Metra Milwaukee District West Line Transit-Friendly Development Plan

Community Input Workshop

April 6, 2011

Vision | Economics | Strategy | Finance | Implementation
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

1. **Grand/Cicero**
   - Auto-oriented retail surrounding station
   - Diverse mix of industry, residences and retail in wider area

2. **Hanson Park (Armitage/Parkside)**
   - Institutional and industrial uses surrounding station
   - Wider area around the station is mostly residential

3. **Galewood (Narragansett/McLean)**
   - Industrial uses and residential neighborhoods around station

4. **Mars (Oak Park/Shakespeare)**
   - Defined by the Mars candy factory, Shriner's Hospital, Montclare Senior Residences and Rutherford Park.
   - Residential neighborhoods in wider area.

5. **Montclare (Sayre/Belden)**
   - Multifamily surrounding station
   - Retail corridor along Grand Avenue
   - Residential in wider station area
Market Overview
Major Employers
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

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

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

Single Family Home Sales, 2005-2009

Condo Sales, 2005-2009

Townhome Sales, 2005-2009

Home Sales Price Trend, 2005-2011
Retail Corridor Conditions

Montclare

Mars

Galewood

Hanson Park

Grand-Cicero

12,500 (2006)

13,600 (2006)

26,900 (2006)

24,100 (2009)

18,600 (2009)

33,000 (2009)

33,000 (2009)

AADT of Roadway (Year)
### Land Use & Transportation: Grand/Cicero

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

*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**

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

- **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

- 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

<table>
<thead>
<tr>
<th>Parking Supply</th>
<th>193 spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Utilization</td>
<td>42%</td>
</tr>
<tr>
<td>Weekday Boardings and Alightings</td>
<td>361 on, 376 off</td>
</tr>
</tbody>
</table>
| 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 |
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

<table>
<thead>
<tr>
<th>Submarket</th>
<th>SF of Underutilized Building</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1/4 Mile from Station</td>
</tr>
<tr>
<td>Grand/Cicero Submarket</td>
<td>164,218</td>
</tr>
<tr>
<td>Hanson Park Submarket</td>
<td>355,738</td>
</tr>
<tr>
<td>Galewood Submarket</td>
<td>574,098</td>
</tr>
<tr>
<td>Mars/Mont Clare Submarket</td>
<td>340,200</td>
</tr>
</tbody>
</table>
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