the stations on the Metra property. Metra or its contractor maintains commuter parking. A Metra lessee maintains advertising signage at shelters.
- (C)** In general, the City maintains streets, sidewalks, street lighting, trees and signage in the street right-of-way. However, some sidewalks, leading to platforms or stations, near Metra stations are maintained by Metra. The City or IDOT maintains the roadways underneath the viaduct.
- (D)** CTA owns and maintains bus stop signage.
- (E)** JC Decaux maintains bus shelters and advertising signage on the shelters.
- (F)** Metra or the freight railroad owns and maintains tracks, signals, and railroad right-of-way.

Appendix A: Existing Conditions Presentation



Metra Milwaukee District West Line Transit-Friendly Development Plan

Community Input Workshop

April 6, 2011

Overview of Presentation

- ▶ Workshop Goals
- ▶ Study Context
- ▶ Existing Conditions
 - ▶ Market Overview
 - ▶ Employment and Commuting
 - ▶ Population
 - ▶ Residential and Retail Market
 - ▶ Land Use and Transportation
 - ▶ Opportunity Sites
- ▶ Question and Answer
- ▶ Break-out Sessions
- ▶ Group Reports

Workshop Goals

- ▶ Learn about transportation, land use, and real estate market conditions in the five-station study area
- ▶ Discuss goals for future development and transportation improvements around each station
- ▶ Brainstorm concepts for each station based on goals
- ▶ Goals and concepts will inform draft concept plans to be presented at next workshop

Study Context

- ▶ Five stations in study area



Study Context

► Five distinct neighborhoods

Grand/Cicero

- Auto-oriented retail surrounding station
- Diverse mix of industry, residences and retail in wider area



Hanson Park (Armitage/ Parkside)

- Institutional and industrial uses surrounding station
- Wider area around the station is mostly residential



Galewood (Narragansett/ McLean)

- Industrial uses and residential neighborhoods around station

Mars

(Oak Park/ Shakespeare)

- Defined by the Mars candy factory, Shriner's Hospital, Montclare Senior Residences and Rutherford Park. Residential neighborhoods in wider area.



Montclare

(Sayre/ Belden)

- Multifamily surrounding station
- Retail corridor along Grand Avenue
- Residential in wider station area

Market Overview

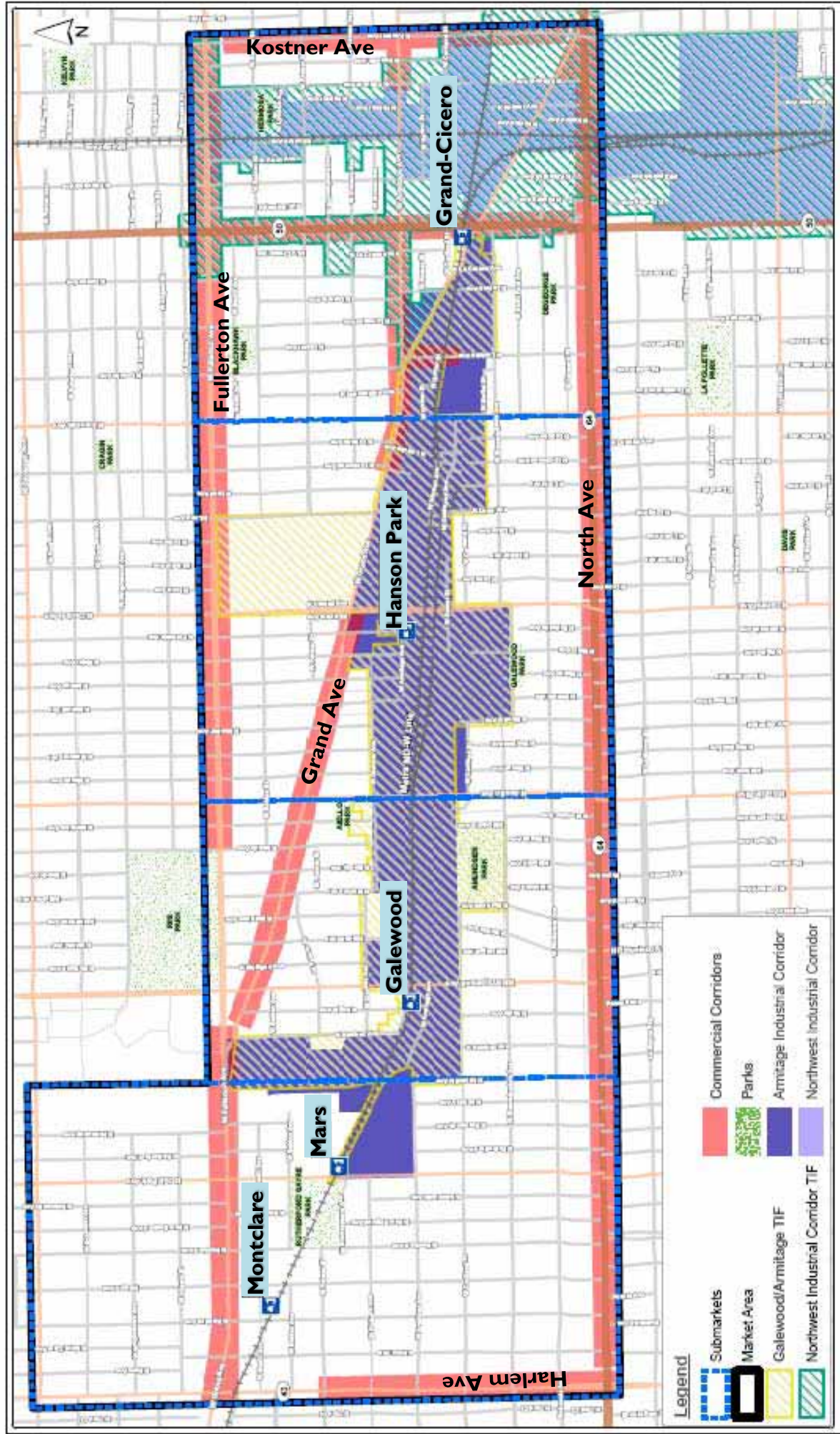


FIGURE 1
EXISTING CONDITIONS ANALYSIS 1" = 0.24 MILE

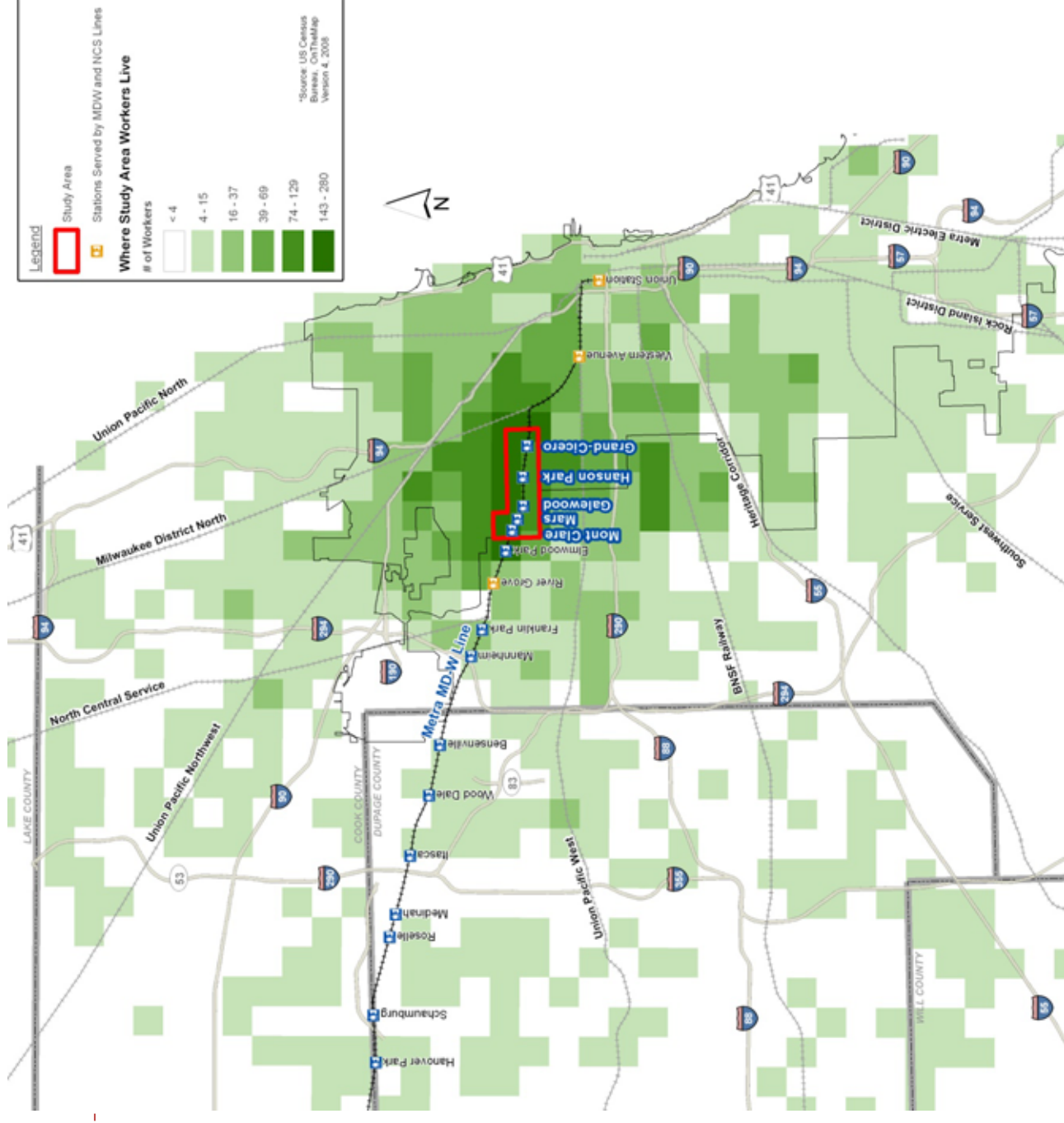
Major Employers



Where Study Area Workers Live

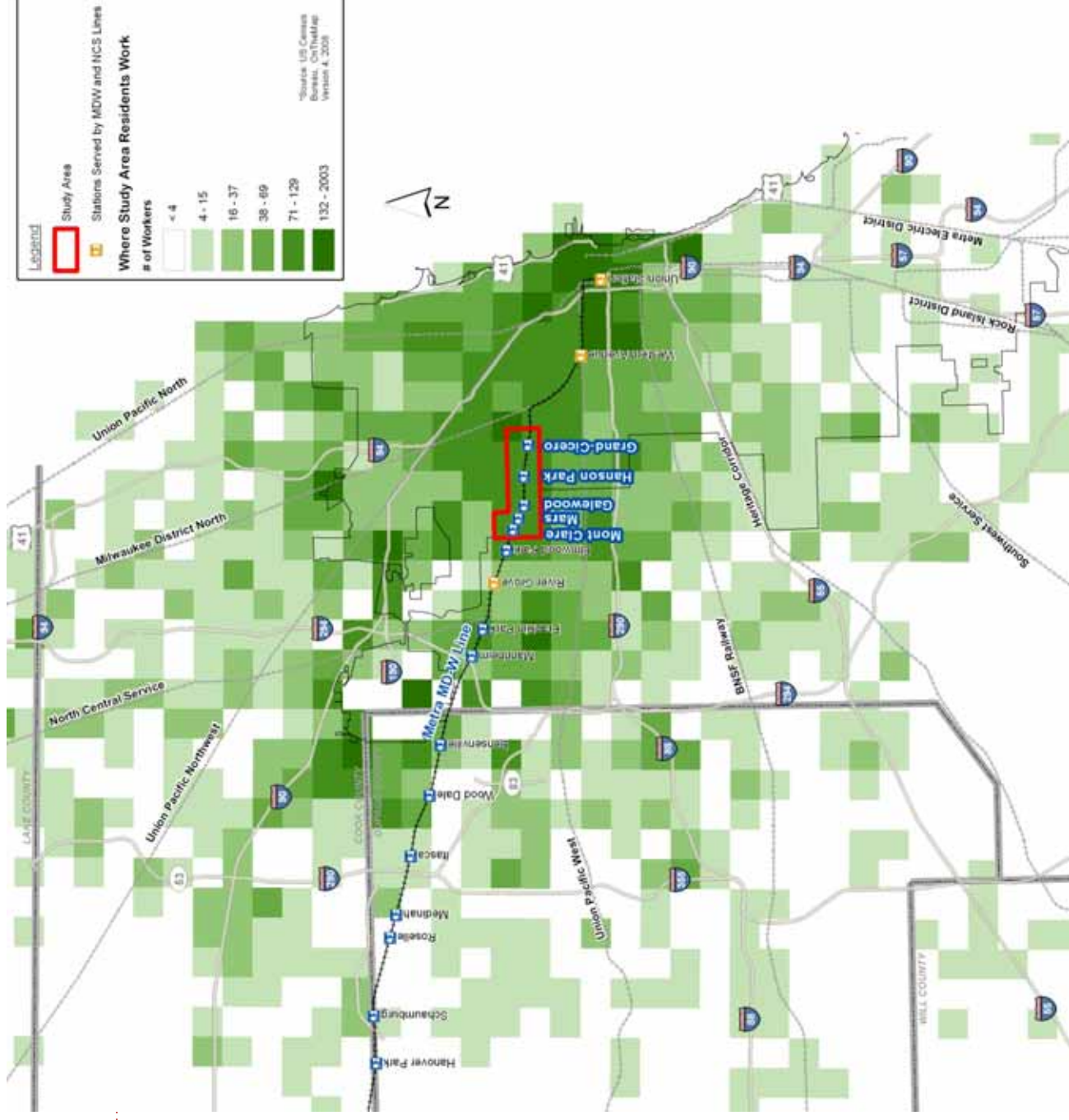
Live

- ▶ 14,200 people work within half a mile of the five stations
- ▶ 647 (5%) live within 1/2 mile of an MD-W station
- ▶ 1,767 (12%) live within 1 mile of an MD-W station
- ▶ 3,468 (25%) within 2 miles of an MD-W station



Where Study Area Residents Work

- ▶ 22,600 workers live in the study area
- ▶ 51% work within the City of Chicago
- ▶ 16% work in the Central Business District
- ▶ 11% work within a half-mile of MD-W line stations



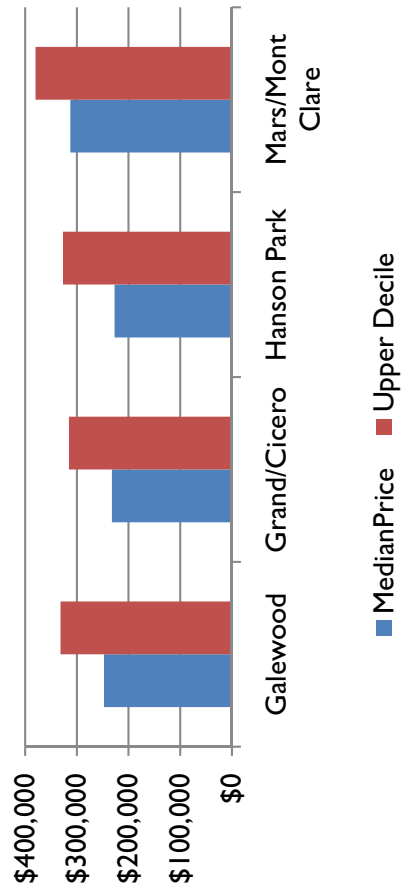
Demographics

	Grand-Cicero	Hanson Park	Galewood	Mars/Mont Clare	City of Chicago
Population, 2009	17,113	18,386	10,652	13,974	2,886,612
Households, 2009	4,429	5,032	2,907	4,748	1,057,068
Household Size, 2009	3.86	3.65	3.66	2.94	2.67
Median Household Income, 2009	\$ 52,370	\$ 52,342	\$ 64,342	\$ 60,522	\$ 51,906
Race, 2009					
White	34.5%	28.4%	33.6%	52.6%	38.4%
Black	17.1%	44.3%	38.2%	16.6%	36.6%
Other	48.4%	27.3%	28.2%	30.8%	25.0%
Ethnicity, 2009					
Hispanic	75.9%	49.1%	49.9%	43.9%	31.3%
Means to Work (2000 Census)					
Car	83%	78%	79%	79%	65%
Public Transportation	13%	19%	16%	14%	26%
Average Travel Time to Work, minutes	34.9	39.7	35.8	33.0	35.2

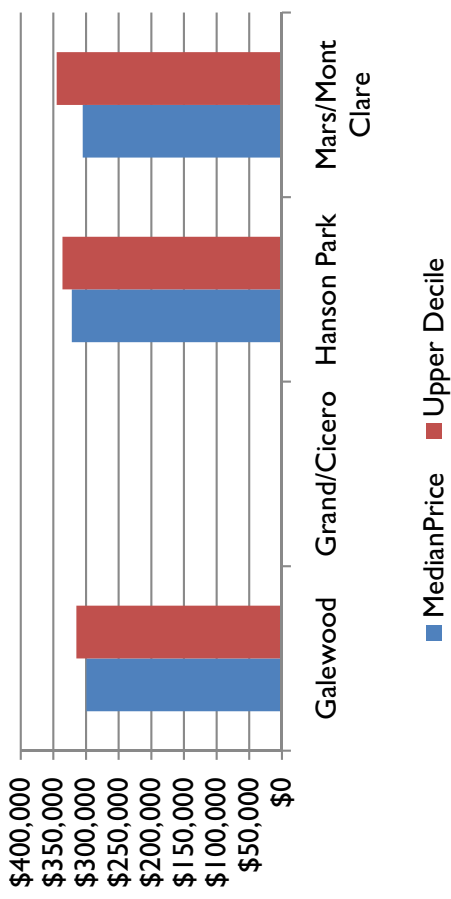
Source: ESRI, Census, InfoUSA, Metra, S. B. Friedman & Company

Residential Market Conditions

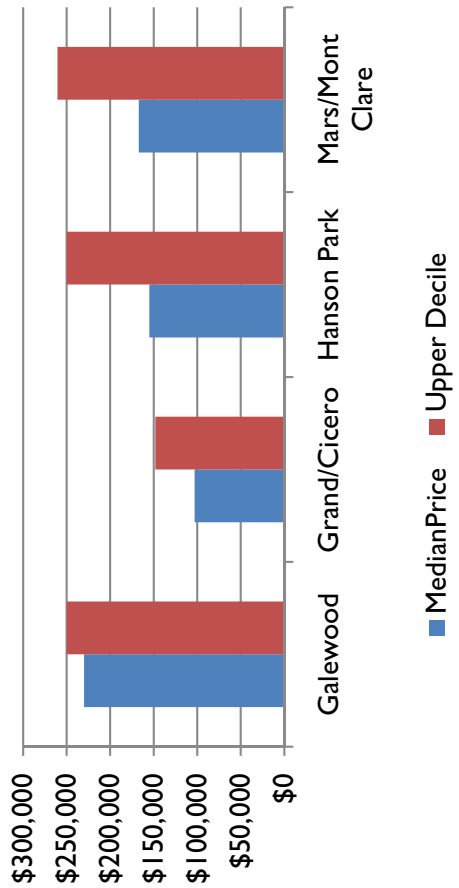
Single Family Home Sales, 2005-2009



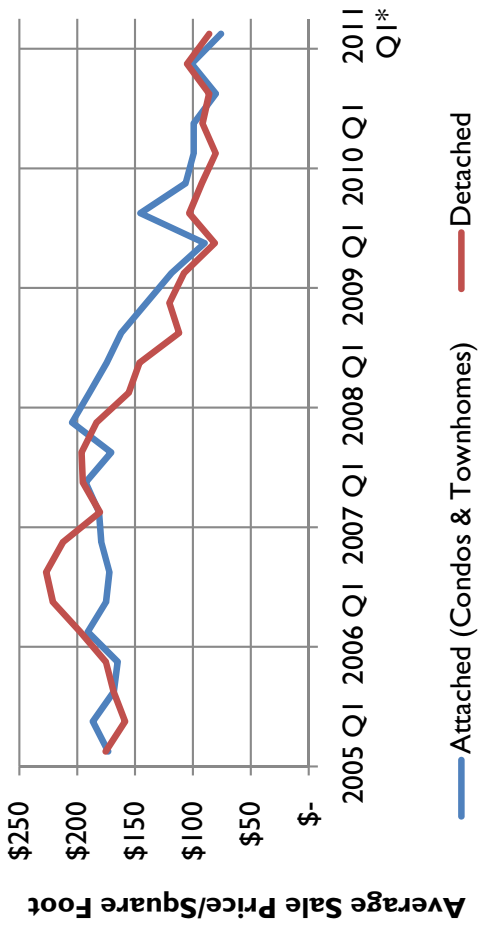
Townhome Sales, 2005-2009



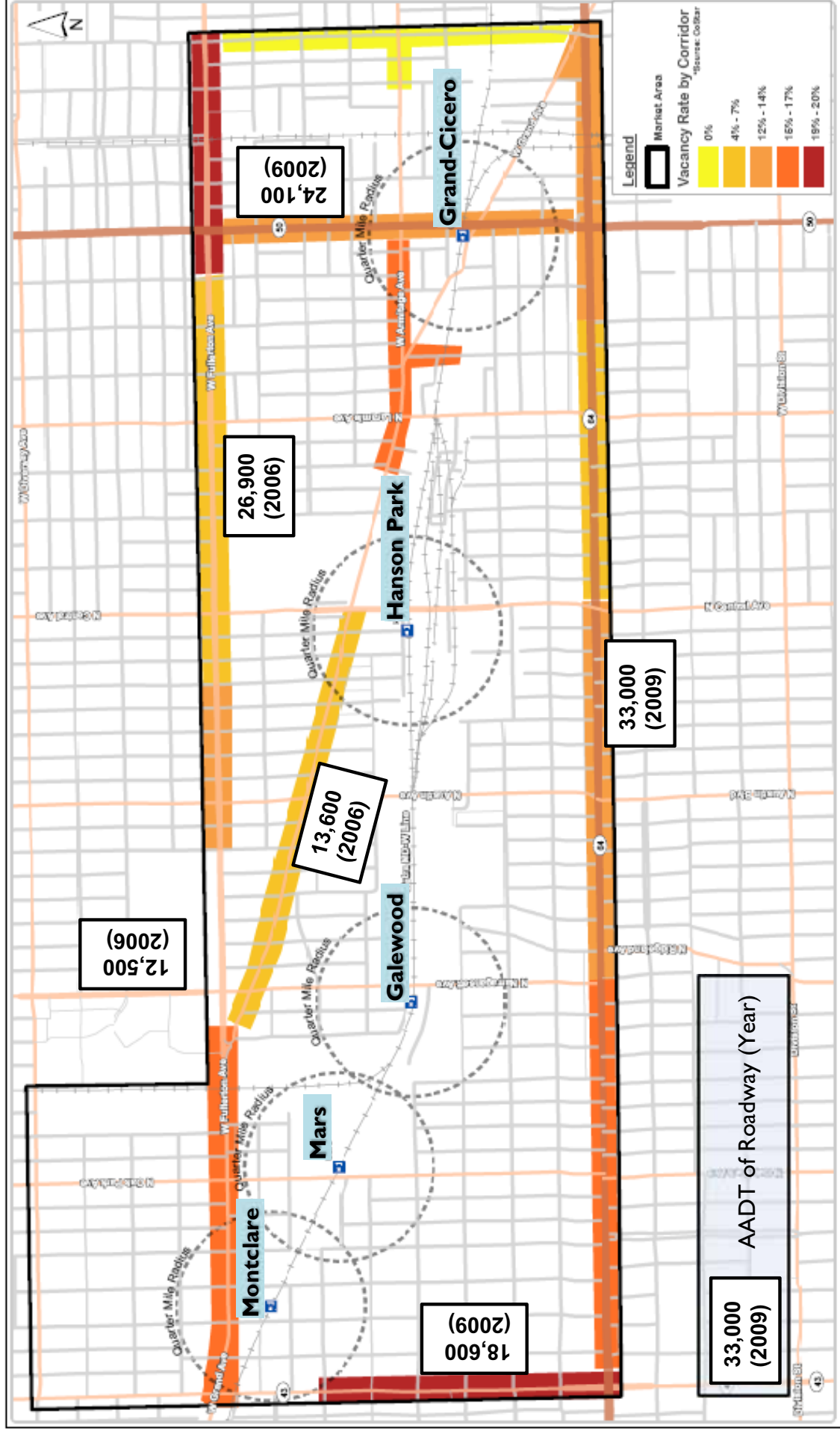
Condo Sales, 2005-2009



Home Sales Price Trend, 2005-2011



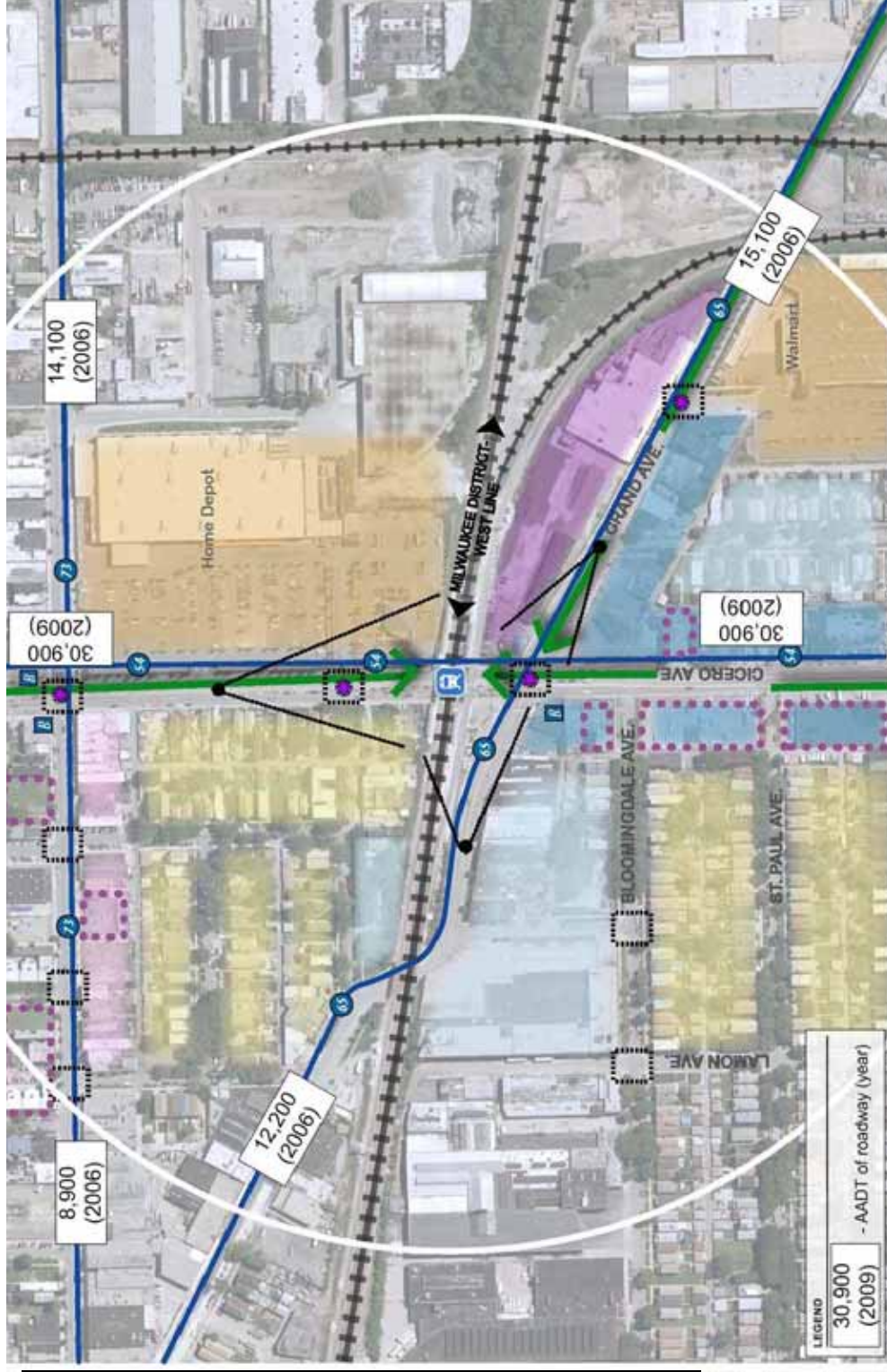
Retail Corridor Conditions



Land Use & Transportation: Grand/Cicero

Parking Supply	0 spaces
Parking Utilization	N/A
Weekday Boardings/ Alightings*	72 on, 21 off
Mode of Access (%)*	Walk: 86/54 Dropped Off: 0/15 Drive Alone: 14/16 Transit: 0/8 Other: 0/8
Trains /Day	13 in, 12 out
Bus Routes	CTA: 54, 65, 72, 73, 74

*Combined data for former Cragin and Hermosa Stations



- ▶ Strengths: Good transit, intact residential neighborhood, station visibility, major employers, development sites
- ▶ Weaknesses: auto-oriented uses, incompatible uses on Cicero, unattractive pedestrian environment, absence of commuter-oriented retail

Land Use & Transportation: Grand/Cicero



- ▶ **Site Suitability**
 - ▶ **Residential**
 - ▶ Infill development: single-family and two-flat
 - ▶ Rehabilitation of existing single-family
 - ▶ New multi-family and senior housing
 - ▶ **Mixed-use and Commercial**
 - ▶ Retail infill along arterial corridors
 - ▶ Mixed-use near station
 - ▶ Shared parking

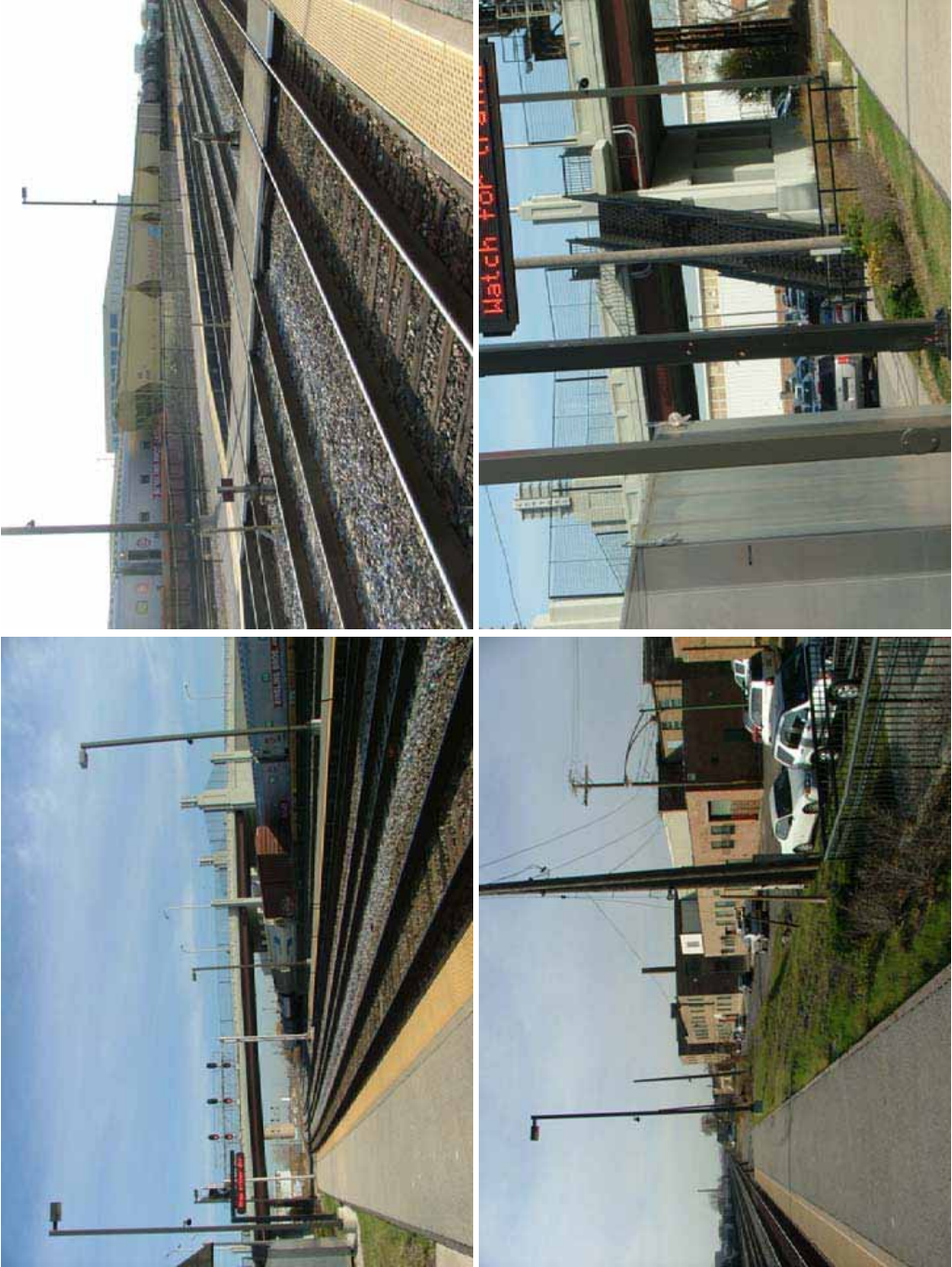
Land Use & Transportation: Hanson Park

Parking Supply	31 spaces
Parking Utilization	90%
Weekday Boardings and Alightings	54 on, 51 off
Mode of Access (%)	Walk: 22 Drive Alone: 56 Carpool: 7 Dropped Off: 4 Transit: 11
Trains /Day	9 in, 7 out
Bus Routes	CTA: 65, 72, 74, 85



- ▶ Strengths: transit service near station, major employers
- ▶ Weaknesses: limited south and east access to station, poor sidewalk conditions, pedestrian access limited, poor visibility, low population density, incompatible uses north of station, indirect bus connections

Land Use & Transportation: Hanson Park



- ▶ **Site Suitability**
- ▶ **Regional Transportation Center**
 - ▶ Bus interchange
 - ▶ Park and Ride
 - ▶ Ancillary commercial
- ▶ **Maintain employment center**
- ▶ **Improve connections to schools, parks and theater**

Land Use & Transportation: Galewood

Parking Supply	136 spaces
Parking Utilization	46%
Weekday Boardings and Alightings	265 on, 287 off
Mode of Access	Drive Alone: 51% Walk: 24% Dropped Off: 18% Transit: 4% Carpool: 3% Bike: 1%
Trains /Day	21 in, 22 out
Bus Routes	CTA: 65, 72, 74, 86 Pace: 319



- Strengths: good transit, major employers, station visible, residential (planned & existing) close to station, attractive station area
- Weaknesses: south pedestrian access limited, absence of commuter retail services, sidewalks/trackside pedestrian access limited, limited station visibility from Narragansett, Commercial Driver License facility adjacent to commuter station

Land Use & Transportation: Galewood



- ▶ **Site Suitability**
 - ▶ Extension of urban neighborhood
 - ▶ Convenient and attractive pedestrian access to station
 - ▶ Small commercial uses and neighborhood vendor retail
- ▶ **Residential**
 - ▶ Mixed income
 - ▶ Mixed housing types
- ▶ **Potential institutional / educational use**
- ▶ **Industrial retention** south of station

Land Use & Transportation: Mars

Parking Supply	63 spaces
Parking Utilization	52%
Weekday Boardings and Alightings	110 on, 102 off
Mode of Access	Walk: 53% Drive Alone: 25% Dropped Off: 14% Carpool: 8%
Trains /Day	8 in, 8 out
Bus Routes	CTA: 65, 72, 74, 90 Pace: 319



- ▶ Strengths: good western ped access, station area attractive, residential neighborhood nearby, major employers, station visibility
- ▶ Weaknesses: lack of bus connections/service, limited eastern ped access, absence of commuter retail services, no development sites, low population density within 1/4 mile

Land Use & Transportation: Mars



- ▶ **Site Suitability**
- ▶ **Infill: mixed-use or multifamily residential northeast of station**
- ▶ **Enhance pedestrian connections between station, major employers and other destinations**

Land Use & Transportation: Mont Clare

Parking Supply	193 spaces
Parking Utilization	42%
Weekday Boardings and Alightings	361 on, 376 off
Mode of Access (%)	Drive Alone: 41 Walk: 37 Dropped Off: 9 Carpool: 7 Bike: 3 Transit: 2
Trains /Day	21 in, 23 out
Bus Routes	CTA: 65, 72, 74, 90 Pace: 307, 319



- Strengths: close to retail districts on Grand and Harlem, available development sites, multi-family housing near station, transit service nearby, ped path connects station to Rutherford Park and residential neighborhood to the east
- Weaknesses: indirect bus connections, western access cut off along Medill Ave, limited station visibility from major streets

Land Use & Transportation: Mont Clare



- ▶ **Site Suitability**
- ▶ Transit-friendly development near station
 - ▶ Multifamily: condo or rental
 - ▶ Ground-floor retail
 - ▶ Structured parking
- ▶ Improved transit connections between station and Grand/Harlem

Opportunity Sites



Submarket	SF of Underutilized Building	
	1/4 Mile from Station	1/2 Mile from Station
Grand/Cicero Submarket	164,218	175,881
Hanson Park Submarket	355,738	371,834
Galewood Submarket	574,098	685,900
Mars/Mont Clare Submarket	340,200	373,267

Questions?

Group Sessions

- ▶ Groups based on station areas
- ▶ Designate a Facilitator and a Reporter
- ▶ Roving Technical Support
- ▶ Goals
 - ▶ Strengths
 - ▶ Weaknesses
 - ▶ Ideas for Development
 - ▶ Ideas for Improvements

Findings: Grand/Cicero Station

- ▶ Parking
 - ▶ Under-developed areas mentioned by alderman
- ▶ Station Visibility
- ▶ Safety
- ▶ “Dead Zone” between Kostner and Cicero
 - ▶ South of Station on Cicero is run-down
- ▶ Limited service, particularly at night
- ▶ Good uses within a block of the station
- ▶ Walmart bus: investigate as means to get to and from station

Findings: Hanson Park Station

- ▶ Metra schedule: could it be reconsidered if major park-and-ride facility developed?

Findings: Galewood Station

- ▶ Station is new
- ▶ Ample parking
- ▶ Station area is clean
- ▶ Landscaping is neglected; trash a problem
- ▶ Gap in Metra service: no outbound trains leave downtown between 4:30 and 5:30
- ▶ Difficult to access station from east
- ▶ Station ID: banner or other welcome
- ▶ Bike racks needed
- ▶ Coffee shop or other commuter-serving retail
- ▶ Businesses in immediate area – snow removal is an issue
- ▶ Bike path
- ▶ More single-family desirable near station area
- ▶ Zip car site would be helpful in station parking

Findings: Mars Station

- ▶ Not much space for development
- ▶ Both hospital and Mars are good neighbors
- ▶ Difficult walk between Galewood and Montclare and Mars stations; issue due to limited train schedule at Mars
- ▶ Better signage off of Grand Ave
- ▶ Flag stops
- ▶ Parking permits in surrounding area
- ▶ Free parking vs. paid parking
- ▶ Trash in surrounding area
- ▶ Car storage lot: multi-family not a good use; institutional facility connected with Shriner's or senior center would be preferable (library)

Findings: Montclare Station

- ▶ Parking issue: free parking pass with monthly Metra pass; otherwise pay for occasional use
- ▶ Issue with informal parking along south side of tracks
- ▶ Crossing tracks
- ▶ Possibility of coffee/sandwich shop; there is one on Grand but somewhat run-down
- ▶ Residential development: there is enough in the area.
- ▶ Better station signage along Grand
- ▶ Empty retail near Grand/Harlem
- ▶ Library south of Grand near Sayre is gone; Jeep dealership on north side is also gone
 - ▶ New restaurants or shops could replace those uses
- ▶ Integration between Metra, Pace and CTA to make it easier to do transfers

Appendix B: Concept Plans Presentation and Comments



Metra Milwaukee District West Line Transit-Friendly Development Plan

Concept Review Workshop

July 12, 2011

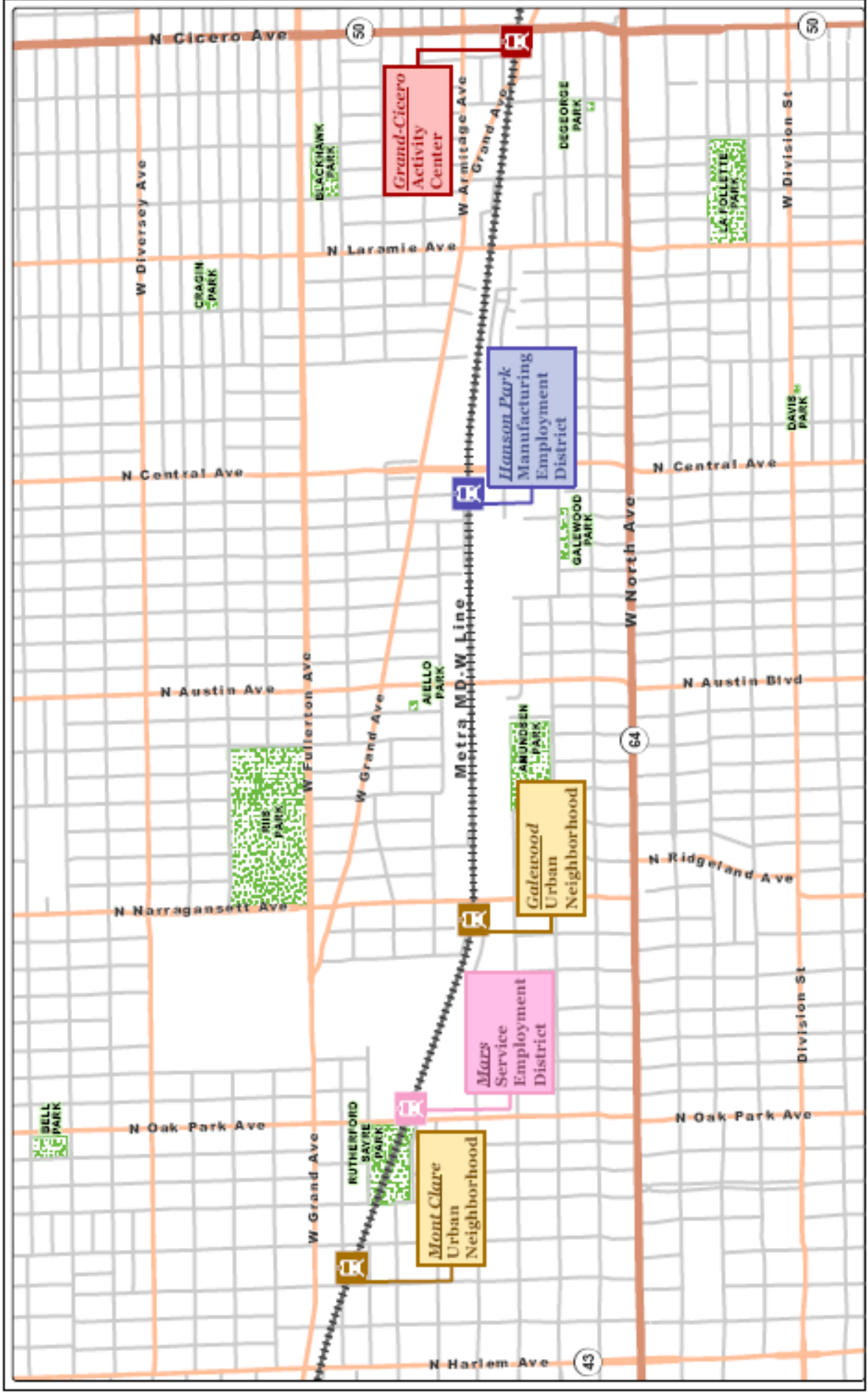
Overview of Presentation

- ▶ Workshop Goals
- ▶ Station Context
- ▶ Universal Principles for Metra Stations in the City
- ▶ Infill Opportunity Sites
 - ▶ Eastern Stations
 - ▶ Western Stations
- ▶ Overview of Strategies
- ▶ Transit-Friendly Improvements
- ▶ Breakout Sessions
 - ▶ Strategy for Station Areas
 - ▶ Transit-Friendly Improvements
- ▶ Group Reports

Workshop Goals

- ▶ Discuss plan concepts for each station area
 - ▶ Opportunities for infill development
 - ▶ Strategies to enhance neighborhoods and transit use
 - ▶ Transit-friendly improvements
- ▶ Provide feedback for the steering committee and consulting team to include in the final plan

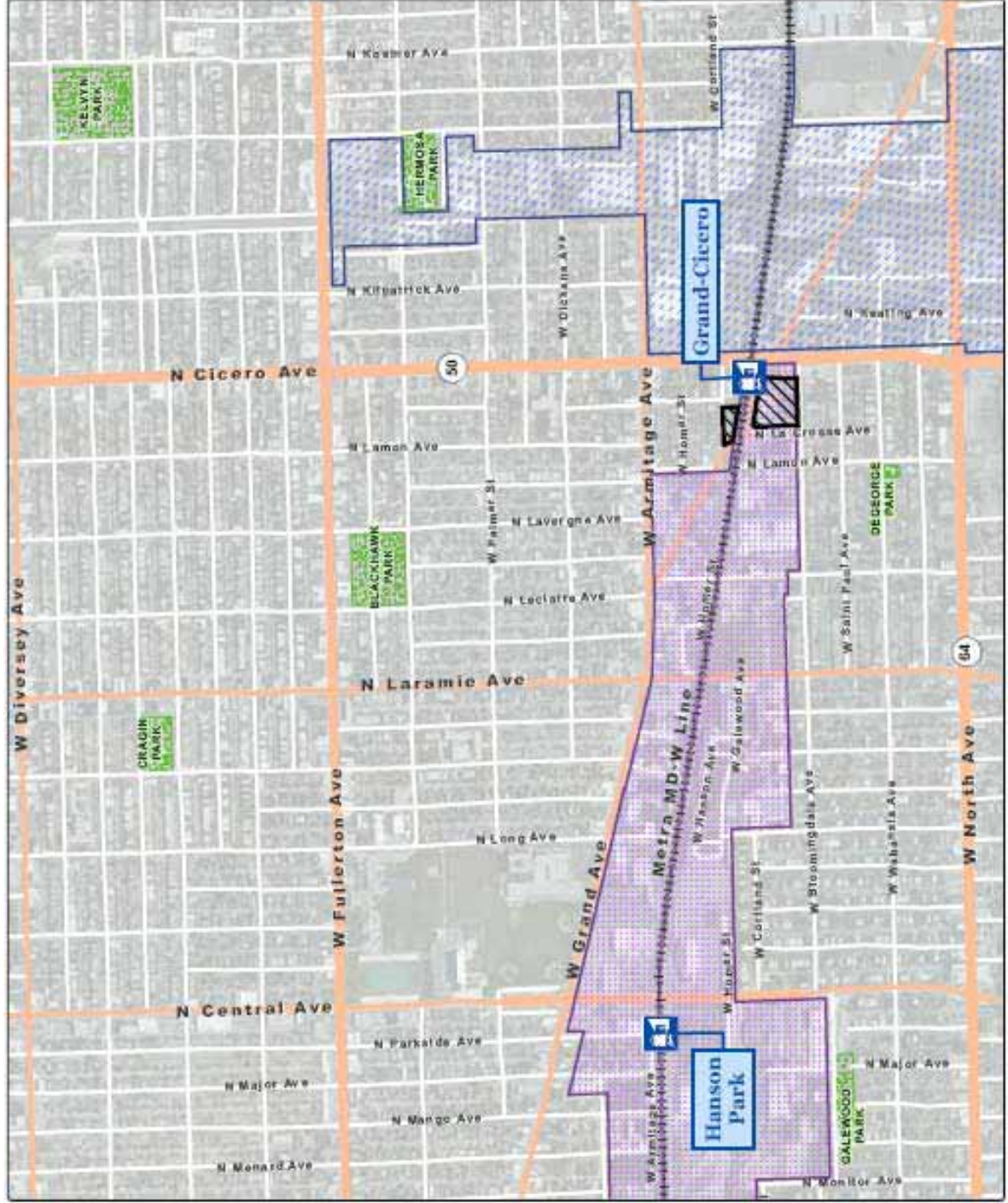
Overview of Stations and Surrounding Areas



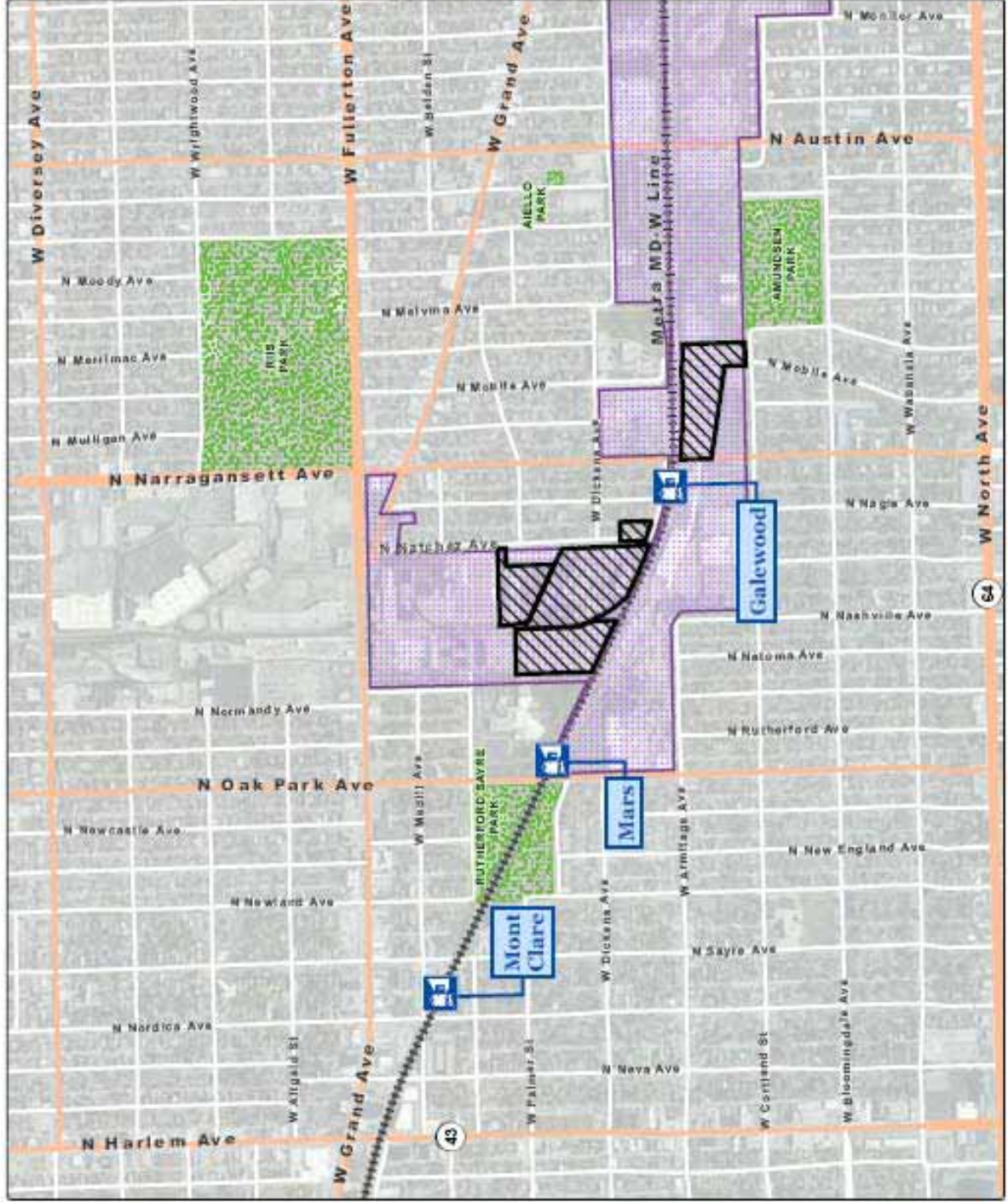
Universal Principles for Metra Stations in Chicago

- ▶ Established development patterns and land use regulations determine near-term future of station areas
- ▶ Focus on improving access and movement within two blocks of stations for all forms of transportation
 - ▶ Calibrate dedicated parking facilities to match demand
 - ▶ Promote shared parking
 - ▶ Enhance intermodal connectivity
- ▶ Dramatic change at selected sites with stronger market conditions or anchor opportunities
- ▶ Mixed use and multi-family infill development near stations
- ▶ Protect healthy existing residential neighborhoods near stations
- ▶ Preserve industrial areas as important employment generators
- ▶ Promote and revitalize walkable retail and commercial corridors near stations
- ▶ Improve signage and wayfinding, especially at major cross streets that can serve as gateways to Metra
- ▶ Rationalize train schedules to match transit potential with traffic volumes, number of intersecting bus routes, and neighborhood commuting destinations

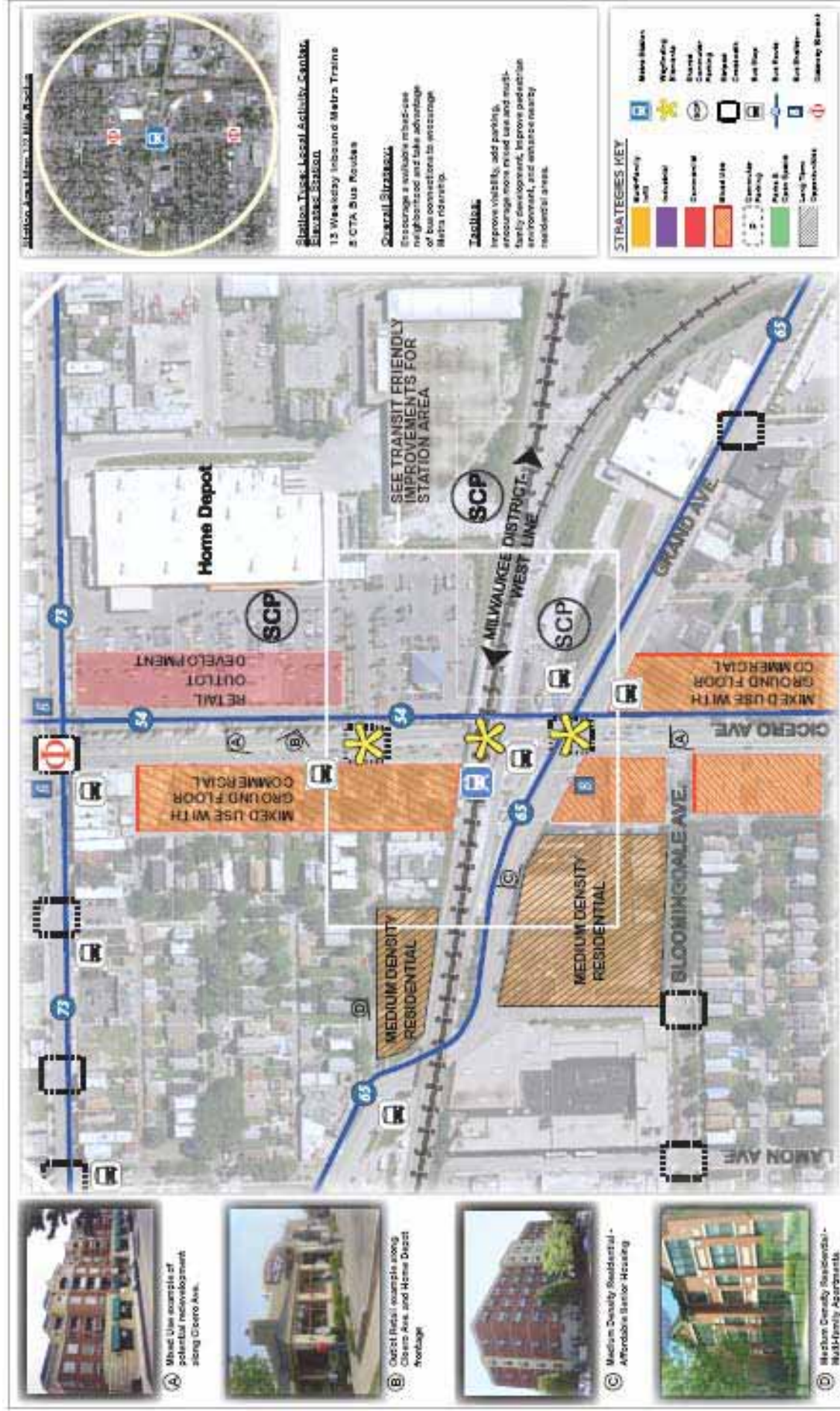
Infill Opportunities: Eastern Stations



Infill Opportunities: Western Stations



Overview of Strategies



A Mixed Use example of potential redevelopment along Cicero Ave.



B Retail Outlet example along Cicero Ave and Home Depot.



C Medium Density Residential - Affordable Senior Housing.



D Medium Density Residential - Multi-Family Apartments.

Transit-Friendly Improvements: Grand/Cicero

Wayfinding Elements:

Φ Gateway at key streets
Gateway elements include the placement of wayfinding elements in the vicinity of the station. Wayfinding elements include transit service with a bicycle rack at the Grand/Cicero station.

B Shelters at bus stops
Additional shelters could be installed at bus stops along Cicero Ave. These shelters could provide transit riders with a place to wait for the bus.

H Kiosk at street
Kiosks could be installed at street corners to provide transit riders with information on transit routes and schedules. These kiosks could also provide information on local businesses and services.

Trailblazers on poles
Trailblazers could be installed on poles to provide transit riders with information on transit routes and schedules. These trailblazers could also provide information on local businesses and services.

Identifiers at station
Wayfinding elements could be installed at the station to provide transit riders with information on transit routes and schedules. These wayfinding elements could also provide information on local businesses and services.

Directionals at station/stop
Wayfinding elements could be installed at the station to provide transit riders with information on transit routes and schedules. These wayfinding elements could also provide information on local businesses and services.

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

Transit-Friendly Improvements:

Transit-friendly improvements are those that enhance the transit experience for riders, including safety and security for the network.

Existing **Proposed** **Not applicable**

Connectivity:
These elements are the primary responsibility of the network which provides transit for the network. They are not responsible for the network's connectivity.

- Clear routes + signage
- Bike racks + bike sharing
- Bus shelters + transit information
- Off-street commuter parking / car sharing
- Designated pickup / dropoff
- Directional signage
- Bike lanes / route

Convenience + Comfort:
These elements improve the customer's experience and provide a more comfortable ride.

- Weather protection
- Attractive environment
- Seating at waiting area
- Nearby cafe
- Wayfinding elements

Safety + Security:
These elements contribute to a perceived sense of safety and security for transit riders, including those who are walking to the station.

- Restriction-level lighting
- Continental striping at crosswalks
- Well-maintained sidewalks

Transit-Friendly Improvements: Hanson Park

Identified Elements:

- Gateway at key streets:**
 - Create a visual transition to the transit station area.
 - Use landscaping, lighting, and signage to create a sense of place.
- Shelters at bus stops:**
 - Provide a place for passengers to wait.
 - Use landscaping and lighting to create a sense of place.
- Seeks at street:**
 - Provide a place for passengers to wait.
 - Use landscaping and lighting to create a sense of place.
- Trail/lane connection:**
 - Provide a safe and secure path for pedestrians and cyclists.
 - Use landscaping and lighting to create a sense of place.
- Landmarks at station:**
 - Provide a sense of place and identity.
 - Use landscaping and lighting to create a sense of place.
- Directional at station stops:**
 - Provide clear signage for passengers.
 - Use landscaping and lighting to create a sense of place.

Station Location:

Transit-Friendly Improvements:

- Gateway
- Shelters
- Landmarks
- Trail/lane connection
- Directional signage
- Bus stop shelters

Connectivity:

- Greenway
- Bike route
- Pedestrian
- Transit

Landmarks & Comfort:

- Landmarks
- Comfort
- Landmarks
- Comfort

Directional Signage:

- Directional signage
- Directional signage

Transit-Friendly Improvements: Galewood



Walkability Enhancements:

Φ **Canopy of tree streets**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

B **Shelters at bus stops**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

W **Wayfinding**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

T **Trailways on poles**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

A **Wayfinding at station**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

← **Directional at station**
 Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

Additional Location:



B **Make Station** **→** **Station Entrance**

Transit-Friendly Improvements:

Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

- Wayfinding
- Shelters
- Wayfinding at station
- Directional at station

Connectivity:

Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

- Wayfinding
- Shelters
- Wayfinding at station
- Directional at station

Completeness + Comfort:

Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

- Wayfinding
- Shelters
- Wayfinding at station
- Directional at station

Safety + Security:

Encouraging a canopy of trees to provide shade and improve air quality. This is achieved through planting new trees and maintaining existing ones.

- Wayfinding
- Shelters
- Wayfinding at station
- Directional at station

Transit-Friendly Improvements: Mars

Wayfinding Elements:

Φ Gateway at key streets
Gateway elements could be placed at major intersections in the vicinity of the station identifying the community and transit services with a highly visible Transit Connections logo.

B Shelters at bus stops
Additional shelters could be located at CTA bus stops adjacent to transit stations. These are existing shelters could provide transit-related information and directions to services.

H Kiosk at street
Kiosks could be located at nearby intersections to provide both Metro and CTA information and directions with the community name and logo in Transit Connections.

T Trailblazers on poles
The Trailblazers could be located on lightpoles in the station vicinity giving street-level to educate and inform the community about the community name and logo in Transit Connections.

I Identifiers at station
Trailblazers at stations would name the station with large letters in the form of a distance and would be in addition to the typical blue commuter signage.

➡ Directionals at station/stops
Directionals would guide customers to station platforms, bus stops and be placed perpendicular to the line of travel for greatest visibility.

View of new Kiosk at Oak Park Ave

Gateway Locations

Metro Station: **Gateway Elements:**

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

Existing Proposed Not Applicable

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

- ✓ Clear routes + walkways
- ✓ Blue routes | bike sharing
- ✓ Bus Shelters + transit information
- ✓ On-street commuter parking | car sharing
- ✓ Designated pickup / dropoff
- ✓ Directional signage
- ✓ Bike lanes | route

Convenience + Comfort:
These elements improve the customer's experience and promote use of transit services.

- ✓ Weather protection
- ✓ Attractive environment
- ✓ Seating at waiting area
- ✓ Nearby call
- ✓ Wayfinding elements

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

- Pedestrian-level lighting
- Continental sloping at crosswalks
- ✓ Well-maintained conditions

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

Transit-Friendly Improvements: Mont Clare

Transit-Friendly Elements:

Gateway at Bay Avenue
 Gateway elements support the transit station and provide a sense of arrival. Elements include:

- Wayfinding signage
- Landscaping
- Artwork

Shelters at bus stops
 Shelters provide protection from weather and provide a place to wait for the bus. Elements include:

- Shelters
- Benches
- Seating

Kiosk at street
 Kiosks provide information about transit services and provide a place to purchase tickets. Elements include:

- Kiosks
- Benches
- Seating

Transit station
 Transit stations provide a place to board and disembark from transit vehicles. Elements include:

- Transit station
- Benches
- Seating

Identifiers at station
 Identifiers provide information about the station and provide a sense of arrival. Elements include:

- Wayfinding signage
- Landscaping
- Artwork

Direct transit at station stops
 Direct transit stops provide a place to board and disembark from transit vehicles. Elements include:

- Wayfinding signage
- Landscaping
- Artwork

Station Location
 Station location map showing the station's location relative to surrounding streets and landmarks.

Transit-Friendly Improvements:
 This section lists the various transit-friendly improvements that will be implemented at the station, including:

- Wayfinding signage
- Landscaping
- Artwork
- Shelters
- Benches
- Seating
- Kiosks
- Transit station
- Identifiers
- Direct transit

Connectivity:
 This section lists the various connectivity improvements that will be implemented at the station, including:

- Wayfinding signage
- Landscaping
- Artwork

Compliance + Context:
 This section lists the various compliance and context improvements that will be implemented at the station, including:

- Wayfinding signage
- Landscaping
- Artwork

Safety + Security:
 This section lists the various safety and security improvements that will be implemented at the station, including:

- Wayfinding signage
- Landscaping
- Artwork

Questions?

Group Sessions

- ▶ Groups based on station areas
- ▶ Designate a Facilitator and a Reporter
- ▶ Roving Technical Support
- ▶ Goals

Findings: Grand/Cicero Station

- ▶ More senior housing in the area; one of the long-term opportunity sites for residential should be used for seniors.
- ▶ Shared parking was well received

Findings: Hanson Park Station

- ▶ Station area is perceived as unsafe; better lighting would be helpful
- ▶ Access to the station is challenging

Findings: Galewood Station

- ▶ Site plan for Dubin site: add an internal (public) north-south road, and/or road that goes between the site and train tracks, then curves upward when it reaches the McGrath car storage lot and continues until Brickyard Mall. The latter could also be a bike path.
- ▶ Public amenities also wanted, play lot or pocket park – currently none between Narragansett and Oak Park Ave
- ▶ More walkways from the street to the station on TF improvements map; people currently walk across the grass
- ▶ More prominent signage
- ▶ Make sure bus line is kept given threat of CTA cutbacks
- ▶ Metro Storage may be closed
- ▶ Retail on LTOS-Industrial site along Narragansett would be nice

Findings: Mars Station

- ▶ Metra service level is low, so people don't use it.

Findings: Mont Clare Station

- ▶ Parking lot maintenance needed, there are a lot of potholes
- ▶ Coffee shop at station
- ▶ Signage at bus turnaround to provide riders with Metra info

Findings: General

- ▶ Better security/surveillance cameras at station and commuter parking lots
- ▶ Grade separation of rail or quiet zones where feasible. Would need to be pursued with Illinois Commerce Commission
- ▶ Lack of outbound service at all stations except Mont Clare between 5:40 or so and 6:40

Appendix C: Sample Business Survey Form

Transit-Friendly Development Business Survey

1.

1. What is the name of your firm? (Leave blank if you wish to remain anonymous)

* 2. What is the address of your business?

(Please enter either street number, direction and name; or nearest street corner, e.g. "4000 N Pulaski" or "Pulaski and Irving Park").

* 3. How long has your business been in its current location?

* 4. Is this business location (choose one below):

- Your only location
- Your company headquarters (with other locations somewhere else)
- A branch location (company headquarters located elsewhere)

* 5. How many employees work at this location?

6. To the best of your knowledge, please indicate the proportion (percentage) of your employees who live in:

% The Immediate Neighborhood	<input type="text"/>
% Other City Neighborhoods	<input type="text"/>
% The Suburbs	<input type="text"/>
% Unknown	<input type="text"/>

7. What are the primary means your employees use to get to work (please estimate percentage of employees for each category; rough guesses are acceptable)?

% Drive Alone	<input type="text"/>
% Carpool	<input type="text"/>
% CTA Bus	<input type="text"/>
% CTA "L" Train	<input type="text"/>
% Metra Train	<input type="text"/>
% Pace Bus	<input type="text"/>
% Walk	<input type="text"/>
% Bicycle	<input type="text"/>
% Unknown	<input type="text"/>

Transit-Friendly Development Business Survey

*** 8. Do you provide parking for your employees and customers? If so, how many spaces do you have?**

9. What is the shift schedule for your workforce? Please list start and end times for each day of the week.

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

10. Flextime is a work scheduling option that allows employees to choose which hours they work, usually within limits set by the employer.

Do you allow flextime?

If yes, what percentage of your employees use of it?

*** 11. Do you allow telecommuting? If so, what percentage of your workers telecommute, and how often?**

*** 12. Do you provide information about public transit (CTA, Metra, Pace) to employees and new hires? If yes, how do you do this (handouts, intranet/internet pages, other)?**

*** 13. Do you offer an IRS approved pre-tax transit savings benefit for your employees?**

(for more information about this free program, please visit

<http://www.rtachicago.com/fare-programs/transit-benefit-program.html>)

14. Do you have any future plans to expand your facility? If so, please explain.

15. Do you have any future plans to downsize or move elsewhere? If so, please explain.

Transit-Friendly Development Business Survey

16. What do you perceive to be the strengths of the area in terms of transportation access and in general?

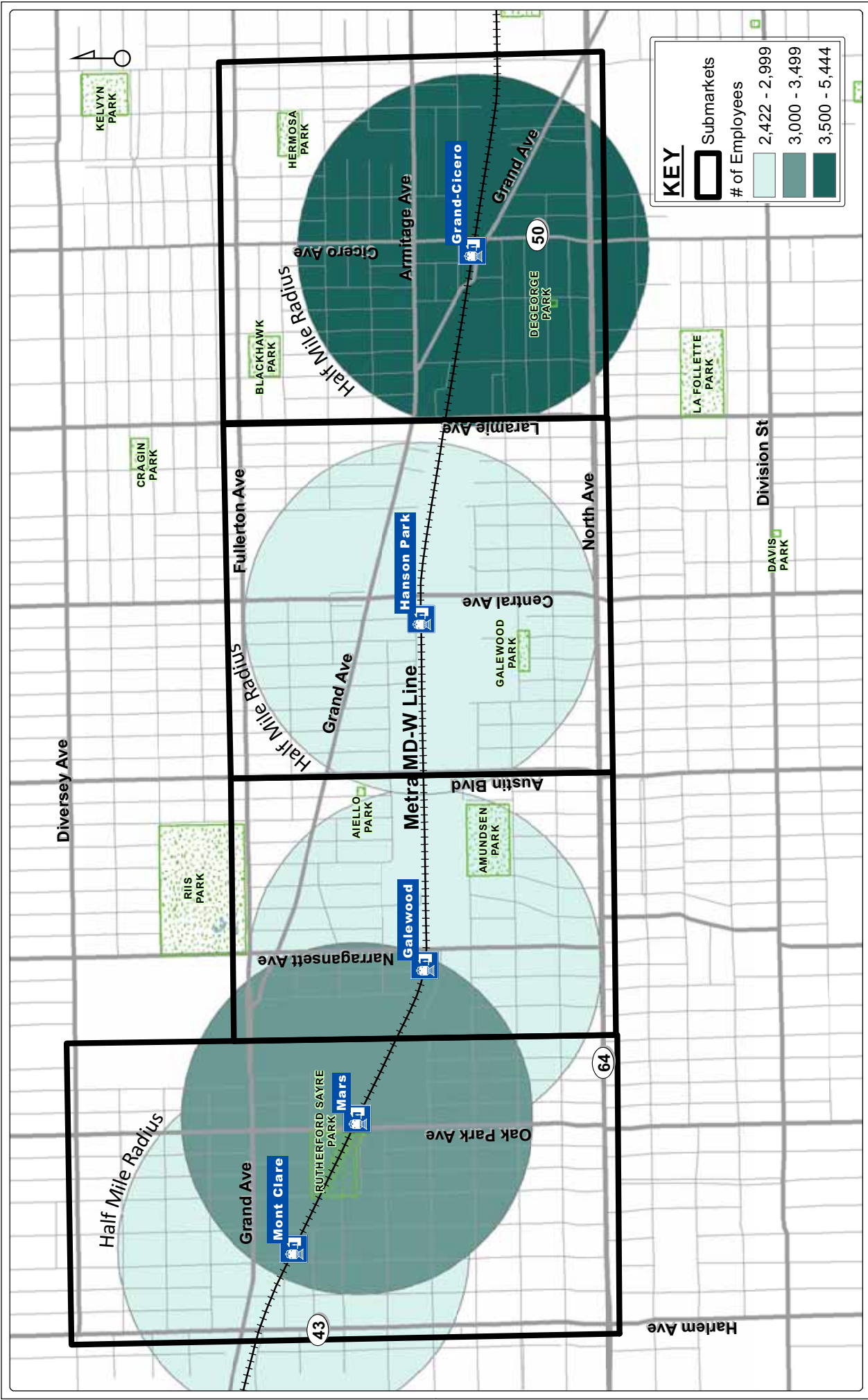
17. What do you perceive to be the weaknesses of the area in terms of transportation access and more generally?

18. Have you experienced any difficulty attracting employees to the area? Has accessibility been an issue?

19. Can you identify any barriers that limit the ability of your employees and customers to reach your business using transit?

20. Please feel free to write any other comments you may have below:

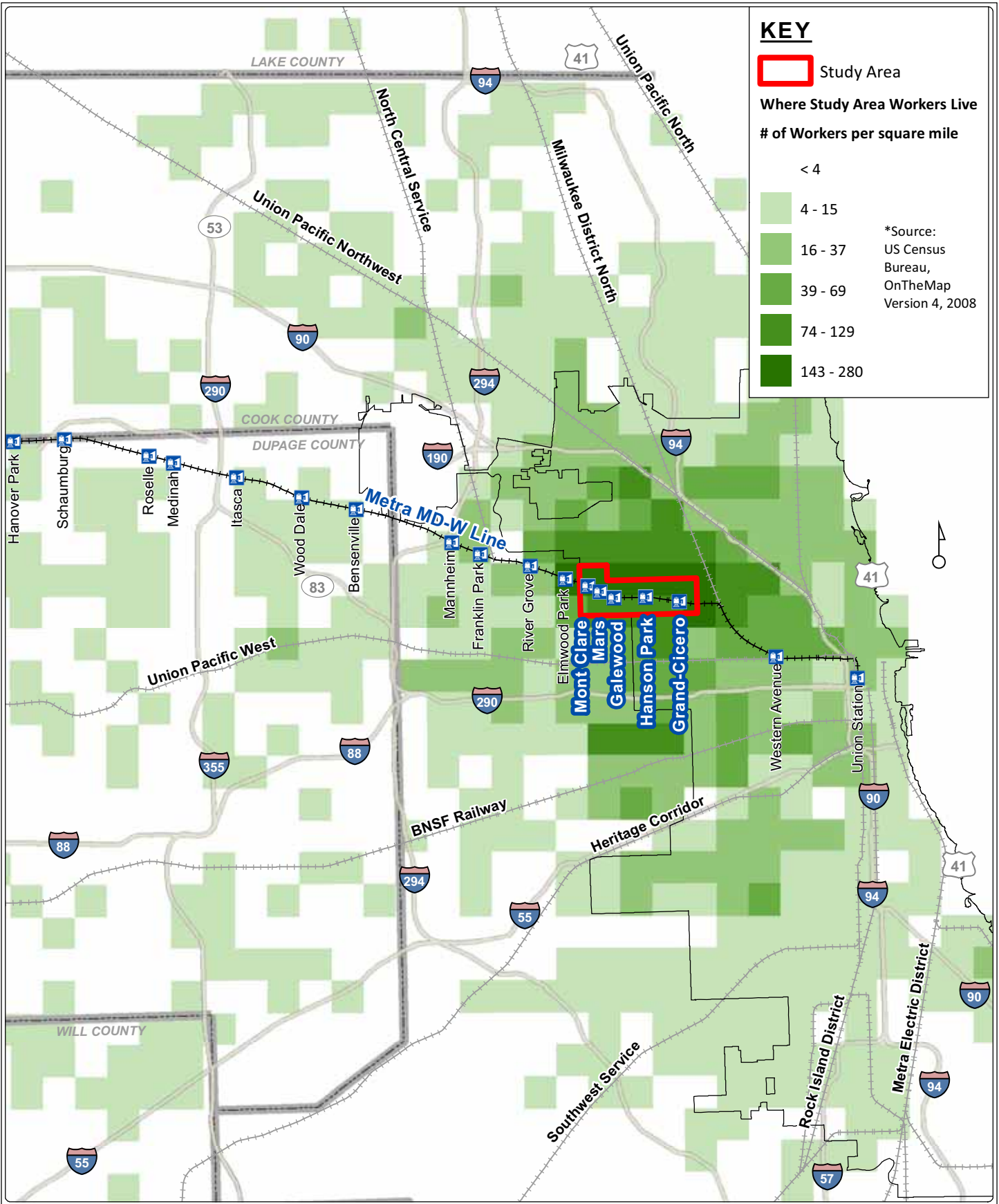
Appendix D: Existing Conditions Analysis Maps



EXISTING CONDITIONS ANALYSIS
1" = 0.38 MILE

MAJOR EMPLOYERS

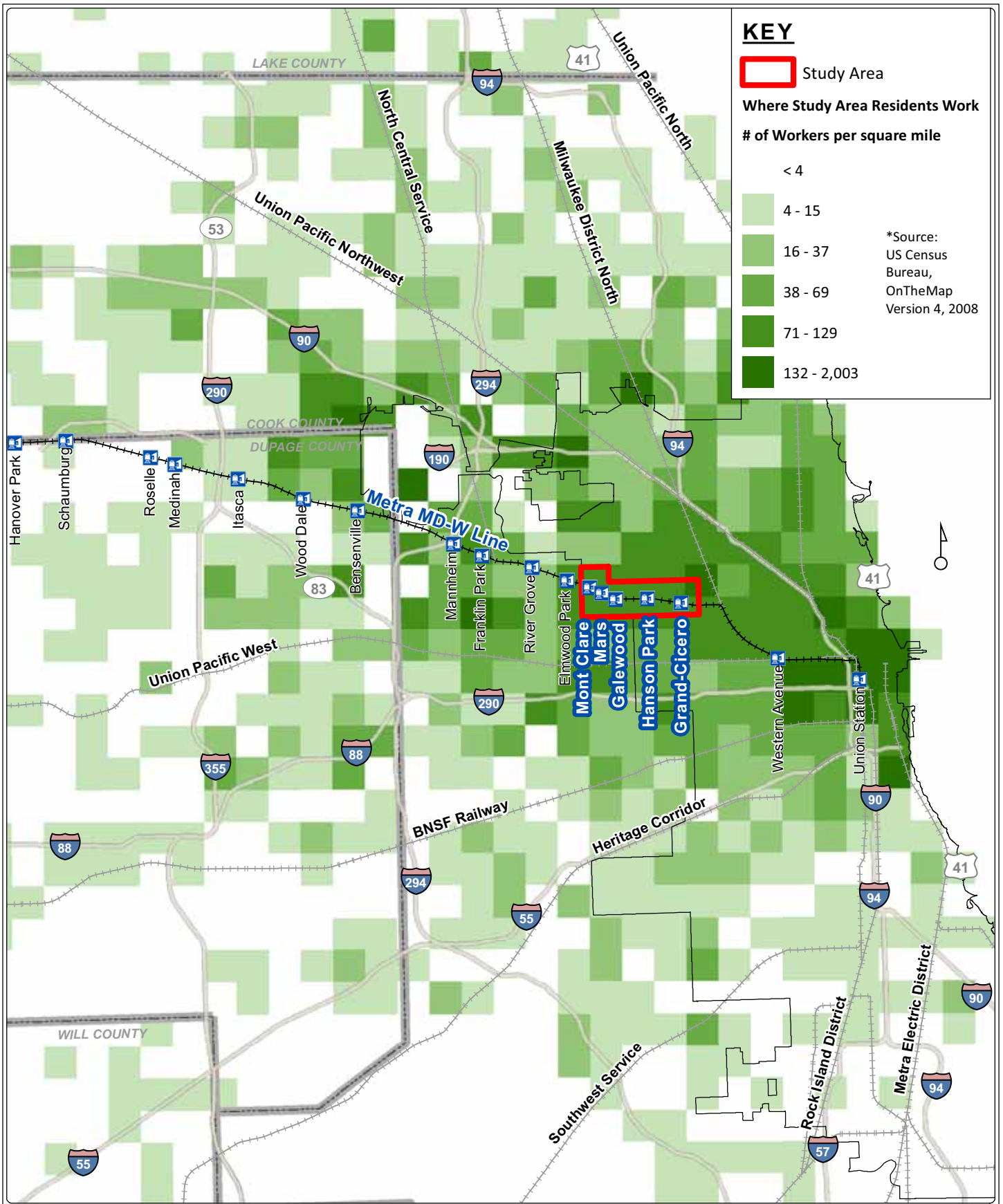
METRA MILWAUKEE DISTRICT WEST LINE



WHERE STUDY AREA WORKERS LIVE

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS
1" = 4.14 MILE



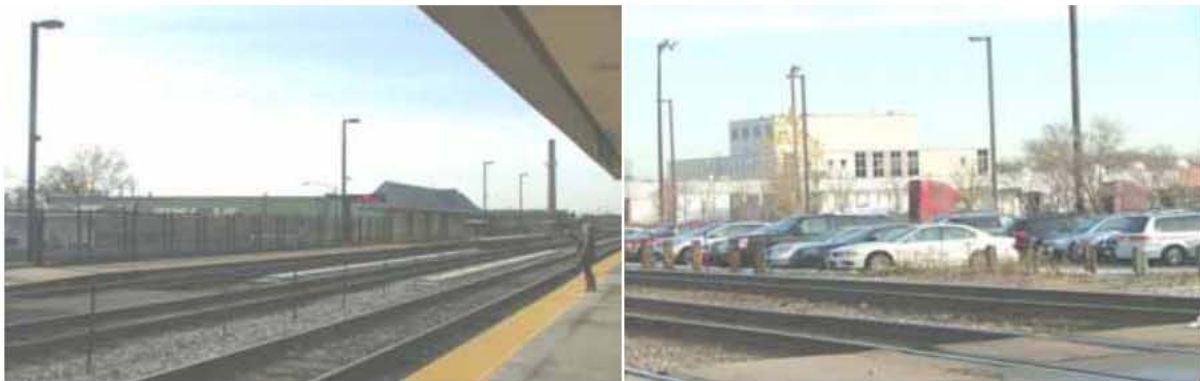
WHERE STUDY AREA RESIDENTS WORK

METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS
1" = 4.14 MILE

Metra Milwaukee District West Transit-Friendly Development Plan

Volume 2: Existing Conditions and Summary of Public Participation



**Prepared for:
City of Chicago**

Department of Housing and Economic Development

Adopted by Chicago Plan Commission December 15, 2011

DIANE LEGGE KEMP

Planning + Design



**Milwaukee District West
Transit-Friendly Development Plan
Volume 2: Existing Conditions Memorandum and Summary of Public
Participation**

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Introduction

This memorandum serves as a summary of research and analysis performed by *S. B. Friedman & Company*, Diane Legge Kemp and Regina Webster & Associates (“the Consultant Team”) regarding existing conditions in the vicinity of five stations along Metra’s Milwaukee District-West Line (“MD-W”), in the City of Chicago.

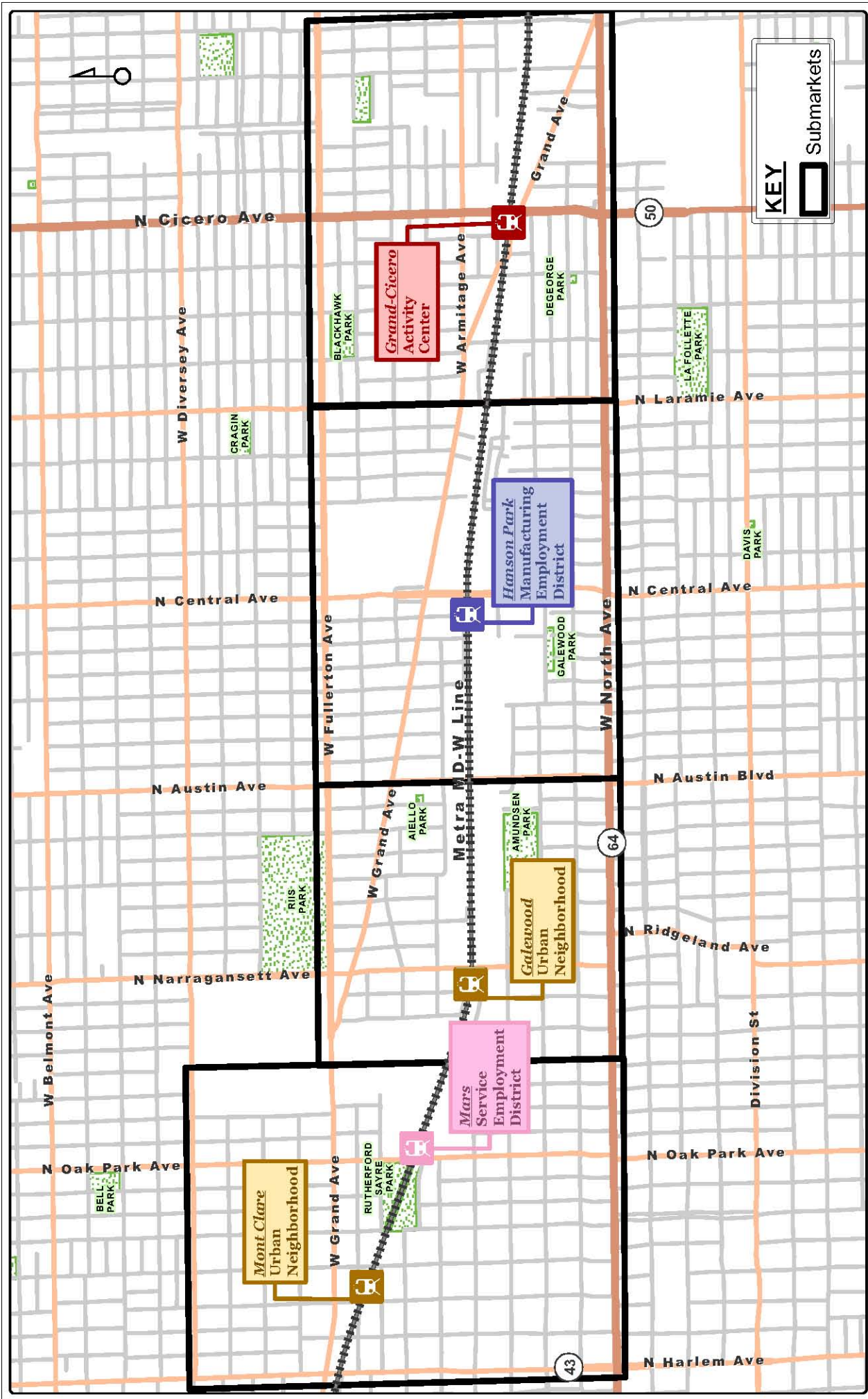
Study Area Context

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

This report summarizes existing conditions in the vicinity of the five westernmost stations in the City of Chicago:

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

The Steering Committee has defined a Study Area for these five stations that is bounded by Kostner Avenue on the east, North Avenue on the south, Harlem Avenue on the west, and Fullerton and Diversey Avenues on the north. This area is illustrated on Figure 1 on the following page. Within this area, the MD-W Line and adjacent freight rail lines form the spine of the Armitage Industrial Corridor, and traverse the Northwest Industrial Corridor. As such, in many cases the properties directly adjacent to the above stations are industrial in character.



EXISTING CONDITIONS ANALYSIS
 1" = 0.48 MILE

STUDY AREA CONTEXT

METRA MILWAUKEE DISTRICT WEST LINE

Retail is largely limited to streets along the periphery of the Study Area, particularly Harlem Avenue, North Avenue and Fullerton Avenue. Grand Avenue, which bisects the Study Area from southeast to northwest, is an exception, and contains a number of automobile service establishments and auto dealerships. The Study Area contains a number of major department stores and “big-box” retailers, such as Target, WalMart, Sears, Home Depot and Lowe’s.

Because of the concentration of retail and industrial facilities described above, the Study Area is a major employment center for Chicago. According to the U.S. Census Bureau, businesses in the Study Area draw employees from across Chicagoland. In 2008, nearly 12,000 people worked within the Study Area, of which fewer than 700 (6%) also lived within the Study Area. Nearly 10,000 Study Area employees (84%) worked within a half-mile radius, or roughly a 10 minute walk, of the five stations within the Study Area. A significant number commuted from the City’s Northwest Side, and from the nearby municipalities of Cicero, Berwyn and Elmwood Park. Overall, approximately half of all people who worked in the Study Area resided in the City of Chicago. Figure D1 in Appendix D illustrates the distribution of employment within the Study Area, while Figure D2 in the appendix to this volume illustrates where Study Area employees live, per the Census.

Study area residents, on the other hand, are addressed in Figure D3 in the appendix, which shows where they work in the Chicagoland region. Of the approximately 22,600 Study Area residents who were employed in 2008, 11,500 (approximately 51 percent) work in the City of Chicago, while 3,500 (16 percent) work in the City’s Central Business District, which is easily accessible via the Union Station stop of Metra’s MD-W Line. Approximately 2,400 Study Area residents work within a half-mile of stations on the MD-W Line. Some of these 2,400 may be able to use Metra to go to work, while others may walk, use the CTA, or drive to work.

The City of Chicago established the Galewood/Armitage Tax Increment Finance District (“Galewood/Armitage TIF”) within the Study Area in 1999. The boundaries of the Galewood-Armitage TIF correspond generally to the boundaries of the Armitage Industrial Corridor. In 2008, incremental property tax revenues collected by the Galewood/Armitage TIF totaled approximately \$2.5 million. Major initiatives undertaken within the TIF to-date include the construction of the Belmont-Cragin Elementary School, construction of a training facility for the Laborers Union, and the funding of a Small Business Improvement Fund.

The Northwest Industrial Corridor TIF (“Northwest TIF”), established in 1998, is located at the eastern edge of the Study Area. The portion of the Northwest TIF within the study area stretches from Cicero Avenue to the east, and also reaches several blocks west on Armitage Avenue. In 2008, incremental property tax revenues collected by the Northwest TIF total approximately \$7.3 million. Recent redevelopment projects within the TIF include the Home Depot located immediately north of the Grand Cicero Metra station.

Grand/Cicero Station

The Grand/Cicero Station is located just north of the intersection of Grand and Cicero Avenues. A map summarizing existing transportation and physical conditions at the station is located on the next page.

EXISTING TRANSPORTATION CONDITIONS

The following table summarizes information regarding transit service at the Grand/Cicero Station:

Figure 3: Grand/Cicero Station Statistics

Parking Supply:	0 spaces
Parking Utilization:	-----
Weekday Boardings and Alightings*:	72 on, 71 off
Mode of Access:	Hermosa (Cragin) 86% (54%) Walk, 0% (15%) Dropped Off 14% (16%) Drive Alone 0% (8%) Bus/Rapid Transit 0% (8%) Other
Trains per day:	13 inbound, 12 outbound
Bus Routes:	CTA: 54, 65, 72, 73, 74

* -- Combined data for Cragin and Hermosa Stations

Sources: Metra 2008 parking counts, Metra 2006 Weekday Boarding and Alighting Counts, Metra 2006 Origin-Destination Survey

Service, Ridership, and Mode of Access Characteristics

On weekdays, the Grand/Cicero Station is served by five inbound trains that arrive in downtown Chicago during the AM peak period (considered start of service to 9:15 am). Three trains operate in the outbound direction during this time. Five outbound trains stop at this station that leave Union Station during the PM peak period (considered 3:30 pm to 6:45 pm). Four inbound trains operate during the PM peak period. Nine inbound and outbound trains stop at the station during weekday off-peak times.

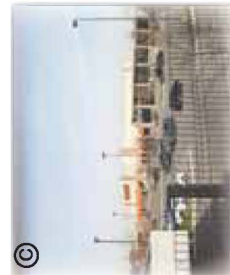
Metra's System-wide Boarding and Alighting Counts were conducted in the Fall of 2006, before the Cragin and Hermosa Stations were combined into the Grand/Cicero Station (the Grand/Cicero Station opened in December 2006). The combined data at the Cragin and Hermosa Stations found that overall 72 passengers boarded a train and 71 passengers got off a train on a typical weekday. About 40 people boarded inbound trains during the AM Peak period, with 35 people alighting from outbound trains during the PM Peak. Historically, the ridership at these two stations had been decreasing since 1983, the oldest data provided. At that time, the combined weekday ridership was over 200 boardings.



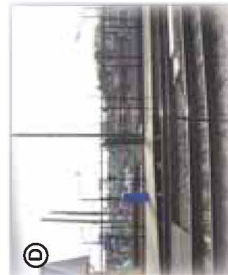
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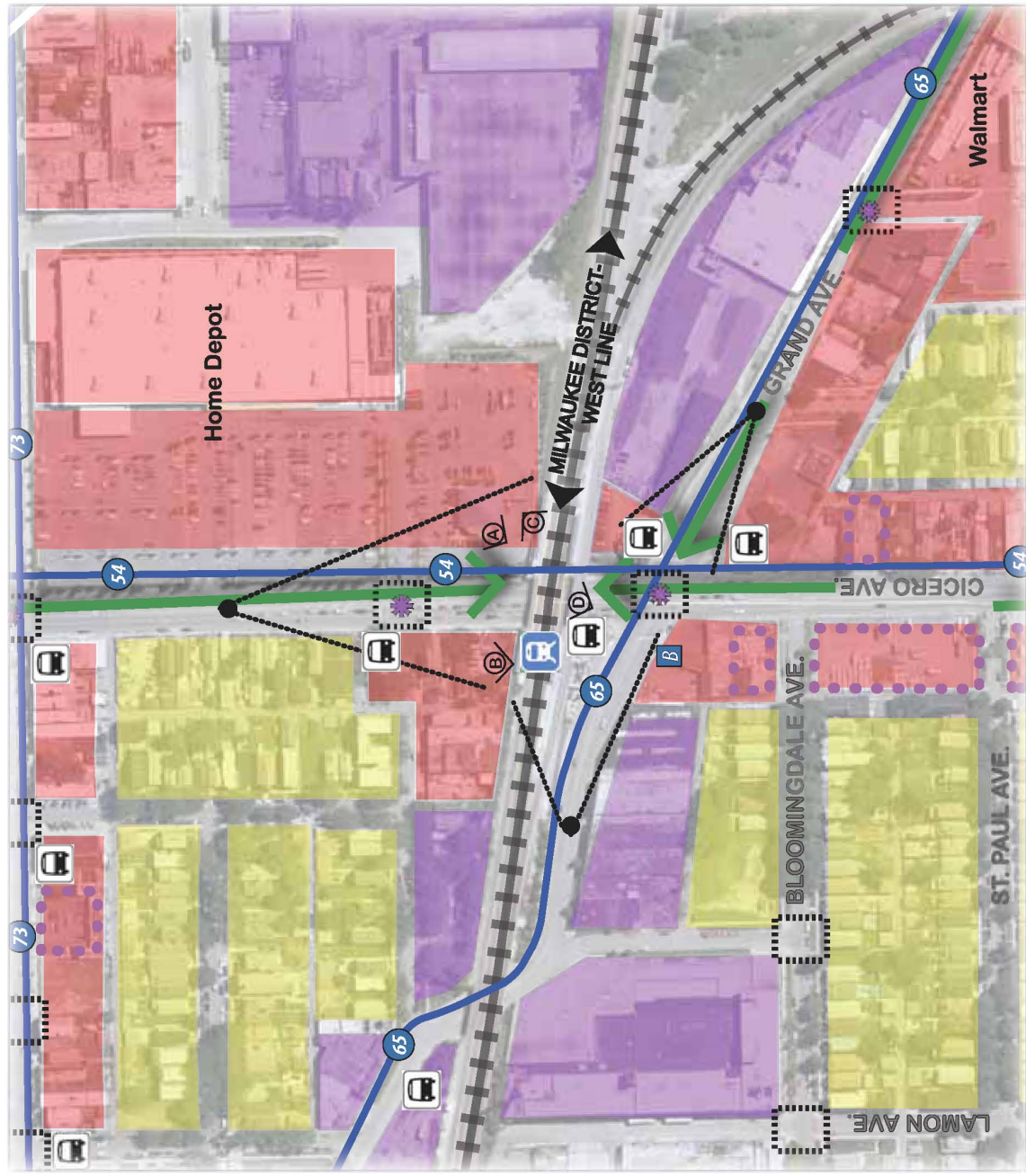
B



C



D



STRENGTHS

- Good CTA bus connections, service
- Intact residential neighborhood within 1/4 mile of station
- Good station visibility
- Presence of major employers
- Available development sites near station

WEAKNESSES

- Predominantly auto-oriented uses adjacent to station
- Mix of incompatible uses along Cicero Ave.
- Unattractive pedestrian environment along Grand Ave., Cicero Ave.
- Absence of services, commuter-oriented retail near station

EXISTING CONDITIONS KEY

Industrial	Metra Station
Residential	Route to Station
Commercial	Access Point Station Visibility
Institutional	Striped Crosswalk
Commuter Parking	Bus Route
Parks & Open Space	Bus Stop
Vacant/Underutilized Site	Bus Shelter
	Signalized Intersection

The vast majority of riders at the Cragin and Hermosa Stations arrived on foot. This trend is expected to be the case at the new Grand/Cicero Station as well, since there is no dedicated commuter parking at the new combined station. With a majority of riders walking to the station, pedestrian access and availability is an important aspect of station access. Pedestrian access to and from the station is discussed below.

Roadway Network

Illinois State Route 50 (Cicero Avenue) is a north-south arterial that operates with two lanes in each direction, plus a central striped median. The annual average daily traffic (AADT) for 2009 was 24,100 vehicles per day (vpd). The posted speed limit is 35 mph. Cicero Avenue is located on the eastern edge of the study area, passing under the Grand/Cicero Station.

Grand Avenue is an east-west collector street. The roadway angles northwest and southeast through the study area between Fullerton Avenue and Cicero Avenue, where it operates with one lane in each direction and parking along each curb. The AADT for this portion of the roadway is 13,600 vpd (2006). West of Fullerton Avenue, the road is aligned east-west and operates with two lanes in each direction. The AADT west of Fullerton Avenue is 24,400 (2007). The posted speed limit within the study area is 30 mph. Grand Avenue runs through the center of the study area, south of the Grand/Cicero Station.

Illinois State Route 64 (North Avenue) is an east-west arterial street. North Avenue is a four-lane roadway with a striped median. Parking is permitted along the curb lane in each direction. The AADT for 2009 was 33,000 vpd. The posted speed limit is 30 mph. North Avenue lies at the southern end of the study area, approximately one-third of a mile south of the Grand/Cicero Station and one mile south of the Mont Clare Station.

Fullerton Avenue is an east-west minor arterial street. The roadway has two lanes in each direction with parking along the curb in each direction. The AADT for 2006 was 26,900, and the posted speed limit is 30 mph. Fullerton Avenue runs along the northern edge of the study area, approximately three-fourths of a mile north of the Grand/Cicero Station. It merges with Grand Avenue just west of Narragansett Avenue.

Laramie Avenue is a north-south collector that operates with one lane in each direction, plus parking on either side of the street. The AADT for 2006 was 9,300 vpd. The posted speed limit is 30 mph. Laramie Avenue is located on the eastern side of the study area, between the Hanson Park and Grand/Cicero Stations.

Vehicular Access

The Grand/Cicero Station is located on an elevated platform less than 200' north of the intersection of Grand Avenue and Cicero Avenue, and has no vehicular access point. No dedicated commuter parking is available.

Field observations discovered no wayfinding and regulatory signing for motorists relating to the Metra Station; no signing exists other than directly at the station.

A review of the car locations for the two major car-sharing services in Chicago – I-GO and Zipcar – found that neither service has cars located within the Study Area around the Grand/Cicero Station. The nearest car sharing vehicle found was an I-GO vehicle located more than 2 miles from the station near Pulaski Road and Diversey Avenue.

Bicycle access to the station is difficult in that the roadways immediately surrounding the station are generally not bike-friendly. Metra collaborated with the League of Illinois Bicyclists and the Active Transportation Alliance in Fall 2008 to conduct the latest bicycle-parking inventory at all of the outlying Metra stations throughout the system. Based on this data, there were no bicycle parking spaces at the station, and no bicycles parked there.

Pedestrian Access

The residential neighborhoods around the Grand/Cicero Station appear to be pedestrian-friendly, with sidewalks on both sides of the street, light vehicular traffic, an acceptable walking environment and curb ramps at the nearby intersections.

Sidewalks are present in the vicinity of the Grand/Cicero Station along both sides of Grand and Cicero Avenues. However, the sidewalks are narrow and no buffer is present between the pedestrian and the roadway, leading to a feeling of being very close to the vehicular traffic. There are appropriately-located curb ramps along these roads, but generally they have not yet been upgraded with the latest features of ADA curb ramps such as the raised, truncated domes.

The pedestrian crossings at the intersection of Grand and Cicero Avenues are of most concern. The traffic signal at this intersection does have pedestrian signal heads but they are not the preferred countdown type. Crosswalk pavement markings also exist. However, the skew of the intersection and the location of the crosswalks are such that the crossing distances for pedestrians range from 80 to 95 feet long. The crossing distances and the lack of countdown pedestrian signal heads create an intimidating intersection for pedestrians. Additionally, several curb cuts for driveways cross the pedestrian way near the intersection and create a sidewalk that is very uneven and auto oriented.

Pedestrian access to the station platforms and shelter is provided via covered pedestrian stairways on either side of Cicero Avenue. This benefits pedestrians as it allows riders to access the station without crossing Cicero Avenue. The station is also fully accessible to riders with disabilities from the east side of Cicero, in compliance with ADA requirements.

Bus Service

CTA Route 54 operates north-south along Cicero Avenue from Montrose Avenue to the north to 24th Place to the south. The route offers connections to other CTA bus routes within the study area at Fullerton Avenue, North Avenue, Grand Avenue, and Armitage Avenue. The route serves the Grand/Cicero Station well, with stops within 250 feet of the station. It is noted that the express CTA Route X54 was eliminated in February 2010. Ridership on these routes was 8,804 on Route 54 and 6,451 on Route X54 for the average weekday in 2009. This represents a decline of over 10% from the 2008 ridership numbers.

CTA Route 65 provides east-west service along Grand Avenue between Navy Pier to the east and Nordica Avenue to the west. Route 65 offers connections to other CTA bus routes within the study area at Cicero Avenue, Central Avenue, Austin Avenue, and Narragansett Avenue. Buses on this route stop at the Grand and Cicero Avenues intersection with stops located within 250' of the Metra Station. Average weekday ridership in 2009 was 8,161 riders, which represents steady ridership compared to 2008.

CTA Route 72 provides east-west service along North Avenue within the study area with stops located within 1/3 mile south of the Grand/Cicero Station. This route operates from the Chicago History Museum at 1601 North Clark Street to Harlem Avenue. Route 72 provides bus transfer connections at Cicero Avenue, Laramie Avenue, Central Avenue, Austin Avenue, Narragansett Avenue, and Oak Park Avenue within the study area. Average weekday ridership in 2009 was 17,519 riders, which represents a small decline in ridership compared to 2008.

CTA Route 73 provides east-west service along Armitage Avenue within the study area with a stop within ¼ mile of the Grand/Cicero Station. This route operates from the Chicago History Museum to Latrobe Avenue. Route 73 provides connections at Cicero Avenue, Grand Avenue, and Laramie Avenue. Average weekday ridership in 2009 was 6,250 riders, which represents a 7% decline in ridership compared to 2008.

CTA Route 74 provides east-west service along Fullerton Avenue within the study area with stops located within ¾ mile from the Grand/Cicero Station. This route operates from Halstead Avenue to Nordica Avenue. Route 74 offers connections to other bus routes at Cicero Avenue, Central Avenue, Austin Avenue, Narragansett Avenue, Grand Avenue, and Harlem Avenue. Average weekday ridership in 2009 was 13,198 riders, which represents a small decline in ridership compared to 2008.

PHYSICAL CONDITIONS

The Grand/Cicero Station's visibility is good since the station's platforms and passenger shelters are elevated on the viaduct and the station was positioned perpendicular to the axis of Cicero Avenue. Passages on both sides of the viaduct (from Cicero Avenue) provide pedestrian access to the station. However, both Cicero Avenue and Grand Avenue are unattractive pedestrian environments, lacking pedestrian amenities, attractive streetscapes, bike paths or signage/way finding to the station. The station area—the area within a quarter mile of the station—does not have services or commuter-oriented retail. The area adjacent to the station is currently dominated by auto-oriented uses.

The area surrounding the Grand/Cicero Station contains a wide variety of land uses. Blocks north of the stations are predominantly residential in use, with a mix of single family brick bungalows, single-family frame structures or multi-family (2-4 flats) brick buildings. Generally, 40 percent of the properties in this area are in fair condition and 60 percent are in poor condition.

Major thoroughfares in the area include Grand, Cicero and Armitage Avenues. Grand Avenue is primarily industrial in character in this area. Cicero Avenue is dominated by automobile service businesses, which are interspersed with residential buildings. Along Cicero Avenue, vacant lots present opportunities for future development near the station. Armitage Avenue, which is approximately ¼ mile north of the station, consists mostly of business and mixed-use blocks. Along this corridor, 70 percent of properties

are in fair condition and 30 percent are in poor condition. A Home Depot store is located next to the station, at the intersection of Armitage and Cicero. The building is not built on the right-of-way and is surrounded by parking lot. In addition, WalMart is located approximately 1/3 mile southeast of the station, at the corner of Grand Avenue and Kilpatrick Avenue.

South of the station, blocks contain a mix of residential, business and manufacturing uses. The area offers a variety of parcel shapes and sizes. Service and loading areas either face the viaduct/tracks or face the alleys and local streets. In general, 50 percent of properties in this area are in fair condition and 50 percent are in poor condition. While there are significant industrial uses south of the station, only those properties north of Grand Avenue and east of Cicero are located in a Planned Manufacturing District.

MARKET CONTEXT

The Consultant Team defined the market area for the Grand/Cicero Station as the approximately one square mile area bounded by Kostner to the east, North Avenue to the south, Laramie Street to the west and Fullerton Avenue to the north.

Demographics

As shown in Figure 4 on the following page, there were approximately 17,000 residents in the station market area in 2009. With approximately 4,400 households and 3.86 people per household, the Grand/Cicero area had the largest households of all the station market areas. Population and household size are projected to stay relatively flat through 2014.

Figure 4: Grand/Cicero Market Area – Demographic Data

	2000	2009	2014
Population	16,759	17,113	16,982
Households	4,471	4,429	4,369
Average Household Size	3.75	3.86	3.89
Median Household Income	\$40,665	\$52,370	\$55,443
Race			
White	37.0%	34.5%	33.6%
Black	18.7%	17.1%	16.2%
Other	44.3%	48.4%	50.2%
Ethnicity			
Hispanic	70.0%	75.9%	78.5%
Means to Work			
Car	82.5%		
Public Transportation	12.8%		
Average Travel Time to Work (minutes)	34.9		

Source: ESRI, Census, InfoUSA, S. B. Friedman & Company

Median household income was estimated to be approximately \$52,000 in 2009, which is consistent with the median household income for the City of Chicago. Of the four market areas, Grand/Cicero and Hanson Park have the lowest incomes. This market area also has the largest Hispanic population at approximately 76 percent; the Galewood market area has the next largest share of Hispanic residents at approximately 50 percent. Consistent with national trends, the Hispanic population for the Grand/Cicero market area is projected to grow through 2014.

In 2000, the latest year for which data is available, 13 percent of workers in the Grand/Cicero market area used public transportation to travel to work. This is the lowest of the four market areas, with a 6 percent difference from Hanson Park, the highest. 83 percent of workers either drove or carpooled to work. Comparatively, 26 percent of City residents use public transportation, and 65 percent use a car to get to work. Average travel time to work was 35 minutes, which is consistent with the other market areas.

Residential Market

There has been little residential development in the area. The Consultant Team was able to identify two recently constructed single family homes at the corner of Homer Street and La Crosse Avenue.

As shown through transaction data collected via the Multiple Listing Service (MLS) of Northern Illinois in Figure 5, most of the for-sale housing product in the Grand/Cicero market area is comprised of single family detached units. There were only nine transactions for structures less than ten years old.

Transaction volume and median sales price for the market area were consistent with the Hanson Park and Galewood market areas, which were all significantly lower than the Mars/Mont Clare market area.

Figure 5: Grand/Cicero Market Area – For Sale Residential Market Summary, 2005 - 2010

Product Type	All Buildings			Ten Years Old or Less	
	No. of Transactions	Median Price	Top Decile	No. of Transactions	Median Price
Single Family Detached	237	\$232,000	\$315,000	9	\$317,500
Townhomes	0	\$ -	\$ -	0	\$ -
Condominiums	20	\$103,000	\$148,100	0	\$ -

Source: Multiple Listing Service of Northern Illinois

A scan of current rental listings on MLS showed this area generally had the lowest rents of the four market areas, with rents ranging from \$625 to \$1,150 depending on the number of bedrooms available, as shown in Figure 6. However the small sample size may not provide an accurate representation of the rental market in this area.

Figure 6: Grand/Cicero Rental Residential Market Summary

No. of Listings	One Bedroom		Two Bedroom		Three Bedroom		Four Bedroom	
	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent
16	\$625	\$625	\$500	\$1,150	\$850	\$1,000	NA	NA

Source: Multiple Listing Service of Northern Illinois

Retail Market

Armitage is the closest retail corridor to the station, with a mix of food, office and apparel stores. The most significant retail node is the Washington Square Shopping Center, located on the southwest corner of North and Cicero Avenues. This shopping center, which was constructed in 2003, is located approximately one-third of a mile from the Grand/Cicero Metra Station. Anchors in the shopping center include Food 4 Less, A.J. Wright and Old Navy. There is also a Walgreens located on the northeast corner of North and Cicero.

Big box stores located within the market area include Home Depot, which is directly adjacent to the station to the north, and Wal-Mart, located one-third of a mile southeast of the station. The Wal-Mart is the only one in the City, and opened in 2006. Home Depot opened in 2004.

Figure 7 below provides a summary of the types of businesses currently occupying storefronts within the Armitage and Cicero retail corridors. As illustrated below, auto-oriented services and industrial uses occupy a significant proportion of storefront spaces in both corridors. Vacancy rates are relatively high in both corridors. In addition, storefront spaces along Cicero Avenue are separated by significant numbers of residential properties. This creates discontinuities in the retail environment and results in a very unattractive retail district.

Figure 7: Businesses in the Armitage and Cicero Corridors by Category

BUSINESS CATEGORY	Armitage Corridor	Cicero Corridor
AUTO-ORIENTED USES/SERVICES	15%	21%
BARS & RESTAURANTS	13%	12%
CULTURAL/INSTITUTIONAL	7%	0%
ENTERTAINMENT/RECREATION	2%	2%
FOOD & LIQUOR STORES	9%	5%
HOTEL/MOTEL	0%	0%
INDUSTRIAL/WAREHOUSE	9%	12%
OFFICE SPACE	2%	0%
PERSONAL/HOUSEHOLD SERVICES	11%	0%
PROFESSIONAL/FINANCIAL SERVICES	4%	5%
PUBLIC	0%	0%
RETAIL STORES	11%	29%
VACANT STOREFRONT/BUSINESS	17%	14%

Source: *S. B. Friedman & Company*

Major Employers

Major employers in this area include:

- Magid Glove Safety – work safety products, 500 employees
- Wal-Mart – general merchandise, 450 employees
- Home Depot – home improvement, 174 employees
- Milton Industries – air accessories manufacturing, 150 employees

Vacant and Underutilized Properties

A scan of the station area and the immediate surrounding area shows that there are several vacant and underutilized properties that could be redeveloped, depending on market conditions. These sites are listed in Figure 8.

Figure 8: Grand/Cicero - Vacant and Underutilized Properties

Location	Square Feet	Current Zoning	Distance from Station (miles)
NWC Cicero & Bloomingdale	9,362	C2-1	0.08
East side of Cicero at Bloomingdale	4,112	C2-1	0.08
West side of Cicero, north of Bloomingdale	5,882	C2-1	0.04
West side of Cicero, btwn Bloomingdale & Wabansia	75,559	C2-1	0.15
SEC Wabansia & Cicero	3,739	C2-1	0.21
Westside of Cicero, south of Armitage	9,721	R3	0.13
North side of Armitage west of LaCrosse	13,063	B3-1	0.19
SEC Armitage & Lamon	12,477	B3-1	0.21
North side of Armitage btwn Laporte and Lamon	30,302	B3-1	0.24
NEC Armitage & Lavergne	7,983	B3-1	0.30
NWC Armitage & Lavergne	3,680	B3-1	0.30

Source: *S. B. Friedman & Company*

Hanson Park Station

The Hanson Park Station is located at the intersection of Armitage and Parkside Avenues, just southeast of the intersection of Grand and Central Avenues. A map summarizing existing transportation and physical conditions at the station is located on the next page.

EXISTING TRANSPORTATION CONDITIONS

The following table summarizes information regarding transit service at the Hanson Park Station:

Figure 9: Hanson Park Station Statistics

Parking Supply:	31 spaces
Parking Utilization:	90%
Weekday Boardings and Alightings:	54 on, 51 off
Mode of Access:	22% walk 56% drive alone 7% drive a carpool 4% are dropped off 11% ride a bus/rapid transit
Trains per day:	9 inbound, 7 outbound
Bus Routes:	CTA: 65, 72, 74, 85

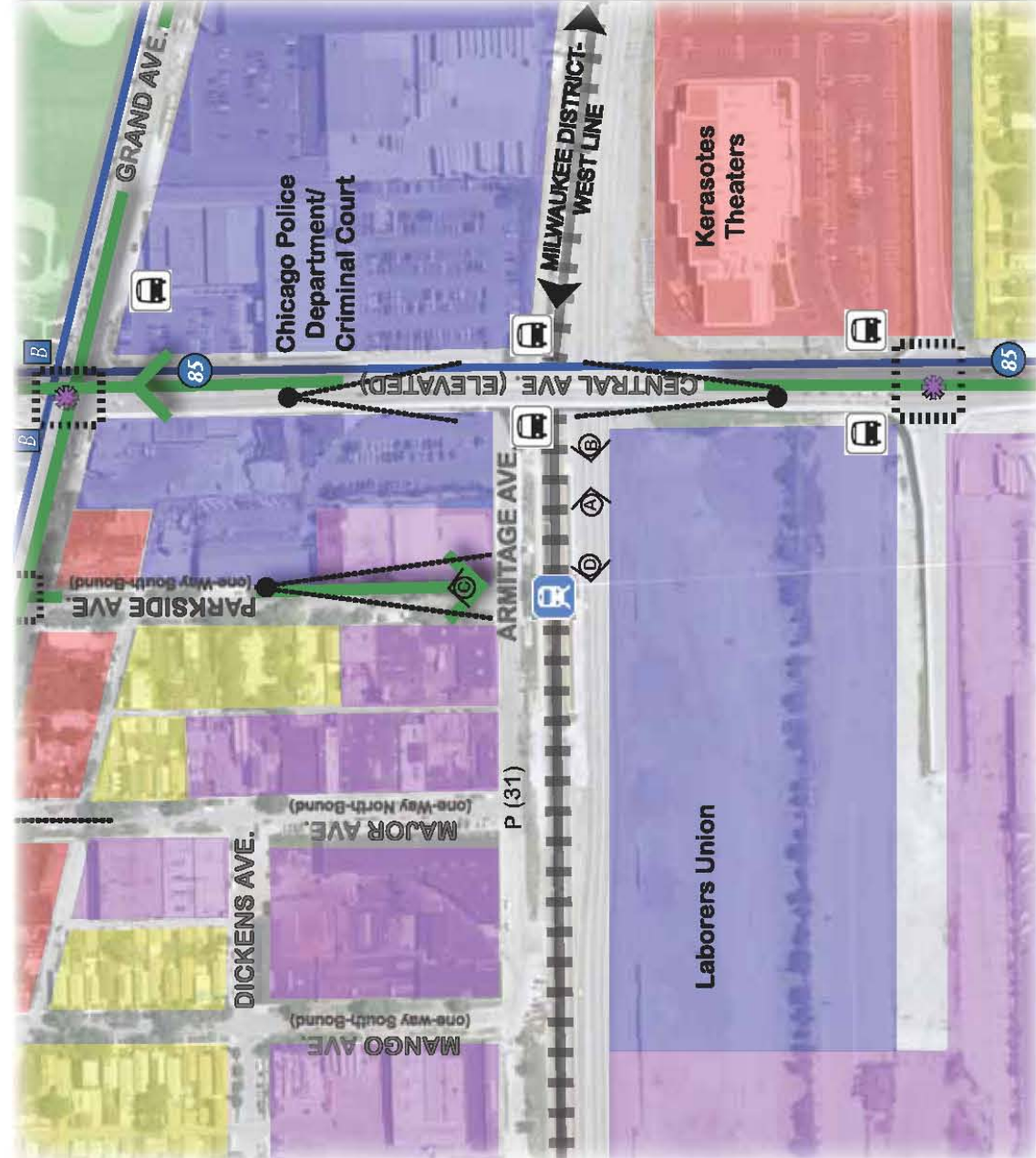
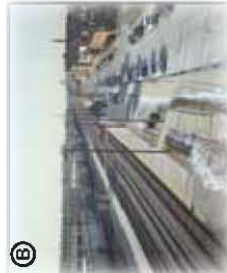
Sources: Metra 2008 parking counts, Metra 2006 Weekday Boarding and Alighting Counts, Metra 2006 Origin-Destination Survey

Service, Ridership, and Mode of Access Characteristics

On weekdays, the Hanson Park Station serves five inbound trains that arrive in downtown Chicago before 9:15 am. Three trains operate in the outbound direction during this time. Four outbound trains stop at this station that leave Union Station during the PM peak period. Four inbound trains operate during this time. One train stops at the station during weekday off-peak times, unless trains are flagged more frequently.

Metra’s latest System-wide Boarding and Alighting Counts were conducted in Fall of 2006 and found that on a typical weekday, 54 passengers boarded a train and 51 passengers got off a train at Hanson Park. About 39 people boarded inbound trains during the AM Peak period, with approximately a corresponding number alighting from outbound trains during the PM Peak. Historically, ridership at this station has been consistent over the past 25 years with weekday boardings fluctuating between 40 and 75 riders per day.

Most riders drive and park in one of the 31 on-street, dedicated Metra parking spaces. The high percentage of drivers along with the low level of ridership may be a reflection of the access limitations that exist at this station. Access to and from the station is discussed below.



STRENGTHS

- CTA bus service near station
- Presence of major employers

WEAKNESSES

- Freight rail limits station access from south
- Elevation of Central Avenue cuts off station from east
- Immediate station area context is unattractive
- Poor sidewalk conditions adjacent to station
- Poor/no visibility from Grand Ave., Central Ave.
- Low population density within 1/4 mile of station
- Poor pedestrian access to Kerasotes Theater, Laborers Union training facility
- No pedestrian crossing from east side of Central Avenue to staircase on west side of street
- Mix of incompatible uses just north of station
- Absence of services, commuter-oriented retail near station
- Bus connections indirect
- Armitage Ave. in very poor condition

EXISTING CONDITIONS KEY

Land Use

- Industrial
- Residential
- Commercial
- Institutional
- Commuter Parking
- Parks & Open Space
- Vacant/Underutilized Site
- Metra Station
- Route to Station
- Access Point Station Visibility
- Striped Crosswalk
- Bus Routes
- Bus Stop
- Bus Shelter
- Signalized Intersection

Roadway Network

Central Avenue is a north-south collector that operates with two lanes in each direction. The AADT for 2006 was 15,600 vpd. The posted speed limit is 30 mph. Central Avenue is located just east of the Hanson Park Station where the roadway is carried over the railroad tracks by the recently reconstructed bridge.

Austin Avenue is a north-south collector that operates with one lane in each direction, plus parking on both sides of the street. The AADT for 2006 was 14,100 vpd. The posted speed limit is 25 mph. Austin Avenue is located between the Galewood and Hanson Park Stations.

Laramie Avenue, Illinois State Route 64 (North Avenue), Grand Avenue and Fullerton Avenue all operate in the vicinity of the Hanson Park Station. These roadways were discussed previously in the Grand/Cicero Station section.

Parkside, Mango and Major Avenues, all local streets, provide access to and from the Hanson Park Station and the available parking along Armitage Avenue.

Vehicular Access

The Hanson Park Station is accessed from Grand Avenue via Parkside and Mango Avenues which operate one-way southbound. Major Avenue operates one way northbound, providing for vehicular egress from the station area. All three of these local streets end at the station at Armitage Avenue. Direct vehicular access from the west, east and south does not exist, although access from the west can be made indirectly from Austin Avenue via Dickens Avenue. There is no wayfinding or regulatory signing directing traffic to the Hanson Park Station; signing only exists at the station itself. The limited access options and lack of signing make finding the station extremely difficult for those unfamiliar with the area.

There are a total of 31 free on-street parking spaces located on both sides of Armitage Avenue to the north of the station. Metra conducted a parking survey at this station on May 21, 2008, which found an overall parking utilization rate of 90%. This rate indicates that the existing parking is fully utilized; the provision of additional parking spaces may be warranted.

A review of the car locations for the two major car-sharing services in Chicago – I-GO and Zipcar – found that neither service has cars located within the Study Area around the Hanson Park Station. The nearest car sharing vehicle found was an I-GO vehicle located more than 3 miles from the station near Pulaski Road and Diversey Avenue.

Metra collaborated with the League of Illinois Bicyclists and the Active Transportation Alliance in Fall 2008 to conduct the latest bicycle-parking inventory at all of the outlying Metra stations throughout the system. Based on this data, there were two bicycle parking spaces at the station, and no bicycles parked there.

Pedestrian Access

Pedestrian access to the station is provided from the north via Parkside, Major and Mango Avenues through a predominantly industrial neighborhood. Although these roadways have sidewalks on either side of the street, they provide an intimidating walking environment due to several large driveways at building entrances as well as cars parked on the walkway.

Pedestrian connections to the residential neighborhood north of Grand Avenue consist of crosswalks at the unsignalized intersections of Parkside, Major and Mango Avenues. Such crossings are less than ideal given that Grand Avenue is approximately 45 feet wide in this area. Alternatively, pedestrians can cross at the signalized intersection to the east at Central Avenue.

A pedestrian connection exists from Central Avenue via a stairway between the eastern end of the Hanson Park Station platform and the western sidewalk on the Central Avenue Bridge. While indirect and not accessible by individuals with disabilities, this stairway provides pedestrian access for patrons walking from neighborhoods to the south of the station.

A bus stop exists on the bridge in the vicinity of this stairway. This provides a convenient connection between the station and southbound buses on Central Avenue, since the stop is located on the west side of the roadway. However, northbound bus riders must cross Central Avenue from the bus stop on the east side of the bridge in order to access the stairway on the west side. With no striped crosswalk or curb ramps, no pedestrian crossing of the roadway is provided at this location. Additionally, the sight distance for crossing the roadway at this location is limited by the vertical curvature of the bridge.

Bus Service

CTA Route 65 provides service along Grand Avenue with stops located within ¼ mile of the Hanson Park Station. CTA Route 72 provides service along North Avenue and stops about ½ mile south of the Hanson Park Station. CTA Route 74 operates along Fullerton Avenue, with stops located ½ mile from the Hanson Park Station. These routes are discussed in more detail in the Grand/Cicero Station section.

CTA Route 85 provides north-south service along Central Avenue within the study area. This route operates from Elston Avenue in the north to Harrison Street in the south. CTA bus transfer opportunities exist at North Avenue, Grand Avenue, and Fullerton Avenue in the study area. The route serves the Hanson Park Station, with a stop on the Central Avenue Bridge at the location of the stairway that provides access between the western side of the bridge and the station. However, as discussed previously, a pedestrian connection does not exist between the northbound stop on the eastern side of the bridge. Average weekday ridership in 2009 was 13,446 riders, which represents an 8% decline in ridership compared to 2008.

PHYSICAL CONDITIONS

Access to the Hanson Park Station is limited due to the presence of significant transportation infrastructure near the station. Central Avenue, which is elevated between Grand Avenue and Bloomingdale Avenue, cuts off the station from the east. There is a staircase leading to the station from

the west side of Central Avenue. However, there is not a pedestrian crossing from the east side of Central Avenue to this staircase. The station is not visible from Central Avenue or Grand Avenue, and the area and streets around the station provide an unattractive pedestrian environment, as they lack pedestrian amenities, attractive streetscapes, bike paths or signage/way finding to the station. Freight rail tracks further limit station access from the south. Because of this combination of infrastructure, pedestrian access to major nearby activity generators, including a Laborers Union training facility and a Kerasotes Theater, is poor. Currently, the station area does not have services or commuter-oriented retail.

The area surrounding Hanson Park Station is also characterized by a wide variety of land uses. Blocks to the north of the station are mixed-use, with a combination of business/commercial, manufacturing and some residential uses. In this area, 60 percent of structures are in fair condition and 40 percent are in poor condition. Grand Avenue is located in this area, approximately ¼ mile north of the station, but provides only limited retail opportunities for station users.

A new Chicago Police Department/Criminal Court facility, with its own surface parking and parking structure, is located to either side of Central Avenue. These properties are connected by an underpass beneath Central; public access to this underpass is, however, limited. In addition, Hanson Park and Charles A. Prosser Vocational School are located at the northeast corner of Grand and Central Avenues, providing green space and recreational fields.

To the south of the station, blocks are zoned as Planned Manufacturing or Planned Developments. As previously mentioned, a training facility for the Laborers Union is adjacent to the station. This recently constructed facility is cut off from the station by a freight rail line, but has a detention pond on site, which may provide a location for future development assuming the property owner could identify an alternative stormwater management solution. Kerasotes Theaters also occupies a new building south of this freight rail line and east of Central Avenue. This property has no significant architectural identity, and is surrounded by surface parking. Access to both the Laborers Union and Kerasotes properties is provided via Homer Avenue only. This street descends from Central Avenue to ground level, providing indirect access to the properties for pedestrians.

MARKET CONTEXT

The Consultant Team defined the market area for the Hanson Park Station as the approximately one square mile area bounded by Laramie to the east, North Avenue to the south, Austin Street to the west and Fullerton Avenue to the north.

Demographics

As shown in Figure 10, there were approximately 18,000 residents in the station market area in 2009. There were approximately 5,000 households, with an average size of 3.65. Population and household size are projected to stay relatively flat through 2014.

Figure 10: Hanson Park Market Area - Demographic Data

	2000	2009	2014
Population	18,237	18,386	18,153
Households	5,164	5,032	4,946
Average Household Size	3.53	3.65	3.67
Median Household Income	\$38,604	\$52,342	\$55,452
Race			
White	28.9%	28.4%	28.4%
Black	45.1%	44.3%	44.3%
Other	26.0%	27.3%	27.3%
Ethnicity			
Hispanic	43.2%	49.1%	51.3%
Means to Work			
Car	77.5%		
Public Transportation	18.5%		
Average Travel Time to Work (minutes)	39.7		

Source: ESRI, Census, InfoUSA, *S. B. Friedman & Company*

Median household income was estimated to be approximately \$52,000 in 2009, which is consistent with the median household income for the City of Chicago. The population in the Hanson Park Station market area is approximately 49 percent Hispanic. The share of the Hispanic populations is projected to increase slightly through 2014.

In 2000, the latest year for which data is available, 19 percent of workers in the Hanson Park market area used public transportation to travel to work. This is the highest of the four market areas. 78 percent of workers either drove or carpooled to work. Comparatively, 26 percent of City residents use public transportation, and 65 percent used a car to get to work. Average travel time to work was 40 minutes, the highest of the market areas. However, there is only a five minute difference between Hanson Park and Mars/Mont Clare, which has the lowest travel times of the market areas.

Residential Market

The Enclave at Galewood Crossings, located west of Laramie Avenue and south of the MD-W Metra Line, is the largest recent residential development in the market area and was completed in 2008. The development is comprised of approximately 190 single family homes, townhomes and condominiums in a “gated community” environment adjacent to and south of the MD-W Line.

As with the Grand/Cicero Station market area, the vast majority of transactions (91 percent) in the for-sale residential market were for single family detached product. The median sales price was approximately \$227,000. There were only eleven transactions for structures less than ten years old; the

median sales price for the newer product was approximately \$477,000, which is significantly higher than that of the other market areas. The higher price in this area is primarily driven by the Enclave at Galewood Crossings. Because of the unusual character of this development, it may not be possible for future developments of detached single-family homes to achieve similar sales prices.

Figure 11: Hanson Park Market Area - For Sale Residential Market Summary, 2005 – 2010

Product Type	All Buildings			Ten Years Old or Less	
	No. of Transactions	Median Price	Top Decile	No. of Transactions	Median Price
Single Family Detached	229	\$227,000	\$326,600	11	\$477,217
Townhomes	10	\$321,835	\$335,883	10	\$321,835
Condominiums	13	\$155,000	\$250,000	7	\$177,000

Source: Multiple Listing Service of Northern Illinois

The Hanson Park market area had a very low volume of transactions of attached single-family units. The median price for townhomes in this market is relatively high; however, condominium prices were the second lowest in the Study Area. Attached for-sale product was concentrated in the Enclave at Galewood Crossings. As previously discussed, the unusual character of this development limits its usefulness as a reference for the sales potential of future residential developments.

A scan of current rental listing showed this area generally had the highest rents of the four market areas, with rents ranging from \$700 to \$2,200 depending on the number of bedrooms available. (Figure 12) However, the small sample size may result in an inaccurate representation of the rental market in this area.

Figure 12: Hanson Park Market Area - Rental Residential Market Summary

No. of Listings	One Bedroom		Two Bedroom		Three Bedroom		Four Bedroom	
	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent
27	\$ 700	\$1,300	\$650	\$2,000	\$850	\$2,200	\$1,800	\$ 1,950

Source: Multiple Listing Service of Northern Illinois

Retail Market

The most significant development in the market area in terms of scale has been the redevelopment of the 50-acre former Galewood rail yard. The Kerasotes Showplace Theater, a 14-screen movie theater located at Central Avenue and Homer Street, was built in 2007. The final piece of the Galewood Yards redevelopment project is the Laborers International Union Training Center, which was completed in 2009. Outside of the Galewood Yards redevelopment, there has been little private development activity in the area.

The Hanson Park Station market area includes parts of the Fullerton and North Avenue commercial corridors. However, the Metra station itself is not within close proximity to any significant retail

corridors. The closest commercial corridor is Grand Avenue, which is largely occupied by auto-related uses with some restaurants and housing mixed in.

Major Employers

Major employers in this area include:

- Chicago Police Department- 400 employees
- Hanson Park Elementary – Chicago Public School, 207 employees
- Northwest Mailing Service – direct mailing, 100 employees
- Meskan Foundry – Metal Castings manufacturing, 100 employees

Vacant and Underutilized Properties

The vacant and underutilized properties in the station area and the immediate surrounding area are listed in Figure 13. The site on Parkside and Major is actually a collection of parcels currently zoned as manufacturing, and located between the Hanson Park Station and the Grand Avenue commercial corridor. The uses on these parcels, which include residential, a church and construction storage, create an unattractive environment within close proximity of the station. If feasible, redevelopment of this area could help increase the appeal of the station area.

Figure 13: Hanson Park – Vacant and Underutilized Properties

Location	Square Feet	Current Zoning	Distance from Station (miles)
Parkside and Major, btwn Armitage and Grand	168,582	M1-2	0.04
NWC Homer & Central	187,156	PD 1013	0.08
SWC Grand Ave & Marmora Ave	16,095	C2-1	0.40

Source: *S. B. Friedman & Company*

Galewood Station

The Galewood Station is located at the intersection of McLean and Narragansett Avenues. A map summarizing existing transportation and physical conditions at the station is located on the next page.

EXISTING TRANSPORTATION CONDITIONS

The following table summarizes information regarding transit service at the Galewood Station:

Figure 14: Galewood Station Statistics

Parking Supply:	136 spaces
Parking Utilization:	46%
Weekday Boardings and Alightings:	265 on, 287 off
Saturday Boardings and Alightings:	60 on, 59 off
Sunday Boardings and Alightings:	37 on, 27 off
Mode of Access:	51% drive alone 24% walk 18% are dropped off 4% ride a bus/rapid transit 2% drive a carpool 1% bike 1% ride in a carpool
Trains per day:	21 inbound, 22 outbound
Bus Routes:	CTA: 65, 72, 74, 86 Pace: 319

Sources: Metra 2008 parking counts, Metra 2006 Weekday Boarding and Alighting Counts, Metra 1999 Saturday and Sunday Boarding and Alighting Counts, Metra 2006 Origin-Destination Survey

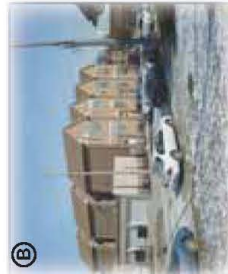
Service, Ridership, and Mode of Access Characteristics

On weekdays, the Galewood Station serves six inbound trains that arrive in downtown Chicago before 9:15 am. Five trains operate in the outbound direction during this time. Five outbound trains stop at this station that leave Union Station during the PM peak period. Four inbound trains operate during this time. Trains operate approximately once per hour during weekday off-peak times. On Saturdays, 12 inbound and 12 outbound trains stop at the station. On Sundays, 9 inbound and 9 outbound trains stop at the station.

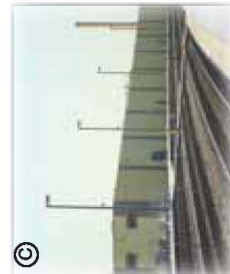
The latest ridership data for the Galewood Metra Station was provided by Metra. The data was collected in the Fall of 2006, and found that 265 passengers boarded a train and 287 passengers got off a train at



A



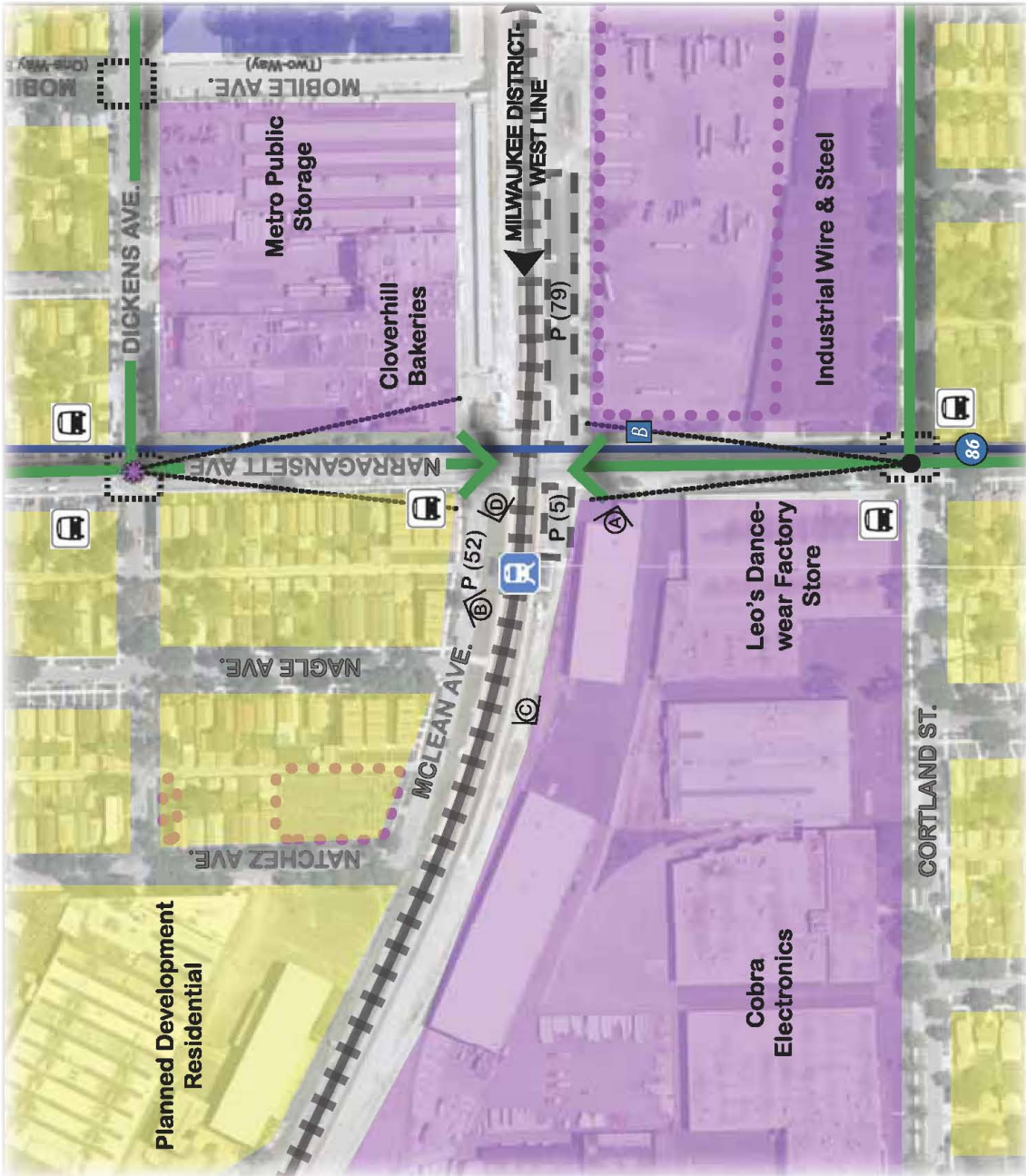
B



C



D



STRENGTHS

- Good CTA bus connections, service
- Presence of major employers
- Good station visibility from major streets
- Planned residential developments within close proximity of station
- Attractive station area
- Intact residential neighborhood within 1/4 mile of station

WEAKNESSES

- Limited pedestrian access from south due to large, impenetrable industrial sites
- Absence of services, commuter-oriented retail near station
- Lack of sidewalks/pedestrian access along tracks
- Unattractive CDL training facility adjacent to Metra parking
- McLean Ave. in very poor condition

EXISTING CONDITIONS KEY

Industrial	Metra Station
Residential	Route to Station
Commercial	Access Point Station Visibility
Institutional	Striped Crosswalk
Commuter Parking	Bus Route
Parks & Open Space	Bus Stop
Vacant/Underutilized Site	Signalized Intersection

Galewood on a typical weekday. About 145 people boarded inbound trains during the AM Peak period with 155 alighting from outbound trains during the PM Peak. The data provided also indicated that, out of the five study area stations, the Galewood Station serves the most “reverse commuters” with 30 people boarding outbound trains in the AM Peak and alighting inbound trains in the PM.

With a mix of both driving and walking to the station, both parking and pedestrian access are important to the Galewood Station. Parking at the station and pedestrian access are both discussed below.

Roadway Network

Narragansett Avenue is a north-south collector that operates with one lane in each direction, plus parking on either side of the street. The AADT for 2006 was 12,500 vpd. The posted speed limit is 30 mph. Narragansett Avenue is located just east of the Galewood Station.

Oak Park Avenue is a north-south collector that operates with one lane in each direction, plus parking on either side of the street. The AADT for 2006 was 10,600 vpd. The posted speed limit is 30 mph. Oak Park Avenue is located west of the Galewood Station and immediately to the west of the Mars Station.

Austin Avenue, Illinois State Route 64 (North Avenue), Grand Avenue and Fullerton Avenue all operate in the vicinity of the Galewood Station. These streets have been discussed previously.

The Galewood Station is accessed from Narragansett Avenue. Metra parking lots are accessed from both sides of Narragansett Avenue south of the tracks. On-street Metra parking exists on McLean, Natchez and Narragansett Avenues. McLean Avenue intersects Narragansett Avenue north of the tracks.

Vehicular Access

The Galewood Station commuter parking lots are accessible from Narragansett Avenue. The driveways are located just south of the tracks on either side of Narragansett Avenue, north of Cortland Street. The parking lot nearest the station platforms contains five ADA spaces. The eastern lot has a supply of 79 parking spaces. A daily rate of \$1.50 is charged for parking in these two lots.

There are also a total of 52 free on-street parking spaces located along McLean Avenue and Natchez Avenue to the north of the station. These spaces can be accessed from Narragansett Avenue via McLean Avenue or via local streets north of the station. These include Natchez Avenue and Nagle Avenue, which both operate two-way and connect to Dickens Avenue, Palmer Street and Grand Avenue to the north. An additional five free on-street parking spaces are located on Narragansett Avenue just south of the station. Metra conducted a parking survey at this station on May 21, 2008, which found an overall parking utilization rate of 46%, with 24% of the eastern lot utilized. The free spaces had an average utilization rate of 81%.

Signing for the Galewood Station is located directly at the station only, with no wayfinding signs on surrounding roadways. The commuter parking access points have minimal signing. Almost all of the vehicular access to the station is from Narragansett Avenue. This access is challenged by the at-grade rail crossing of Narragansett Avenue, the frequency of peak period Metra train crossings and the

duration of mid-day freight train crossings. During these blockages, it is beneficial that dedicated commuter parking exists on either side of the tracks, as parking access north of the tracks is not accessible from the south and vice versa.

A review of the car locations for the two major car-sharing services in Chicago – I-GO and Zipcar – found that neither service has cars located within the Study Area around the Galewood Station. The nearest car sharing vehicle found was an I-GO vehicle located 2.5 miles to the south in Oak Park.

While not designated a bike route, Narragansett Avenue appears to be a bike-friendly street with wide travel lanes of 13 to 14 feet. The lane width provides space for bicyclists to ride between the traveling and parked vehicles. Metra collaborated with the League of Illinois Bicyclists and the Active Transportation Alliance in Fall 2008 to conduct the latest bicycle-parking inventory at all of the outlying Metra stations throughout the system. Based on this data, there were two bicycle parking spaces at the station, and three bicycles parked there.

Pedestrian Access

The residential neighborhoods around the Galewood Station and Narragansett Avenue (also predominantly residential) appear to be pedestrian-friendly with sidewalks on both sides of the street and a pleasant walking environment with curb ramps at intersections. Buffers often exist between the pedestrian and the roadway.

Pedestrian access to the station is generally fair although some impediments exist. Except for those coming from the neighborhood directly north of the station, pedestrians must walk to Narragansett Avenue in order to access the station. Large land uses occupy areas south, southeast and northeast of the station, and Narragansett is the only connection between the station and the neighborhoods in each of these directions. Also, there are no pedestrian crosswalks on Narragansett Avenue in the vicinity of the tracks. Crosswalks would benefit pedestrians crossing Narragansett Avenue between the station platforms and the parking and bus stop on the east side of the roadway.

Bus Service

CTA Route 86 provides north-south service along Narragansett Avenue within the study area on weekdays only. This route operates from the intersection of Imlay Street and Milwaukee Avenue at the north end to the Ridgeland Green Line Station to the south. Bus transfers can be made at Fullerton Avenue, Grand Avenue, and North Avenue. The route serves the Galewood Station well with stops near the eastern ends of the platforms. Average weekday ridership in 2009 was 3,002 riders, which represents steady ridership compared to 2008.

CTA Route 65 operates along Grand Avenue with stops located ½ mile from the Galewood Station. CTA Route 72 runs along North Avenue, and stops ½ mile south of the station. CTA Route 74 operates along Fullerton Avenue, with stops located within ½ mile of the Galewood Station. These bus routes were discussed in more detail above.

Pace Route 319 operates primarily to the west of the study area, running along Wolf Road and Grand Avenue from the intersection of Wolf Road and North Avenue to the intersection of Grand Avenue and Narragansett Avenue. The route operates in the vicinity of the Mont Clare, Mars, and Galewood Stations, stopping within ½ mile of the Galewood Station. The route loops and turns around in the Grand Avenue/Fullerton Avenue area; an opportunity may exist to adjust this location to provide service directly to the Galewood Station.

PHYSICAL CONDITIONS

The area surrounding Galewood Station provides good access and a fairly attractive pedestrian environment from the north. However, the area lacks pedestrian amenities, attractive streetscapes, bike paths or signage/way finding to the station. Access to the station is limited from the south due to large, impenetrable industrial blocks. The lack of sidewalks and pedestrian access along the track further limits station accessibility. The station area does not currently have services or commuter-oriented retail.

Blocks to the north of the station are primarily residential in character. These blocks were built as a mix of single family brick bungalows, single-family frame structures or new brick townhomes facing the station. Generally, 90 percent of the properties in this area are in good condition and 10 percent in fair condition. Within these blocks there are two vacant parcels: a vacant lot on the east side of Natchez Avenue, and a disused manufacturing facility on the west side of Natchez Avenue. Both are planned residential developments, and present opportunities for future development near the station. The latter site is anticipated to be a major redevelopment project, involving the construction of approximately 240 new residential units and the extension of the existing street network west of Natchez. This will create opportunities to connect the residential areas north of the Galewood and Mars stations, which are currently divided by a former railroad right-of-way.

East of Narragansett Avenue there is a block that is zoned as a Planned Manufacturing District, where Cloverhill Bakeries and Metro Public Storage are situated. These structures are in good condition. Burbank Elementary School is located adjacent to and east of these properties.

The blocks to the south of the station are part of a Planned Manufacturing District, and that house major area employers such as Cobra Electronics, Leo's Dance Factory Store and Industrial Wire and Steel. Service and loading areas face the tracks or face the alleys and local streets. Sixty percent of properties in this area are in good condition and 40 percent are in fair condition. East of Narragansett Avenue a vacant lot is currently used as a training ground for drivers pursuing a CDL. This property is located adjacent to the Metra parking lot, south of the tracks. The lot is part of a larger business park development, which stretches ½ mile from Narragansett to Austin along the MD-W Line. This business park serves to divide neighborhoods south of the station from those north.

MARKET CONTEXT

The market area for the Galewood Station is the approximately one square mile area bounded by Austin to the east, North Avenue to the south, Nashville Avenue to the west and Fullerton/Grand Avenues to the north.

Demographics

As shown in Figure 15, there were approximately 11,000 residents in the station market area in 2009, making it the least densely populated of the market areas. There were approximately 3,000 households, with an average size of 3.66, similar to Hanson Park. Population and household size are projected to stay relatively flat through 2014.

Figure 15: Galewood Market Area - Demographic Data

	2000	2009	2014
Population	10,399	10,652	10,541
Households	2,950	2,907	2,861
Average Household Size	3.52	3.66	3.68
Median Household Income	\$50,617	\$64,342	\$66,295
Race			
White	35.8%	33.6%	32.8%
Black	38.9%	38.2%	37.5%
Other	25.3%	28.2%	29.7%
Ethnicity			
Hispanic	44.4%	49.9%	52.5%
Means to Work			
Car	78.7%		
Public Transportation	16.0%		
Average Travel Time to Work (minutes)	35.8		

Source: ESRI, Census, InfoUSA, S. B. Friedman & Company

Median household income was estimated to be approximately \$64,000 in 2009, which is approximately 24 percent higher than the median household income for the City of Chicago and the highest income of the market areas. The population in the Galewood Station market area is approximately 50 percent Hispanic. The share of the Hispanic populations is projected to increase slightly through 2014.

In 2000, the latest year for which data is available, 16 percent of workers in the Galewood market area used public transportation to travel to work. This is the middle of the range for the four market areas. 79 percent of workers either drove or carpooled to work. Comparatively, 26 percent of City residents use public transportation, and 65 percent used a car to get to work. Average travel time to work was 36 minutes, which is consistent with the remaining market areas.

Residential Market

The most notable new development in the market area is the townhome development along McLean Avenue, just north of the Galewood Station, between Narragansett and Natchez. These townhomes were completed in 2006. There is also a condominium project, on Natchez near Palmer, which was

completed in 2007. There has been little development of single-family detached product in the market area in the last ten years.

While the majority of transactions (approximately two-thirds) in the for-sale market were for detached product, a substantial number of attached units have been sold in recent years as well. The median sales price for a single family detached home was slightly higher than that in the Grand/Cicero and Hanson Park market areas.

Figure 16: Galewood Market Area - For Sale Residential Market Summary, 2005 – 2010

Product Type	All Buildings			Ten Years Old or Less	
	No. of Transactions	Median Price	Top Decile	No. of Transactions	Median Price
Single Family Detached	226	\$247,500	\$331,625	5	\$370,000
Townhomes	44	\$299,450	\$314,675	30	\$302,925
Condominiums	73	\$229,900	\$249,900	51	\$237,900

Source: Multiple Listing Service of Northern Illinois

For attached for-sale product, the majority of both single family attached product types were ten years old or less. The Galewood market area had the second highest volume of single family attached sales in the Study Area. The median sales price for townhomes was the lowest of all the market areas, while condominium pricing was the highest within the Study Area, regardless of age.

Based on eight listings obtained from MLS, rents in this area range from \$925 to \$1,600. (Figure 18) This small sample size may not provide an accurate representation of the rental market in this area.

Figure 18: Galewood Market Area - Rental Residential Market Summary

No. of Listings	One Bedroom		Two Bedroom		Three Bedroom		Four Bedroom	
	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent
8	NA	NA	\$925	\$1,450	\$1,500	\$1,600	\$1,200	\$1,200

Source: Multiple Listing Service of Northern Illinois

Retail Market

The Galewood Station market area includes the Fullerton and North Avenue commercial corridors. However, the Metra station itself is not within close proximity to any significant retail corridors. The closest commercial corridor is Grand Avenue, which, as stated previously, is largely occupied by auto-related uses with some restaurants and housing mixed in.

In addition, the Brickyard and Bricktown Square are large centers along Fullerton and Narragansett that have tenants such as Home Depot, Jewel-Osco, Babies R Us, Target, Lowe’s and Aldi.

Major Employers

Major employers in this area include:

- Burbank Elementary School – Chicago Public School, 125 employees
- Cobra Electronics – designer of mobile communications products, 125 employees
- Cloverhill Bakeries – baked goods, 120 employees
- Radio Flyer – manufacturer of wagons and scooters, 100 employees

Vacant and Underutilized Properties

The vacant and underutilized properties in the station area and the immediate surrounding area are listed in Figure 19. The site near Natchez and Dickens is currently planned as a residential development. The remainder of the sites, depending on market conditions and other constraints, could be redeveloped with uses complementary to the Metra station.

Figure 19: Galewood – Vacant and Underutilized Properties

Location	Square Feet	Current Zoning	Distance from Station (miles)
SEC Narragansett & Metra MD-W Line [1]	248,588	PMD 15	0.08
NEC Natchez & McLean	25,049	R4	0.10
SEC Natchez & Dickens	3,335	R3	0.14
West side of Natchez near Dickens	423,467	PD 1139	0.17
East side of Natchez btwn Palmer & Dickens	7,722	R3	0.19
West side of Natchez near Palmer	98,812	M2-2	0.27
SWC Grand & Meade	12,989	C1-1	0.50

[1] Currently a commuter parking lot. Any redevelopment on this site would have to provide for the replacement of commuter parking.

Mars Station

The Mars Station is located just north of the intersection of Oak Park and Shakespeare Avenues. A map summarizing existing transportation and physical conditions at the station is located on the next page.

EXISTING TRANSPORTATION CONDITIONS

The following table summarizes information regarding transit service at the Mars Station:

Figure 20: Mars Station Statistics

Parking Supply:	63 spaces
Parking Utilization:	52%
Weekday Boardings and Alightings:	110 on, 102 off
Mode of Access:	53% walk 25% drive alone 14% are dropped off 5% ride in a carpool 3% drive a carpool
Trains per day:	8 inbound, 8 outbound
Bus Routes:	CTA: 65, 72, 74, 90 Pace: 319

Sources: Metra 2008 parking counts, Metra 2006 Weekday Boarding and Alighting Counts, Metra 2006 Origin-Destination Survey

Service, Ridership, and Mode of Access Characteristics

On weekdays, the Mars Station is served by five inbound trains that stop at the station and arrive in downtown Chicago before 9:15 am. Three trains operate in the outbound direction during this time. Five outbound trains stop at this station that leave Union Station during the PM peak period. Three inbound trains operate during this time. One outbound train stops at the station during weekday off-peak times, unless trains are flagged more frequently.

The latest ridership data for the Mars Metra Station was provided by Metra. The data was collected in the Fall of 2006, and found that overall 110 passengers boarded a train and 102 passengers got off a train at Mars on a typical weekday. About 95 people boarded inbound trains during the AM Peak period with a corresponding number alighting from outbound trains during the PM Peak.

With approximately half of riders arriving by car and half walking, pedestrian and vehicular access are equally important to the Mars Station. Pedestrian and parking access is discussed below.



(A)



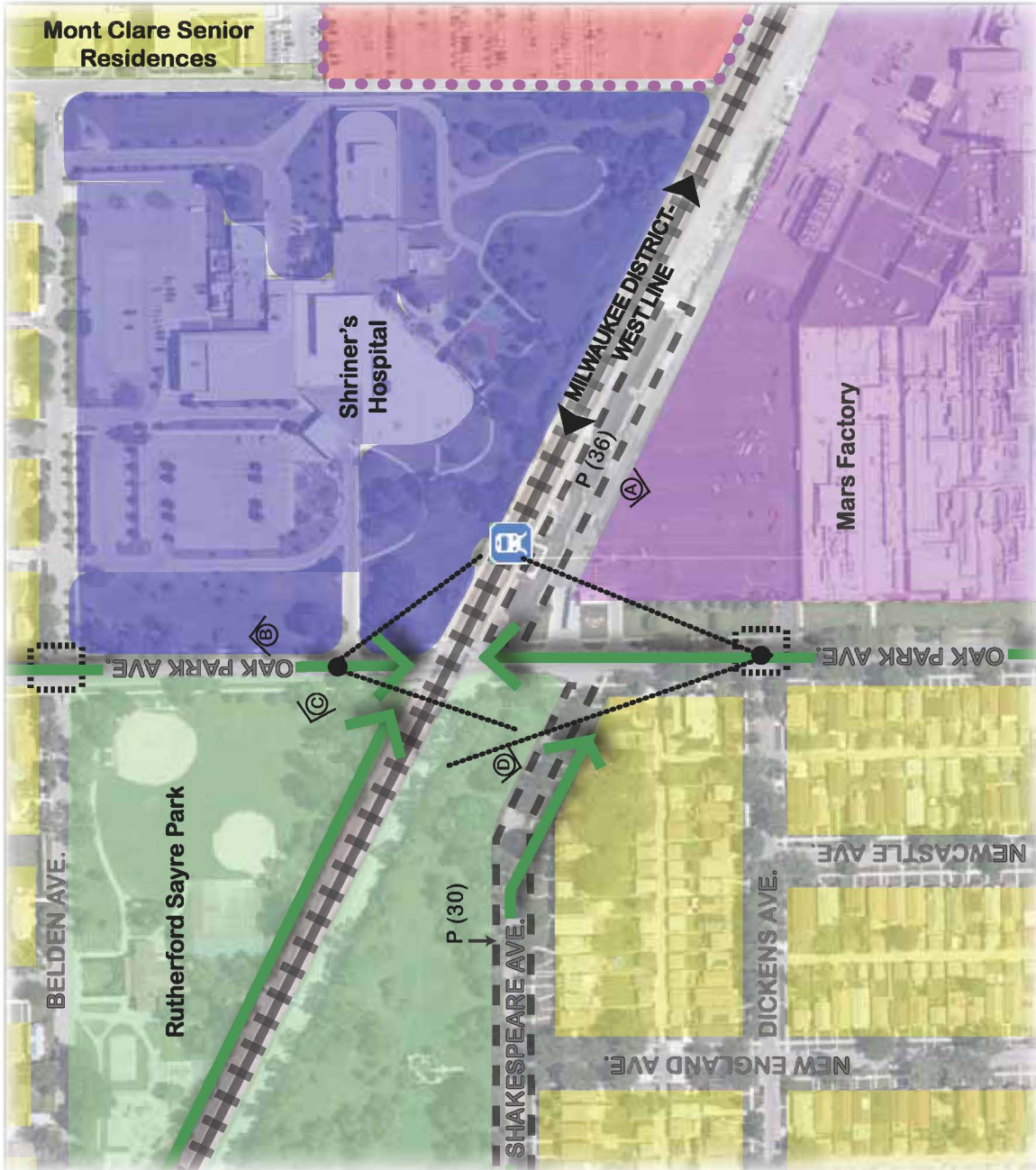
(B)



(C)



(D)



STRENGTHS

- Good pedestrian access from west
- Attractive station area
- Intact residential neighborhood southwest of station
- Presence of major employers
- Good station visibility

WEAKNESSES

- Lack of CTA bus connections, service
- Limited pedestrian access from northeast, southeast due to large land users
- Absence of services, commuter-oriented retail near station
- Few development sites
- Low population density within 1/4 mile of station

EXISTING CONDITIONS KEY

Industrial	Metra Station
Residential	Route to Station
Commercial	Access Point Station Visibility
Institutional	Striped Crosswalk
Commuter Parking	Bus Route
Parks & Open Space	Bus Stop
Vacant/Underutilized Site	Bus Shelter
	Signalized Intersection

Roadway Network

Oak Park Avenue is a north-south collector that operates with one lane in each direction, with parking on either side of the street. The AADT for 2006 was 10,600 vpd. The posted speed limit is 30 mph.

Narragansett Avenue also operates in this vicinity, further to the east near the Galewood Station. Illinois State Route 64 (North Avenue) operates to the south of the Galewood Station. Both Grand Avenue and Fullerton Avenue operate to the north of the station, and merge together just west of Narragansett Avenue. Each of these roadways has previously been discussed in more detail.

Parking is accessed from Oak Park Avenue to the south of the station. Free on-street parking is also available along Shakespeare Avenue, just west of the station.

Vehicular Access

The Mars Station has one vehicular access point, from Oak Park Avenue. The driveway on Oak Park Avenue provides access to the main parking lot located just south of the tracks and north of Shakespeare Avenue.

The main parking lot has a supply of 34 spaces, including two ADA spaces. Parkers are charged a \$1.50 daily rate for parking in this lot. There are also 29 free on-street parking spaces located along Shakespeare Avenue to the west of the station. Metra conducted a parking survey at this station on May 21, 2008, which found an overall parking utilization rate of 52%, with only 12% of the main lot utilized versus a rate of 100% for the free parking spaces.

No signing exists on the surrounding roadway network to lead traffic to the Mars Station; the only Metra signs are located directly at the station. The Metra parking access point is not signed accordingly. The parking area south of the Metra tracks is inaccessible from the north during Metra and freight train crossings because of its proximity to the tracks. However, local drivers and regular commuters appear to be familiar with the roadway system and have learned the typical patterns for accessing the station, dropping off or picking up people at the station.

A review of the car locations for the two major car-sharing services in Chicago – I-GO and Zipcar – found that neither service has cars located within the Study Area around the Mars Station. The nearest car sharing vehicle found was an I-GO vehicle located more than 2 miles to the south in Oak Park.

Oak Park Avenue is a recommended bike route according to the City of Chicago Bike Map. Metra collaborated with the League of Illinois Bicyclists and the Active Transportation Alliance in Fall 2008 to conduct the latest bicycle-parking inventory at all of the outlying Metra stations throughout the system. Based on this data, there were two bicycle parking spaces at the station, and no bicycles parked there.

Pedestrian Access

The residential neighborhoods around the Mars Station and Oak Park Avenue (also predominantly residential) appear to be pedestrian-friendly with sidewalks on both sides of the street and a pleasant

walking environment with curb ramps at intersections. Buffers are often located between the pedestrian and the roadway.

Pedestrian access to the station is generally fair although some impediments exist. Large land uses occupy the area surrounding the station. Other than the pedestrian paths through Rutherford Park to the west of the station, pedestrians must walk to Oak Park Avenue in order to access the station. Also, there are no pedestrian crosswalks of Oak Park Avenue in the vicinity of the tracks. Crosswalks would benefit pedestrians crossing the roadway between the station platforms, Rutherford Park and the parking along Shakespeare Avenue on the west side of the roadway.

Bus Service

CTA Route 65 provides east-west service along Grand Avenue within the study area, and stops within $\frac{1}{4}$ mile of the Mars Station. CTA Route 72 provides service along North Avenue and stops about $\frac{3}{4}$ mile south of the Mars Station. CTA Route 74 runs along Fullerton Avenue, with stops located $\frac{1}{3}$ mile from the station. Pace Route 319 provides service along Grand Avenue, stopping within $\frac{1}{2}$ mile of the Mars Station.

PHYSICAL CONDITIONS

The area surrounding the Mars Station is dominated by large land users. North of the station and east of Oak Park Avenue is the Shriners Hospital campus. This structure is in good condition and is surrounded by a well maintained, landscaped campus/park. Rutherford Park, to the west of the station, is a well maintained recreational area with a field house that is a historically significant structure. The block due south of the station is part of a Planned Manufacturing District and is occupied by a manufacturing facility for M&M/Mars. This facility is a major employer in the area with approximately 500 employees. The plant is a historically significant structure with well maintained green space adjacent to Oak Park Avenue. The service area and loading docks for this facility face the Metra station.

Because of the above configuration of large users, access to the station is very limited from the northeast and southeast. The Shriners and Mars facilities are completely surrounded with fencing, limiting access through these sites. Good pedestrian access exists from residential areas to the west, and the area and streets around the station provide an attractive pedestrian environment. However, the area lacks pedestrian amenities, bike paths or signage/way finding to the station. Currently the station area does not have services or commuter-oriented retail, and the station is not easily visible from Oak Park Avenue.

Blocks south and west of the station are predominantly residential in character, and were built as a mix of single-family brick bungalows, single-family frame structures or newer brick single-family homes. Generally, 90 percent of properties in the area are in good condition and 10 percent are in fair condition. There are no vacant lots adjacent to the station, with the result that there is currently limited opportunity for future development.

MARKET CONTEXT

Because of the close proximity of the Mars and Mont Clare Stations, the Consultant Team defined a single market area for the two stations. This market area is defined as the area bounded by Nashville Avenue to the east, North Avenue to the south, Harlem Avenue to the west and Diversey Avenue to the north.

Demographics

As shown in Figure 21, there were approximately 14,000 residents in the station market area in 2009. There were approximately 4,700 households, with an average size of 2.94, the smallest household size of all the market areas. As with all the market areas, population and household size are projected to stay relatively flat through 2014.

Figure 21: Mars & Mont Clare Market Area - Demographic Data

	2000	2009	2014
Population	13,162	13,974	14,023
Households	4,595	4,748	4,736
Average Household Size	2.86	2.94	2.96
Median Household Income	\$48,377	\$60,522	\$63,153
Race			
White	61.7%	52.6%	48.9%
Black	14.7%	16.6%	16.6%
Other	23.6%	30.8%	34.5%
Ethnicity			
Hispanic	32.5%	43.9%	49.9%
Means to Work			
Car	79.0%		
Public Transportation	14.1%		
Average Travel Time to Work (minutes)	33		

Source: ESRI, Census, InfoUSA, S. B. Friedman & Company

Median household income was estimated to be approximately \$61,000 in 2009, which is approximately 17 percent higher than the median household income for the City of Chicago. The population in the Mars/Mont Clare market area is approximately 44 percent Hispanic and 53 percent white. This represents the smallest proportion of Hispanic residents and largest share of white residents of all the market areas. The share of the Hispanic populations is projected to increase slightly through 2014.

In 2000, the latest year for which data is available, 14 percent of workers in the Mar/Mont Clare market area used public transportation to travel to work while 79 percent of workers either drove or carpooled to work. Comparatively, 26 percent of City residents use public transportation, and 65 percent ride in a

car to get to work. Average travel time to work was 33 minutes, which is consistent with the other market areas.

Residential Market

The Mars & Mont Clare market area has not seen significant new residential development. Three buildings containing a mix of ground-floor retail and residential on upper floors have been completed on Grand Avenue in recent years. A mixed-use development is also planned for the northeast corner of Harlem and Grand; the existing structure on the site was recently demolished. There has been little development of single-family detached product.

The Mars & Mont Clare market area had the highest volume of transactions of single family units, with 570 transactions over the past five years. That is approximately 230 transactions more than the Galewood market area, which has the second highest transaction volume. Seventy percent of these transactions were for detached units, with a median sales price of approximately \$313,000. Only nine of the single family detached transactions were homes that were built within the last ten years. These newer homes had a median price of \$399,000.

Figure 22: Mars/Mont Clare Market Area - For Sale Residential Market Summary, 2005 – 2010

Product Type	All Buildings			Ten Years Old or Less	
	No. of Transactions	Median Price	Top Decile	No. of Transactions	Median Price
Single Family Detached	393	\$312,500	\$380,000	9	\$399,000
Townhomes	21	\$305,000	\$345,000	13	\$320,000
Condominiums	156	\$167,000	\$260,550	33	\$260,000

Source: Multiple Listing Service of Northern Illinois

This market area had the highest volume of single family attached transactions. For these product types, prices were the second highest of all the market areas. The majority of townhomes units were newer construction, while the vast majority (80 percent) of condominium units was older than ten years of age. This reflects the significant number of attached residential units within the market area, particularly west of the station.

Based on 15 listings obtained from MLS, rents in this area range from \$600 to \$1,980. (Figure 23) However, as with the other market areas, the small sample size may not be an accurate representation of the rental market in this area.

Figure 23: Mars/Mont Clare Market Area - Rental Residential Market Summary

No. of Listings	One Bedroom		Two Bedroom		Three Bedroom		Four Bedroom	
	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent	Low Rent	High Rent
15	\$600	\$725	\$700	\$950	\$1,100	\$1,850	\$1,950	\$1,980

Source: Multiple Listing Service of Northern Illinois

Retail Market

The primary retail corridor for Mars & Mont Clare Stations market area is the portion of Grand Avenue between Nashville and Harlem Avenues. Figure 24 below provides a summary of the types of businesses currently occupying storefronts within Grand Avenue retail corridor. As illustrated below, the Grand Avenue retail corridor currently exhibits a high vacancy rate. However, the mix of businesses occupying storefronts in the corridor is diverse, including substantial retail and personal/household service components. In addition, the relatively intact streetwall along Grand Avenue and presence of a grocery store at Harlem Avenue results in an attractive retail corridor.

Figure 24: Grand Avenue Corridor Retail Inventory

BUSINESS CATEGORY	Grand Avenue Corridor
AUTO-ORIENTED USES/SERVICES	8%
BARS & RESTAURANTS	8%
CULTURAL/INSTITUTIONAL	3%
ENTERTAINMENT/RECREATION	3%
FOOD & LIQUOR STORES	6%
HOTEL/MOTEL	0%
INDUSTRIAL/WAREHOUSE	2%
OFFICE SPACE	4%
PERSONAL/HOUSEHOLD SERVICES	11%
PROFESSIONAL/FINANCIAL SERVICES	8%
PUBLIC	2%
RETAIL STORES	25%
VACANT STOREFRONT/BUSINESS	19%

Source: S. B. Friedman & Company

At the northwest corner of Harlem and Grand, Caputo's, a longstanding Italian grocer in neighboring Elmwood Park, recently moved several blocks south to a larger building. The site was formerly a Circuit City.

Major Employers

Major employers in the vicinity of the Mars Station include:

- Mars – manufacturer of candy products, 500 employees
- Shriners Hospital for Children – 320 employees

There are no large employers in close proximity to the Mont Clare Station.

Vacant and Underutilized Properties

There are several vacant sites in this area, particularly along Grand Avenue, that present opportunities for mixed-use, transit-oriented development. Further market analysis would have to be undertaken to determine the development potential of these sites. These vacant and underutilized properties are listed in Figure 25.

Figure 25: Mars & Mont Clare Market Area – Vacant and Underutilized Properties

Location	Square Feet	Current Zoning	Distance from Station (miles)
North of Metra MD-W Line, west of Nashville	158,711	M1-1	0.18
NWC Metra MD-W Line & Nordica	38,024	T	0.08
SWC Grand Ave and Sayre Ave	29,288	B3-1	0.13
South side of Grand btwn Sayre and Newland	17,068	C2-1	0.14
SWC Grand Ave and Newland Ave	29,288	C2-3	0.14
North side of Grand btwn Sayre and Newland	67,820	C2-1	0.17
North side of Grand btwn Newcastle and Oak Park	33,067	M1-1	0.33

Source: *Source: S. B. Friedman & Company*

Mont Clare Station

The Mont Clare Station is located adjacent to the intersection of Medill and Nordica Avenues. A map summarizing existing transportation and physical conditions at the station is located on the next page.

EXISTING TRANSPORTATION CONDITIONS

The following table summarizes information regarding transit service at the Mont Clare Station:

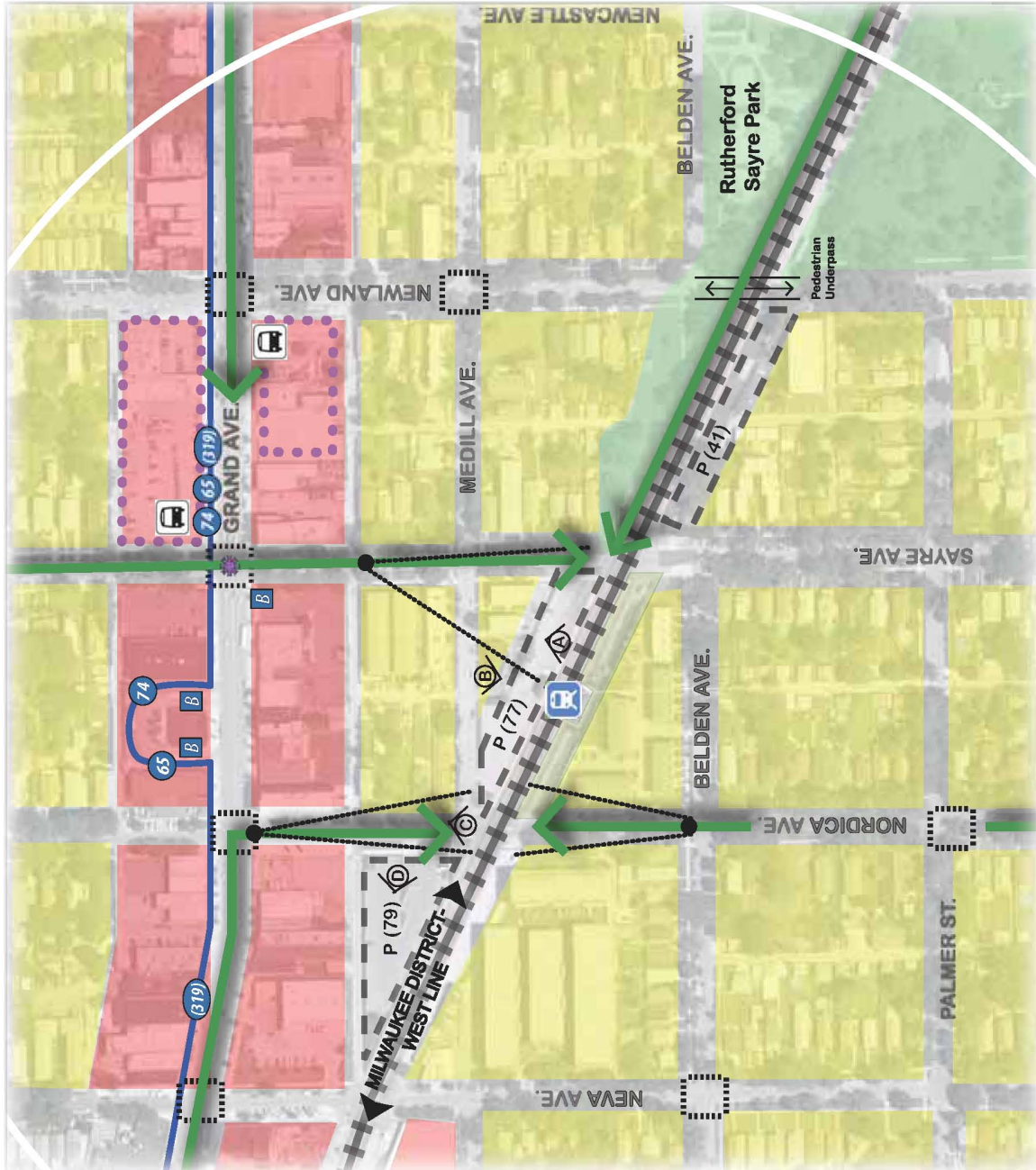
Figure 26: Mont Clare Station Statistics

Parking Supply:	193 spaces
Parking Utilization:	42%
Weekday Boardings and Alightings:	361 on, 376 off
Saturday Boardings and Alightings:	63 on, 73 off
Sunday Boardings and Alightings:	31 on, 34 off
Mode of Access:	41% drive alone 37% walk 9% are dropped off 4% bike 4% drive a carpool 3% ride in a carpool 2% ride a bus/rapid transit
Trains per day:	21 inbound, 23 outbound
Bus Routes:	CTA: 65, 72, 74, 90 Pace: 307, 319

Sources: Metra's 2008 parking counts, Metra's 2006 Weekday Boarding and Alighting Counts, Metra's 1999 Saturday and Sunday Boarding and Alighting Counts, and Metra's 2006 Origin-Destination Survey

Service, Ridership, and Mode of Access Characteristics

On weekdays, the Mont Clare Station is served by six inbound trains that stop at the station and arrive in downtown Chicago before 9:15 am. Five trains operate in the outbound direction during this time. Seven outbound trains that stop at this station leave Union Station during the PM peak period. Four inbound trains operate during this time. Trains operate approximately once per hour during weekday off-peak times. On Saturdays, 12 inbound and 12 outbound trains stop at the station. On Sundays, 9 inbound and 9 outbound trains stop at the station.



STRENGTHS

- Close proximity to retail districts along Grand Ave., Harlem Ave.
- Numerous at-grade crossings
- Available development sites within 1/4 mile of station
- Presence of multi-family, attached residential within 1/4 mile of station
- Landscaped pedestrian path connecting station to Rutherford Park and residential neighborhood to east
- Attractive station area
- CTA, Pace bus service nearby

WEAKNESSES

- Indirect bus connections
- Pedestrian, vehicular access cut off from the west along Medill Ave.
- Lack of sidewalks/pedestrian access along tracks to the west
- Limited/no station visibility from major streets

EXISTING CONDITIONS KEY

Land Use	
	Industrial
	Residential
	Commercial
	Institutional
	Commuter Parking
	Parks & Open Space
	Vacant/Underutilized Site
	Metro Station
	Route to Station
	Access Point Station Visibility
	Striped Crosswalk
	Bus Route
	Bus Stop
	Bus Shelter
	Signalized Intersection

MONT CLARE STATION
METRA MILWAUKEE DISTRICT WEST LINE

EXISTING CONDITIONS ANALYSIS 1" = 200'

Sheet 5 of 5
mtrr00000201



The latest ridership data for the Mont Clare Metra Station was provided by Metra. The data was collected in the Fall of 2006, and found that overall 361 passengers boarded a train and 376 passengers got off a train at Mont Clare. About 275 people boarded inbound trains during the AM Peak period with a corresponding number alighting from outbound trains during the PM Peak.

With a nearly even split of passengers walking and driving to the Mont Clare Station, both pedestrian and vehicular access are equally important. Parking and pedestrian access to and from the station are discussed below.

Roadway Network

Illinois State Route 43 (Harlem Avenue) is an arterial with a four-lane cross section of one lane in each direction and a parking lane on either side of the roadway. IL 43 is oriented north and south. Within the study area, IL 43 has an Annual Average Daily Traffic (AADT) volume of 18,600 vehicles per day (vpd) for the year 2009 and a posted speed limit of 25 miles per hour (mph). IL 43 is located on the western end of the study area, 1,000 feet west of the Mont Clare Station.

Oak Park Avenue is a north-south collector that operates east of the Mont Clare Station. Illinois State Route 64 (North Avenue) operates at the southern end of the study area, approximately one mile south of the Mont Clare Station. Grand Avenue runs east-west near the Mont Clare Station, and is located to the north of the station. These roadways were discussed in detail above.

Medill Avenue and Sayre Avenue also operate near the Mont Clare Station, with one vehicular access point to the station from each roadway. Sayre Avenue operates one-way in the southbound direction. Parking is accessed from each of these roadways. A western parking lot can also be accessed from Nordica Avenue.

Vehicular Access

The Mont Clare Station has two vehicular access points, one from Medill Avenue and one from Sayre Avenue. The driveway on Medill Avenue is located just east of Nordica Avenue and accesses the main parking lot. The driveway on Sayre Avenue is located just north of the Metra tracks, north of Belden Avenue, and also accesses the main parking lot. There is also access to a western lot on Nordica Avenue north of Medill Avenue and to an eastern lot on Sayre Avenue just north of Belden Avenue and south of the Metra MD-W tracks. The driveways on Sayre Avenue are only accessed from the north, as Sayre Avenue operates one-way southbound. This effectively cuts off access to the eastern lot while a train passes.

The main parking lot has a parking supply of 71 spaces including six handicap spaces. The western lot has a supply of 79 parking spaces, and the eastern lot has a total of 37 spaces. Parking in these three lots is paid parking that is purchased at a daily rate of \$1.50. There are also six free parking spaces located along Sayre Avenue at the termination of Belden Avenue. Metra conducted a parking survey at this station on May 21, 2008, which found an overall parking utilization rate of 42%, with 73% of the main lot utilized. The rate for the western lot was only 19%, with 30% for the eastern lot. The free parking spaces were 67% utilized.

The surrounding roadways generally have no signing related to the Mont Clare Station. Signing exists only directly at the station. The Metra parking access points contain minimal signing. The parking area south of the Metra tracks is inaccessible during Metra and freight train crossings because of its location on the one-way Sayre Avenue.

A review of the car locations for the two major car-sharing services in Chicago – I-GO and Zipcar – found that neither service has cars located within the Study Area around the Mont Clare Station. The nearest car sharing vehicle found was an I-GO vehicle located more than 2 miles to the south in Oak Park.

The residential nature of the roadways immediately surrounding the station is generally bike-friendly. Metra collaborated with the League of Illinois Bicyclists and the Active Transportation Alliance in Fall 2008 to conduct the latest bicycle-parking inventory at all of the outlying Metra stations throughout the system. Based on this data, there were two bicycle parking spaces at the station, and five bicycles parked there.

Pedestrian Access

The residential neighborhoods around the Mont Clare Station appear to be very pedestrian-friendly. Sidewalks are usually present along both sides of all streets in the vicinity of the station, including Harlem Avenue and Grand Avenue. Generally, buffers exist between the pedestrian and the roadway, but there are some locations where no buffer is used.

The pedestrian network and access in the immediate vicinity of the station appears to be adequate, especially for residents south and east of the station. Pedestrian connections west and north of the station are adequate within the boundaries presented by Grand and Harlem Avenues. Pedestrian crossings of Grand Avenue related to station access are best served at the signalized intersection of Grand and Sayre Avenues. The unsignalized crossing of Grand Avenue at Nordica Avenue can be difficult because of sight distance limitations due to the bend in Grand Avenue just west of this intersection. Pedestrian crossings of Harlem Avenue are hindered by the lack of crosswalks. In addition, the streets that most directly connect the station area to Harlem Avenue (Belden and Medill Avenues) intersect the roadway at “T” intersections. Drivers may be less observant of conflicting traffic such as pedestrians or turning vehicles at these three-way intersections compared to four-way intersections on an arterial such as Harlem Avenue. Pedestrian crossings of Harlem Avenue are best served by the signalized crossing provided at its intersection with Grand Avenue.

Bus Service

CTA Route 90 provides north-south service along Harlem Avenue within the study area. This route operates between the Harlem Stations of the CTA Green Line and the CTA Blue Line. Within the study area, opportunities for bus transfers exist at Grand Avenue and North Avenue. The route serves the Mont Clare Station with stops that are within ¼ mile of the station. Average weekday ridership in 2009 was 5,452 riders, which represents a 12% decline in ridership compared to 2008.

CTA Route 65 provides east-west service along Grand Avenue and stops within ¼ mile of the Mont Clare Station. CTA Route 72 operates along North Avenue, but is located approximately one mile south of the

Mont Clare Station. CTA Route 74 runs along Fullerton Avenue, with stops located within ¼ mile of the station. Pace Route 319 runs along Grand Avenue, stopping within ¼ mile of the station. This route loops and turns around in the Grand Avenue/Fullerton Avenue area; an opportunity may exist to adjust this location to provide service directly to the Mont Clare Station. These bus routes were detailed in the sections above.

Pace Route 307 operates primarily to the west of the study area, running along Harlem Avenue from Grand Avenue to 63rd Street. The route operates in the vicinity of the Mont Clare Station, stopping within ¼ mile of the station. The route terminates near the Mont Clare Station; the opportunity may exist to provide service directly to this station.

PHYSICAL CONDITIONS

The area surrounding the Mont Clare Station is primarily residential in nature, containing multi-family attached homes, as well as single-family homes. Ninety percent of properties are in good condition, and 10 percent are in fair condition. The configuration of blocks allows for access to the station from all directions. A landscaped pedestrian path connects the station to Rutherford Park and the residential neighborhood to the east, and the area and streets around the station provide an attractive pedestrian environment.

Grand Avenue, a major commercial corridor, is approximately one block north of the station, and is characterized by mixed-use building with ground-floor retail. In addition, Harlem Avenue is ¼ mile west of the station, and is predominantly residential in character in this area. A number of vacant sites exist on either side of Grand Avenue within ¼ mile of the station. These sites present the opportunity for new development within a comfortable walking distance of the station.

The station is tucked-in between residential blocks so the visibility from Sayre, Nordica and Medill Avenues is very limited, while there is no station visibility from Grand or Harlem Avenues. The station area does not have services or commuter-oriented retail. Access along tracks from the west is not good due to a lack of sidewalks and other pedestrian amenities. The area offers a variety of parcel shapes and sizes. Seventy percent of properties are in good condition and 30 percent are in fair condition.

MARKET CONTEXT

Please see the discussion of Mars Station for information on the market and development opportunities in the Mont Clare market area.

Overview of Public Participation Process

The Metra Milwaukee District West Transit-Friendly Development Plan is the outcome of an extensive public participation process. The Consultant Team reported on a bi-weekly basis to the Transit-Friendly Development (TFD) Committee, composed of staff from the City's Department of Housing and Economic Development, Metra, RTA, CTA, and Chicago Department of Transportation. The TFD Committee provided oversight and guidance for the project, as well as data that directly informed the analysis of existing conditions and plan concepts.

In addition to guidance from the Transit-Friendly Development Committee, input was sought from area residents, businesses, and aldermen through a series of workshops, a survey, and in-person meetings. Each of these public participation components are summarized below.

EXISTING CONDITIONS WORKSHOPS

Two workshops were held in the spring of 2011 to share the results of the existing conditions analysis (located in Volume II of this report) with the public and gather stakeholder input to inform concept plans. The first one took place on April 6 in the evening at Police District 25 headquarters, and was intended for the general community. The second workshop was held on April 13 during the day for the benefit of business owners who were unable to attend an evening meeting. At the end of the workshop, stakeholder suggestions were recorded directly into the PowerPoint presentation (see Appendix A).

CONCEPT PLAN WORKSHOPS

A concept plan workshop was held on July 12 to gather feedback in response to initial transit-friendly improvement and land use concepts. The meeting took place in the evening at Prosser High School. The comments that were received are summarized in Appendix B. Concept plans were modified to the extent possible based on the input received at the workshop.

SURVEY OF STUDY AREA BUSINESS OWNERS

The Consultant Team conducted a survey of business owners within the study area as part of the existing conditions analysis and public input process (Appendix C). The purpose of the survey was to gather information on company operations and workforce, as well as to allow business owners to offer opinions and recommendations regarding transportation and land use.

The survey was distributed by the Greater Northwest Community Development Corporation, a non-profit corporation and Local Industrial Retention Initiative (LIRI) delegate agency for the City of Chicago with close connections to businesses in the Study Area. Links to an online survey were sent out by email, and paper copies were mailed to businesses without email addresses. The surveys were mailed in late January and were accepted through the end of March. Surveys were sent to a total of 124 businesses, of which 17 responded for a response rate of 14%. Responding businesses had a total employee headcount of 1,631.

Among companies that provided information on employees' place of residence, 818 employees (56%) reside in the immediate area, 308 (21%) live in other Chicago neighborhoods, and 340 (23%) live in the suburbs. Driving alone is the most popular way to get to work, with drivers representing 54% of reported employees, followed by walking (22%), taking the bus (4%), carpooling and Metra (3% each). However, it should be noted that one large employer was responsible for nearly all of the employees who walk to work. Most employers provide off-street parking for employees and customers, though most provided only as many spaces as they had employees or slightly less. Five employers offered flextime scheduling, though the share of employees using flextime was generally low. Only one company allowed employees to telecommute regularly. Only three firms proactively offered employees and new hires information on public transit, and only one offered employees an IRS-approved transit benefits program.

Two firms reported having plans to expand in the near future, while two reported plans to downsize or relocate. Employers generally reported that accessibility was an asset to their business, with close proximity to public transportation often mentioned as a positive. Complaints related to access generally mentioned the lack of CTA rail service and infrequency of Metra service. Businesses did not report any difficulty attracting employees. When asked if there were any barriers to more employees or customers using transit, businesses suggested that distance from train stations (CTA or Metra) and a lack of direct connections from employees' homes to the office was a major factor.

INTERVIEWS AND ALDERMANIC MEETINGS

Department of Housing and Economic Development staff arranged meetings with each of the four aldermen whose wards overlapped with the Study Area:

- 29th Ward: Alderman Deborah Graham
- 31st Ward: Alderman Ray Suarez
- 36th Ward: Alderman Nicholas Sposato
- 37th Ward: Alderman Emma Mitts

Aldermen were briefed on the results of the existing conditions analysis and provided input on the plan. In addition, all of the aldermen attended at least one community workshop.

The Consultant Team also endeavored to set up interviews with two of the major institutions at the Mars station: Shriner's Hospital and Mars, Incorporated. Several attempts were made to contact Mars, but the Consultant Team was unable to reach appropriate staff. The Consultant Team met with management from Shriner's Hospital on May 26. Management reported that few of their staff used Metra, and those who did tended to use the Mont Clare station because of the greater frequency of service and parking availability. The main obstacle to greater transit usage, they reported, was the lack of nearby CTA bus service and indirect routes that many employees and patients would have to take if they used Metra. In addition, they pointed out that patients and vendors sometimes had difficulty reaching the hospital due to freight blocking the at-grade crossing on Oak Park Avenue. In terms of land use, Shriner's Hospital management expressed a desire for a long-term stay facility for patients and their families, such as a Ronald McDonald House.