



# Metra Milwaukee District West Line Transit-Friendly Development Plan

Community Input Workshop

April 6, 2011

# Overview of Presentation

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- ▶ 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

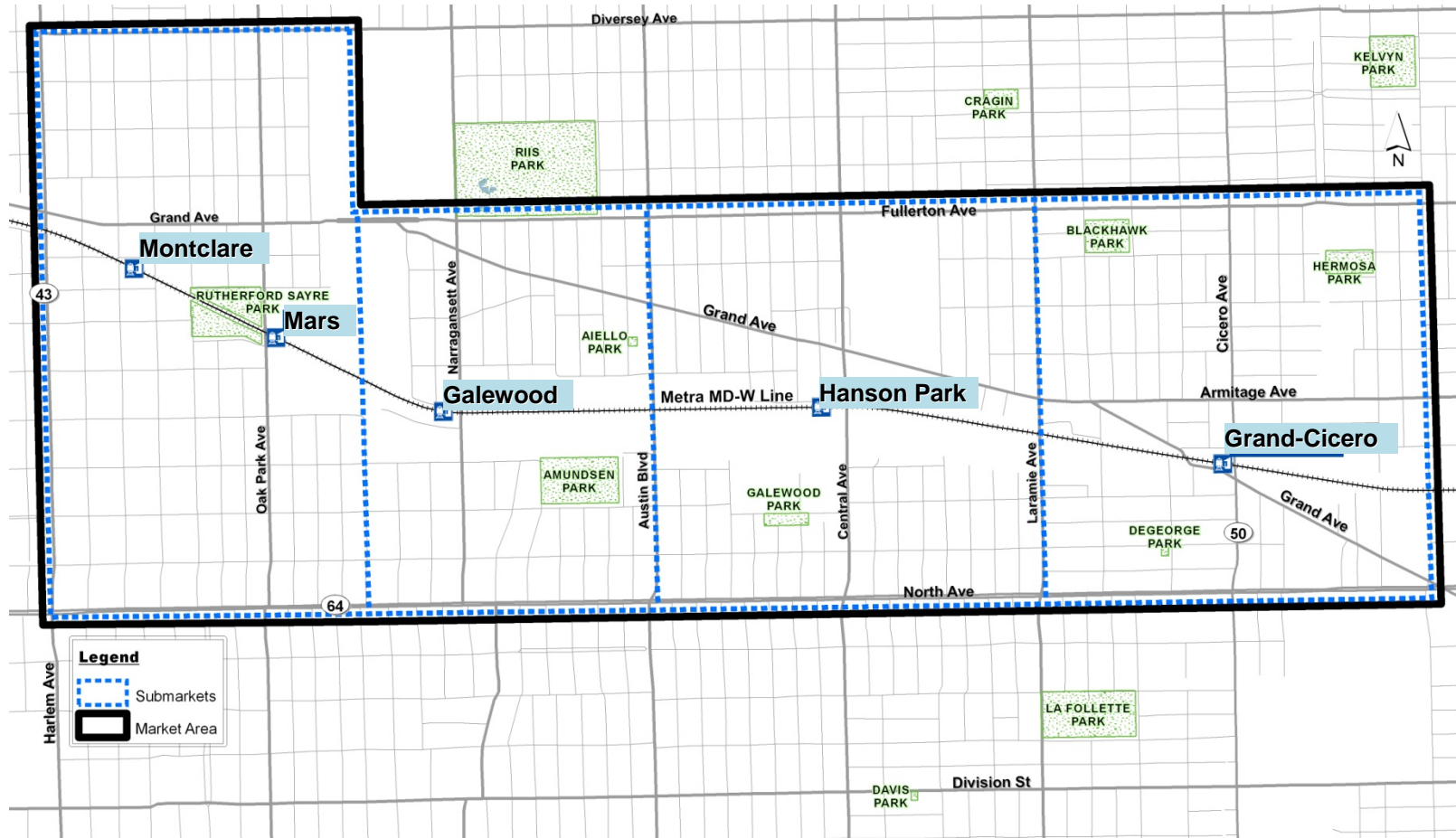
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- ▶ Learn about transportation, land use, and real estate market conditions in the five-station study area
- ▶ Discuss goals for future development and transportation improvements around each station
- ▶ Brainstorm concepts for each station based on 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)

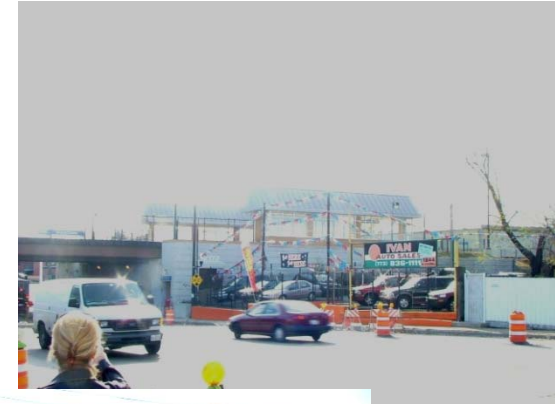
- Industrial uses and residential neighborhoods around station

### Mars (Oak Park/ Shakespeare)

- Defined by the Mars candy factory, Shriners' 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

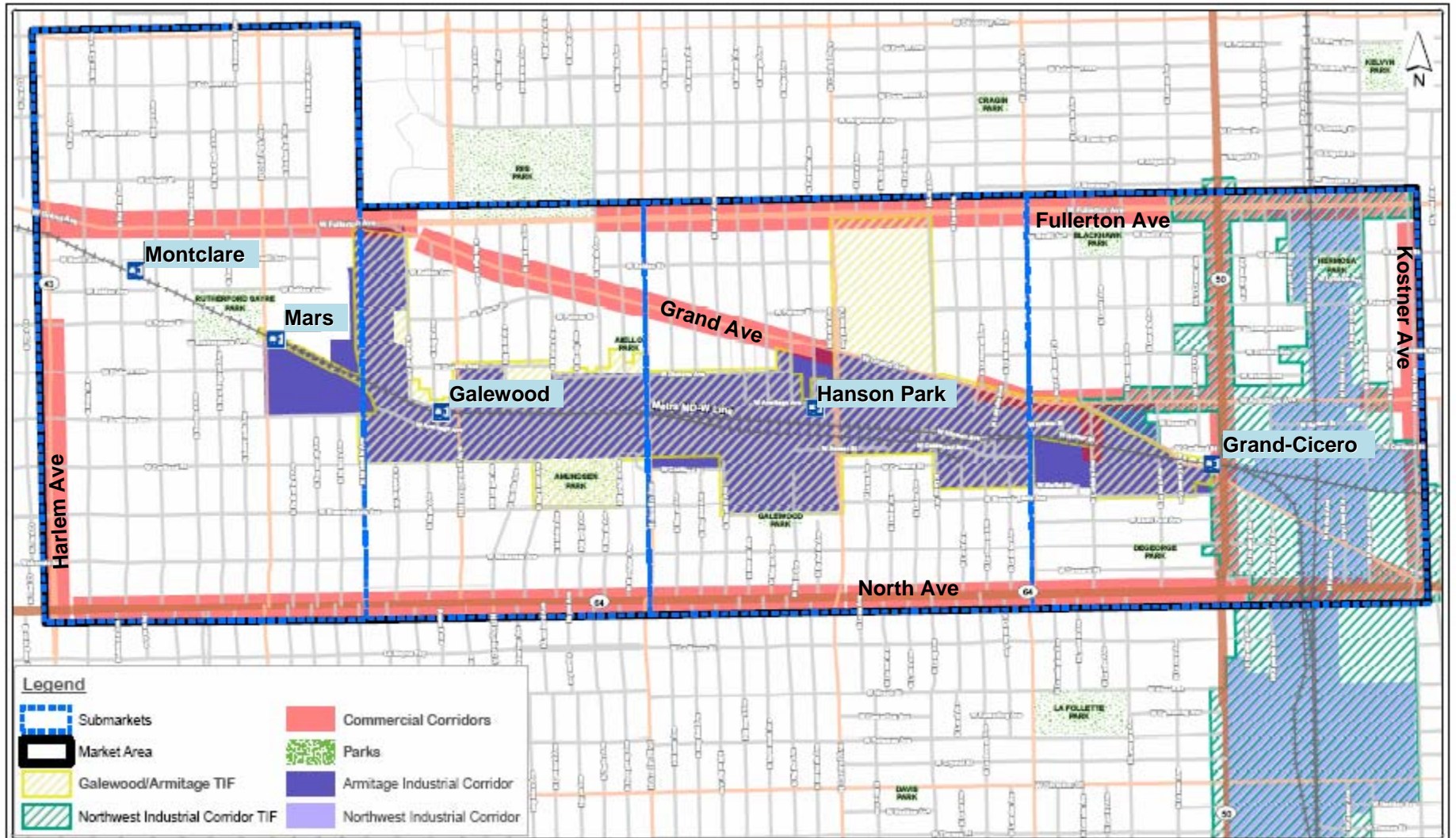
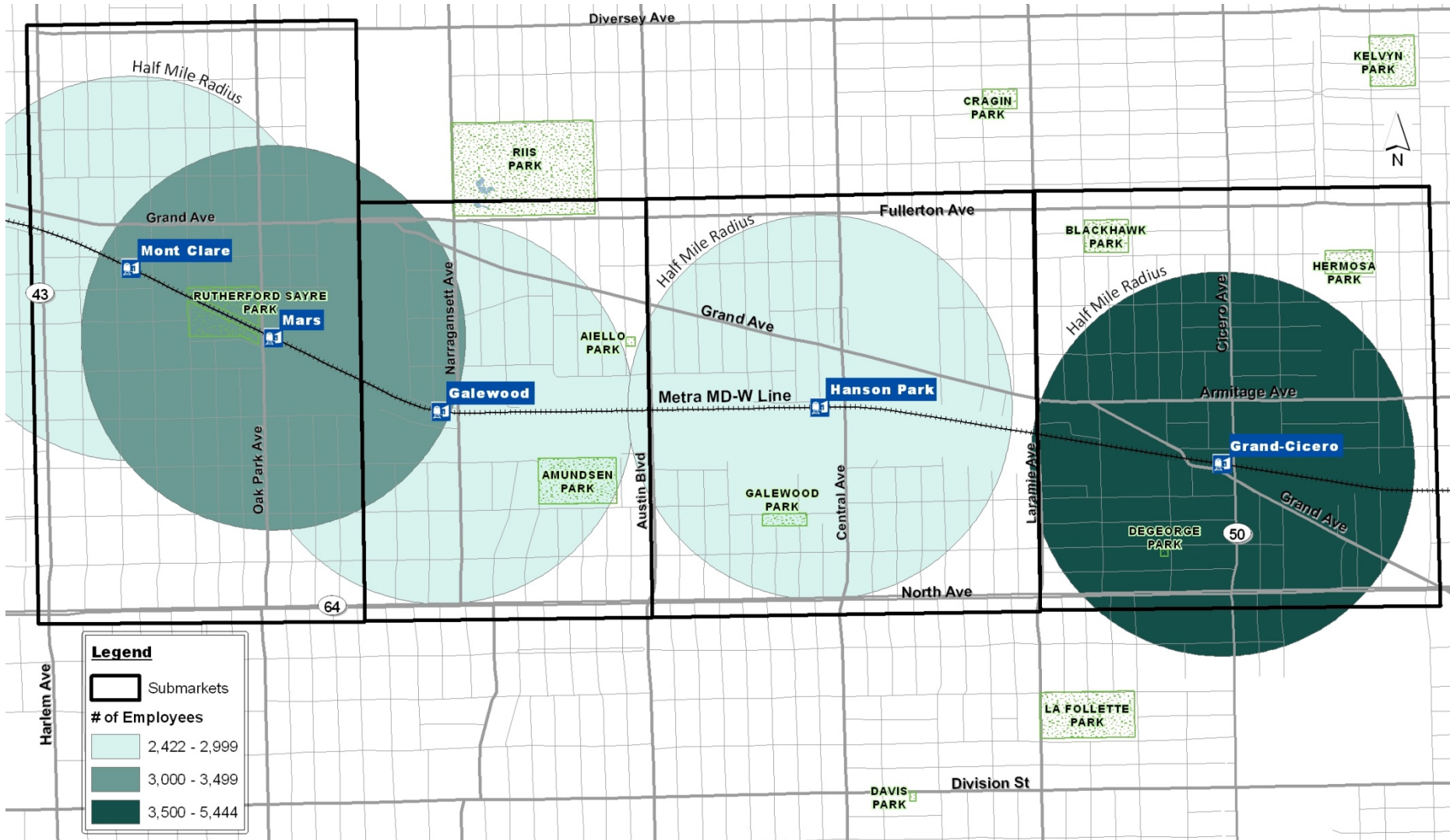


FIGURE 1  
EXISTING CONDITIONS ANALYSIS 1" = 0.24 MILE

MARKET AREA CONTEXT  
CHICAGO-MILWAUKEE DISTRICT WEST LINE

# Major Employers



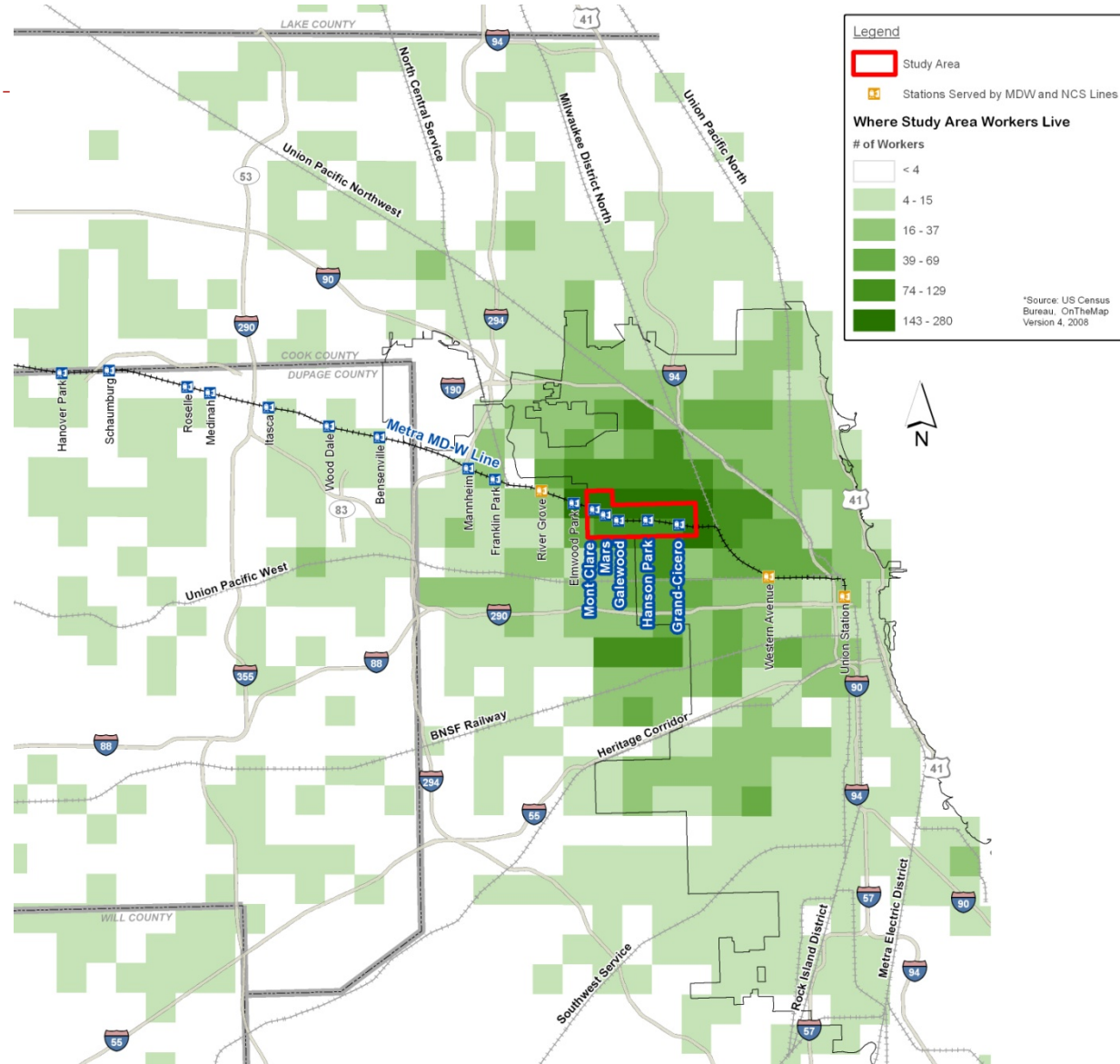
**Legend**

- Submarkets
- # of Employees
  - 2,422 - 2,999
  - 3,000 - 3,499
  - 3,500 - 5,444



# Where Study Area Workers Live

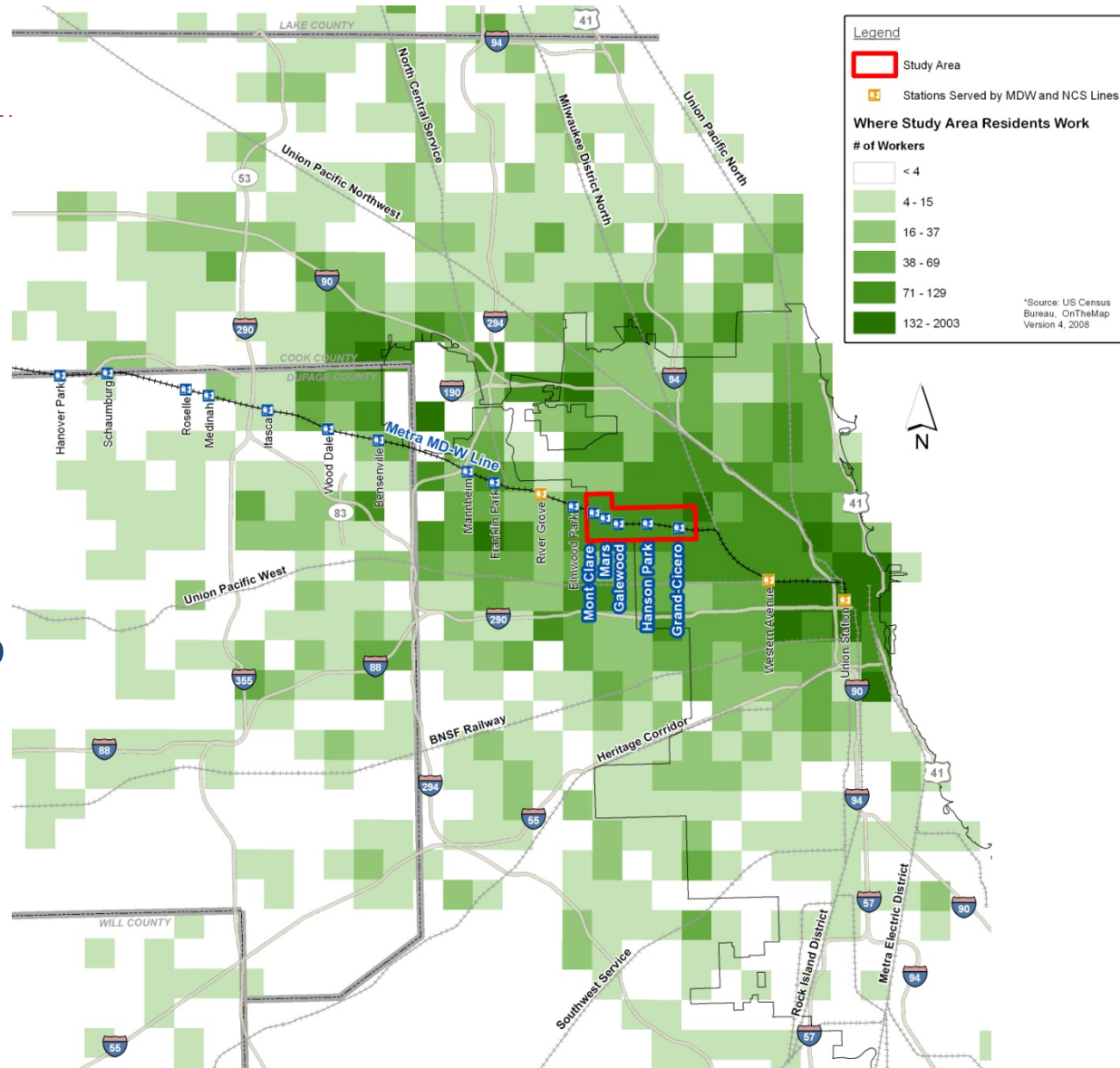
- ▶ 14,200 people work within half a mile of the five stations
- ▶ 647 (5%) live within ½ mile of an MD-W station
- ▶ 1,767 (12%) live within 1 mile of an MD-W station
- ▶ 3,468 (25%) within 2 miles of an MD-W station





# 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

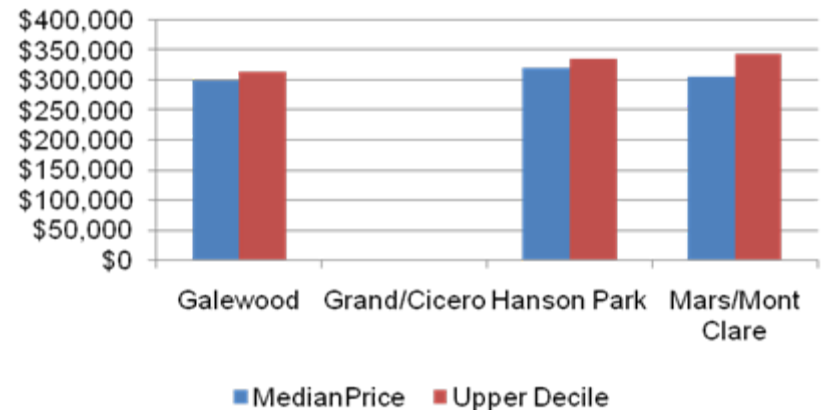


# Residential Market Conditions

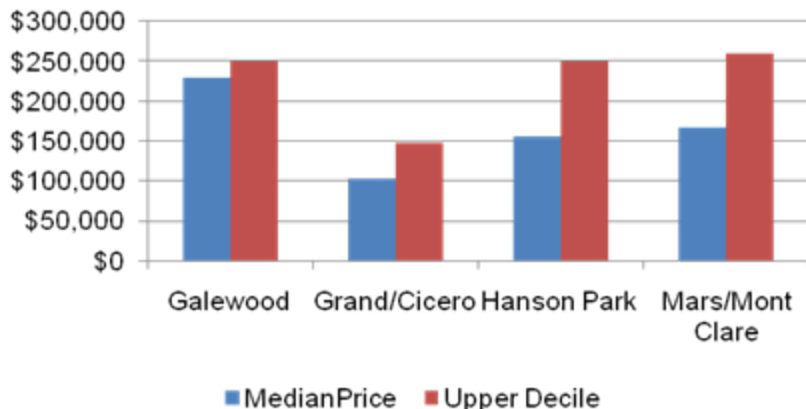
## Single Family Home Sales, 2005-2009



## Townhome Sales, 2005-2009



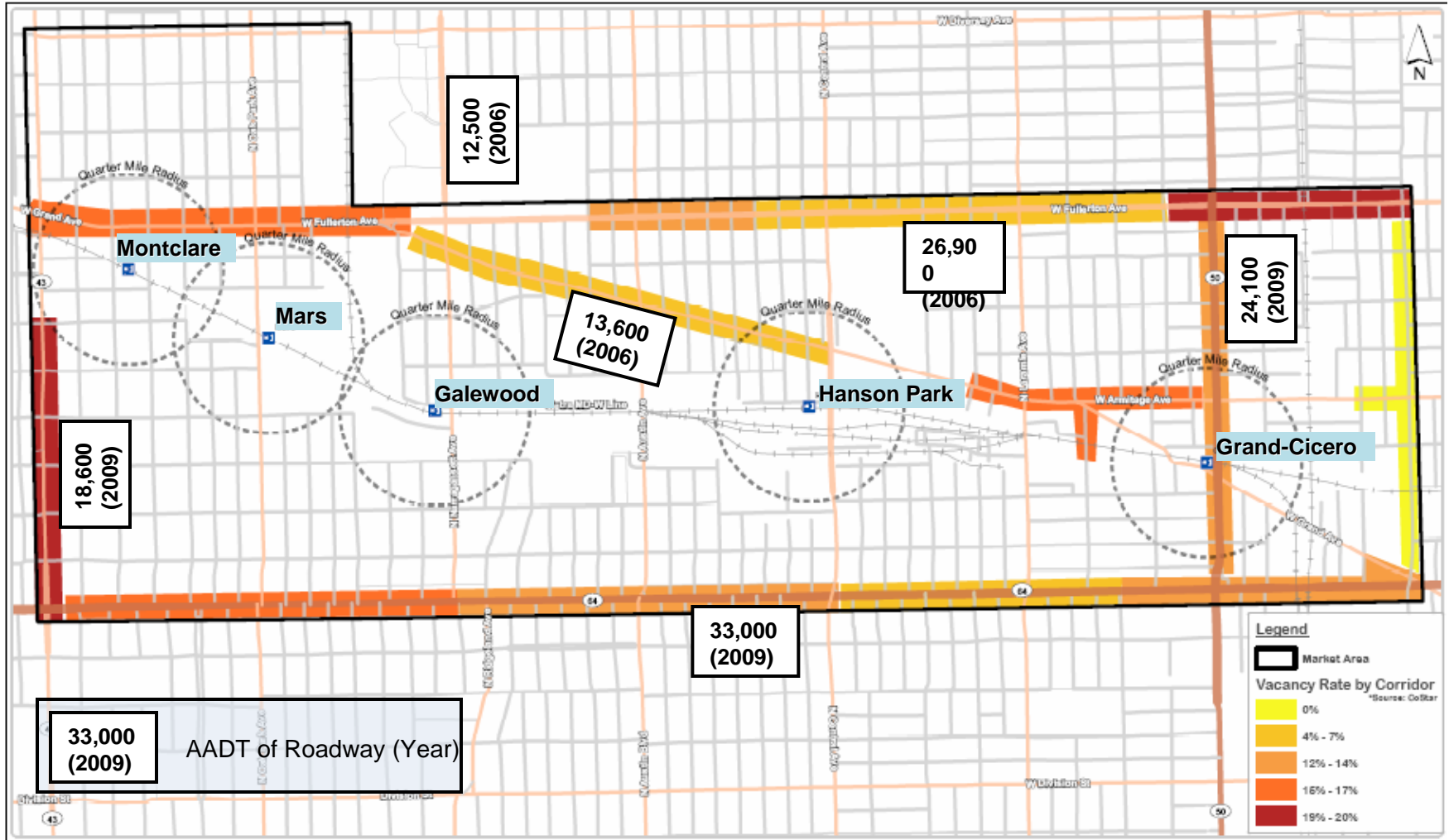
## Condo Sales, 2005-2009



## Home Sales Price Trend, 2005-2011



# Retail Corridor Conditions

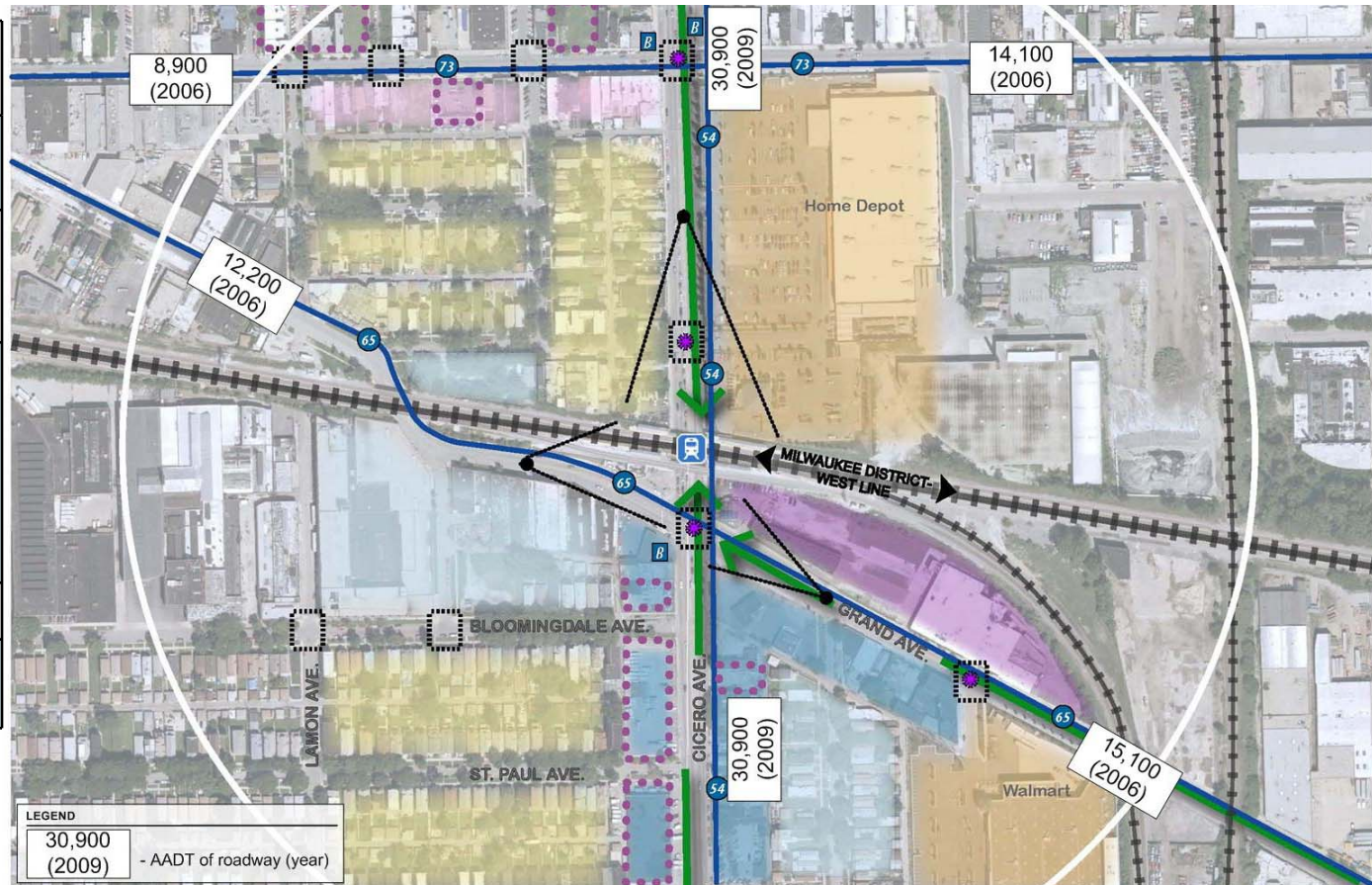




# Land Use & Transportation: Grand/Cicero

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

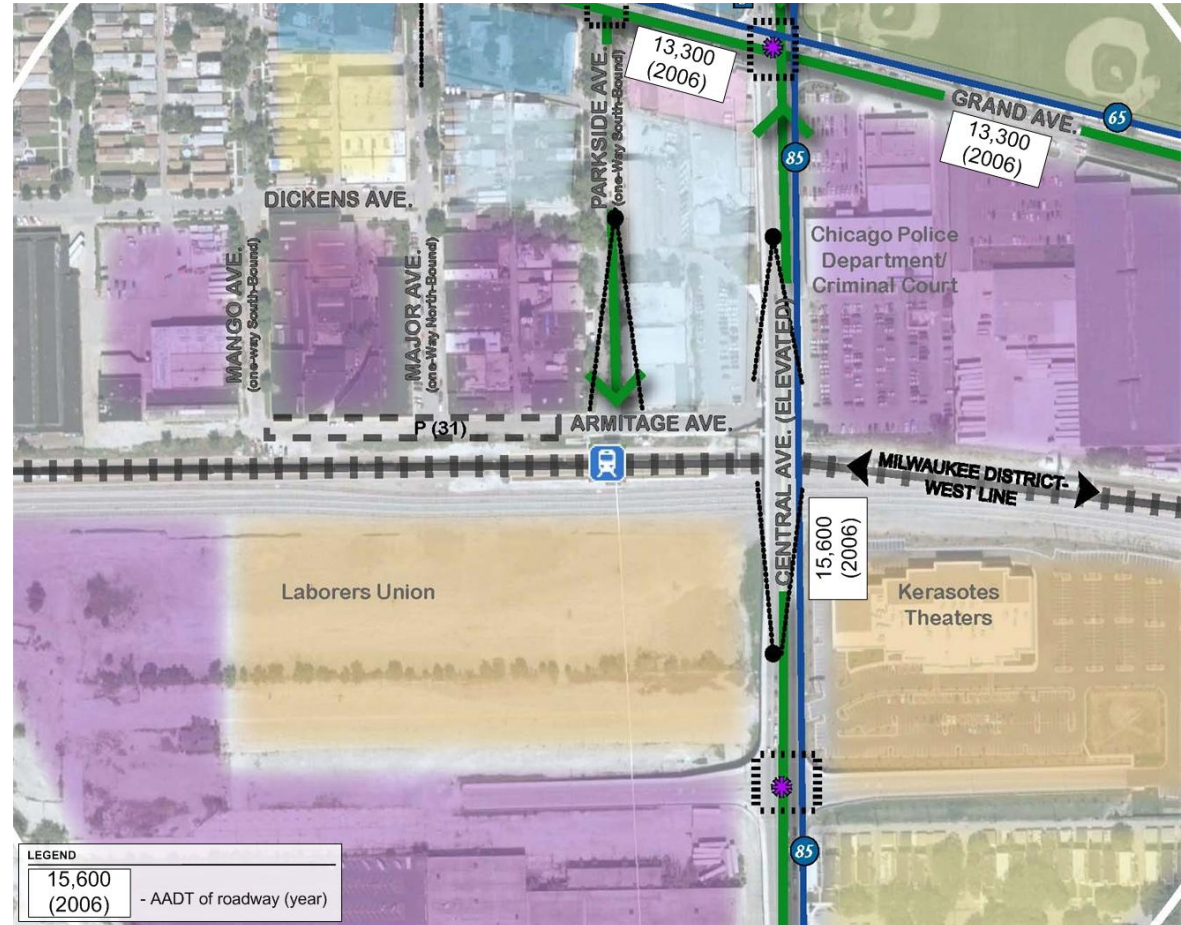
### ► Mixed-use and Commercial

- 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

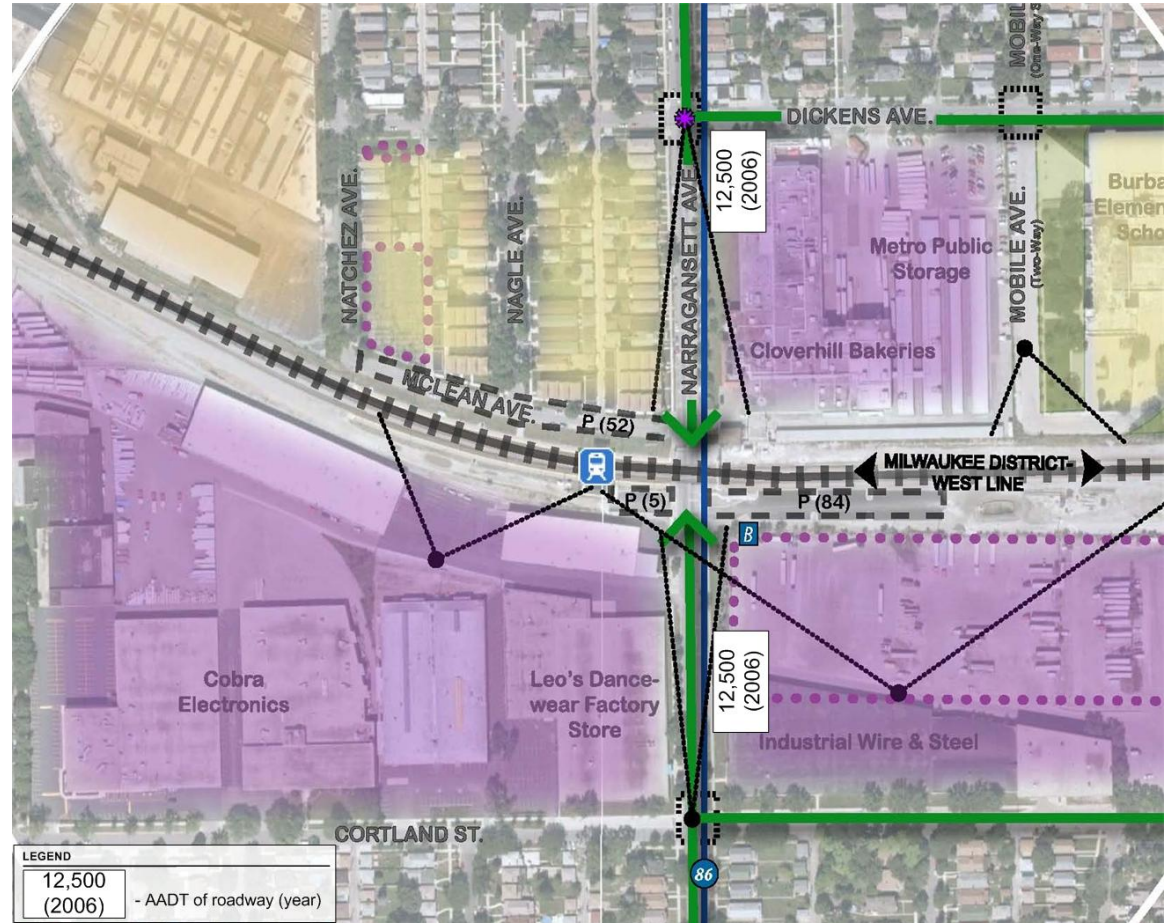
- Regional Transportation Center
  - Bus interchange
  - Park and Ride
  - Ancillary commercial
- Maintain employment center
- Improve connections to schools, parks and theater





# 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

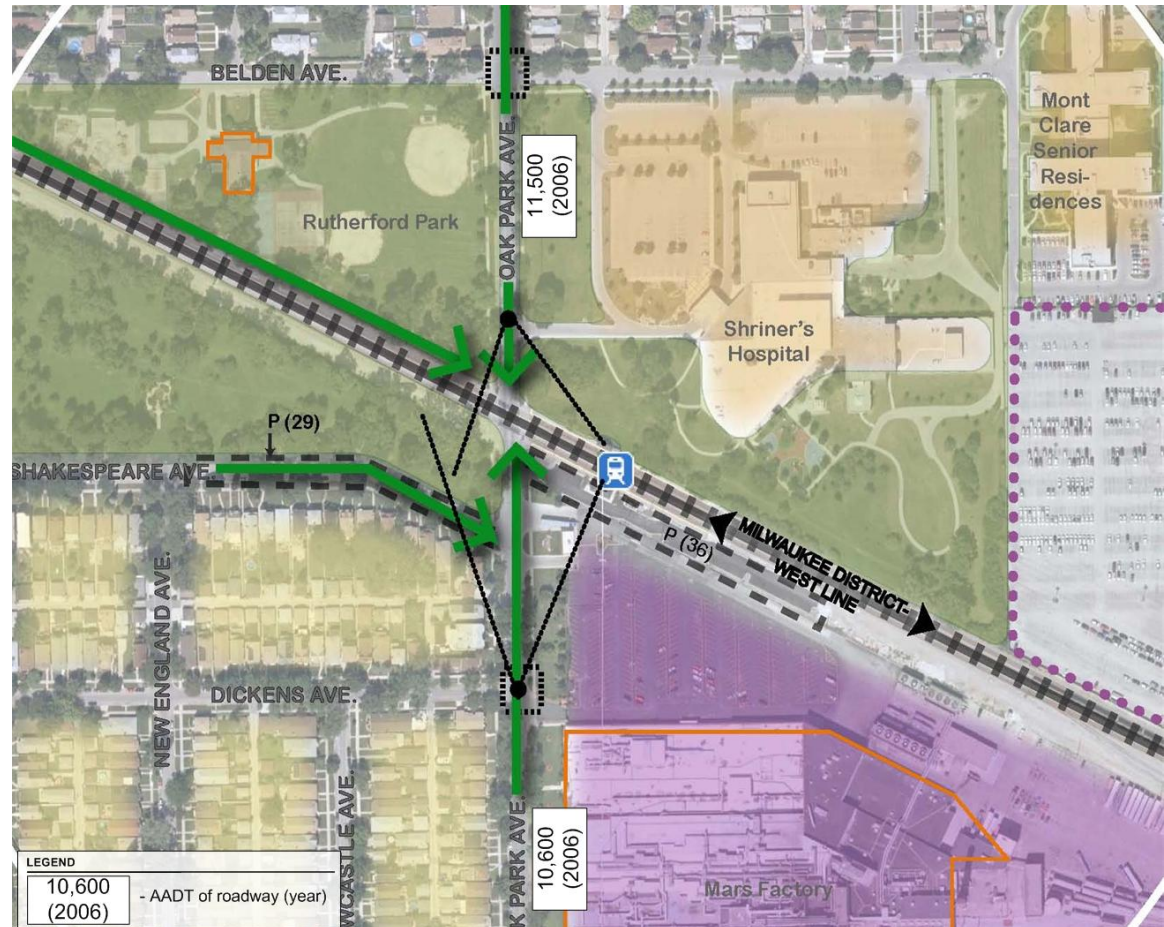
- ▶ Extension of urban neighborhood
  - ▶ Convenient and attractive pedestrian access to station
  - ▶ Small commercial uses and neighborhood vendor retail
- ▶ Residential
  - ▶ Mixed income
  - ▶ Mixed housing types
- ▶ Potential institutional / educational use
- ▶ Industrial retention south of station





# 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 ¼ mile



# Land Use & Transportation: Mars



## ► Site Suitability

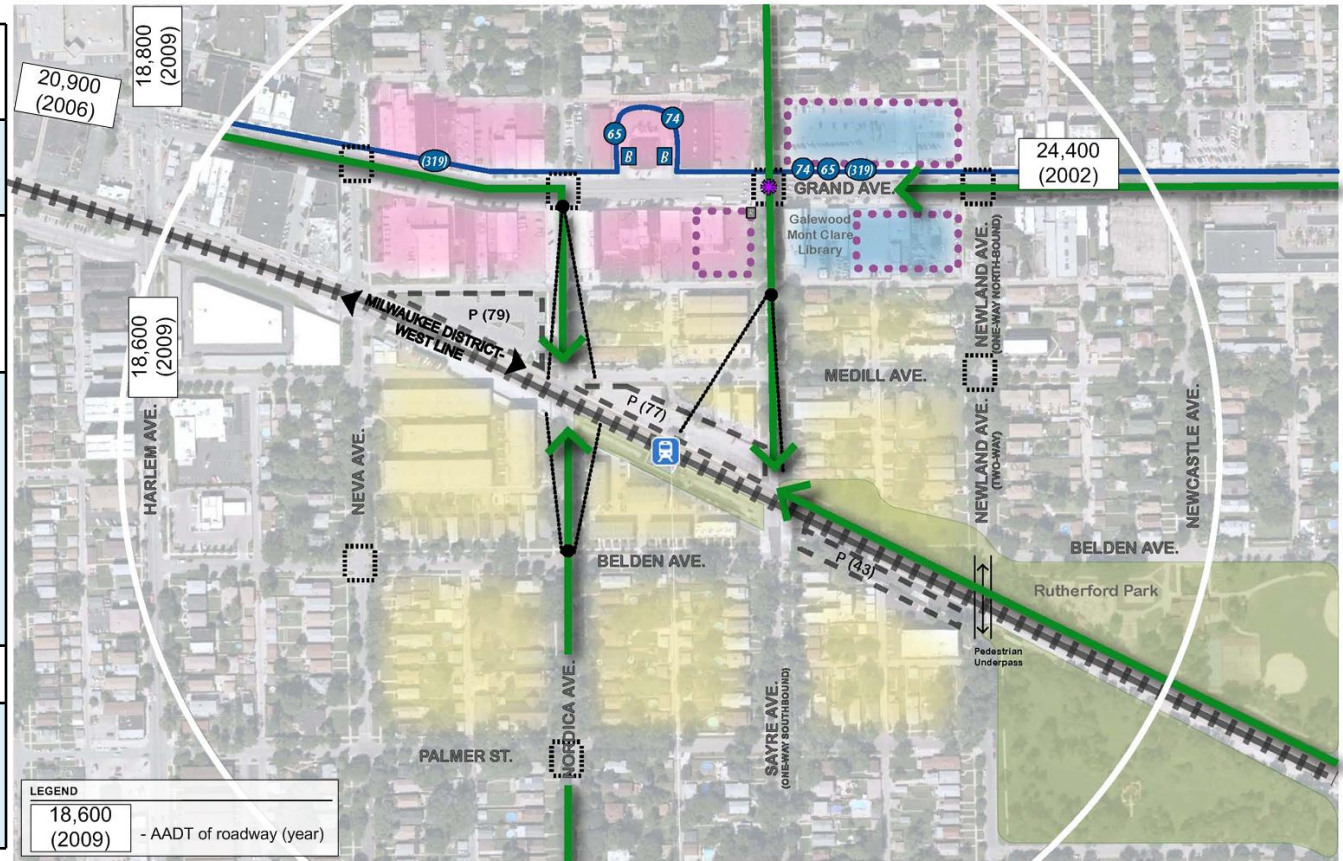
- Infill: mixed-use or multifamily residential northeast of station
- Enhance pedestrian connections between station, major employers and other destinations





# 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?

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# Group Sessions

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- ▶ 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

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- ▶ 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

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

# Findings: Galewood Station

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- ▶ 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

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- ▶ 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

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- ▶ 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

