NORTH CENTRAL COUNCIL OF MAYORS
WEST CENTRAL MUNICIPAL CONFERENCE

INNER CIRCUMFERENTIAL COMMUTER RAIL SERVICE
LAND USE AND COMMUNITY PLANNING STUDY

April 2003

Prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.

In association with:
Fish Transportation Group
Valerie S. Kretchmer Associates, Inc.

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INTRODUCTION

A. The Inner Circumferential Commuter Rail Service

Metropolitan Chicago's 2020 Regional Transportation Plan (approved November 1997 and updated in 2000) identified the Inner Circumferential Corridor as a "Corridor for Further Study". Metra, as operator of a potential commuter rail service in the corridor, initiated a feasibility study, which concluded in April 1999. The feasibility study analyzed potential alignments for the Inner Circumferential Commuter Rail Service (ICS), identified possible local and non-resident airport travel markets and researched rail transfer and access and egress issues.

The feasibility study concluded that the alignment from Rosemont to Chicago via the Indiana Harbor Belt (IHB) and Belt Railway of Chicago (BRC) would be the preferred alignment. This alignment would separate from the existing Metra North Central Service (NCS) tracks in Franklin Park and proceed south through LaGrange, turning southeast and crossing the Des Plaines River and the I & M Canal into Summit. The service would connect to the BRC line in Summit and proceed on the 59th Street Branch to a termination point near Midway Airport. Exhibit 1 shows the recommended alignment.

The communities immediately adjacent to this alignment are listed from north to south. Communities with stations have the location in parentheses, while Exhibit 2 displays the alignment and station sites.

- Chicago / Rosemont (existing Metra NCS station at O'Hare International Airport)
- Schiller Park
- Franklin Park (shared Metra NCS station)
- Melrose Park / Stone Park (North Avenue)
- Bellwood (Metra UP – West Line transfer)
- Broadview (Roosevelt Road)
- LaGrange Park (31st Street)
- LaGrange (Ogden Road / Metra BNSF Line)
- McCook
- Summit (Metra Heritage Corridor transfer)
- Summit / Chicago (Harlem Avenue)
- Chicago (Midway Airport)

Exhibit 1: Recommended Inner Circumferential Service Alignment with Existing Metra Services

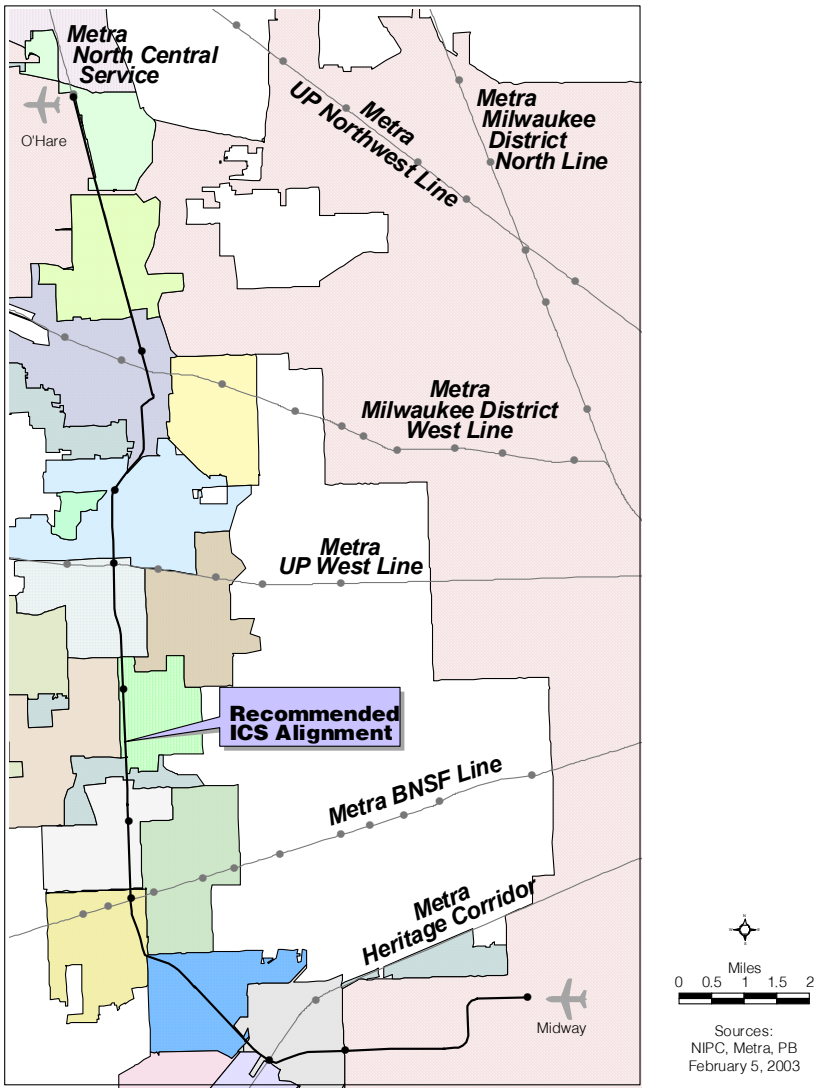
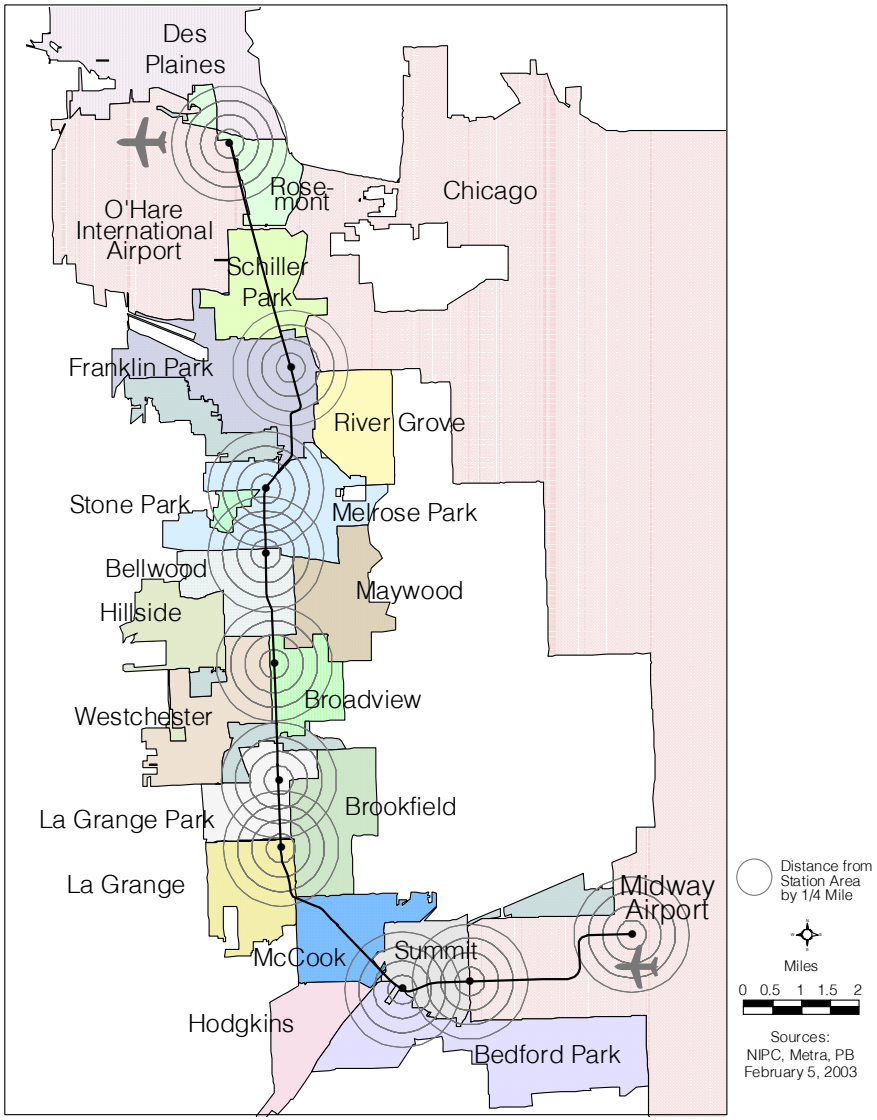


Exhibit 2: Communities with Inner Circumferential Service and Station Areas to One Mile



B. The Land Use and Community Planning Study for the Inner Circumferential Commuter Rail Corridor (LUICS)

With the completed feasibility study, Metra has proceeded with Phase II of its planning process (Exhibit 3), which includes developing land use plans for stations and community areas (Element 2). The land use plans will be used to help develop the ridership forecasts, because land use types and station area development affects the population and employment forecasts as well as access and egress issues. This report details the process and findings of the initial land use element of the planning process.

The Land Use and Community Planning Study for the Inner Circumferential Commuter Rail Corridor (LUICS) was initiated in 2001 to assist communities served by the proposed commuter rail line in developing a preferred land use scenario. The end result of the process is to provide a locally preferred station area land use scenario that will provide the necessary inputs to the ridership forecasts. The communities, by making informed development choices and considering existing community character, determined the preferred station area land use scenario. It is anticipated that the preferred land use scenario will increase the forecasted ridership base of the ICS and enhance the feasibility of the ICS operation in west suburban Cook County.

The North Central Council of Mayors (NCCOM) and the West Central Municipal Conference (WCMC) directed the LUICS. These two organizations are the communications and coordinating body for their member communities. The municipal members of the organizations are:

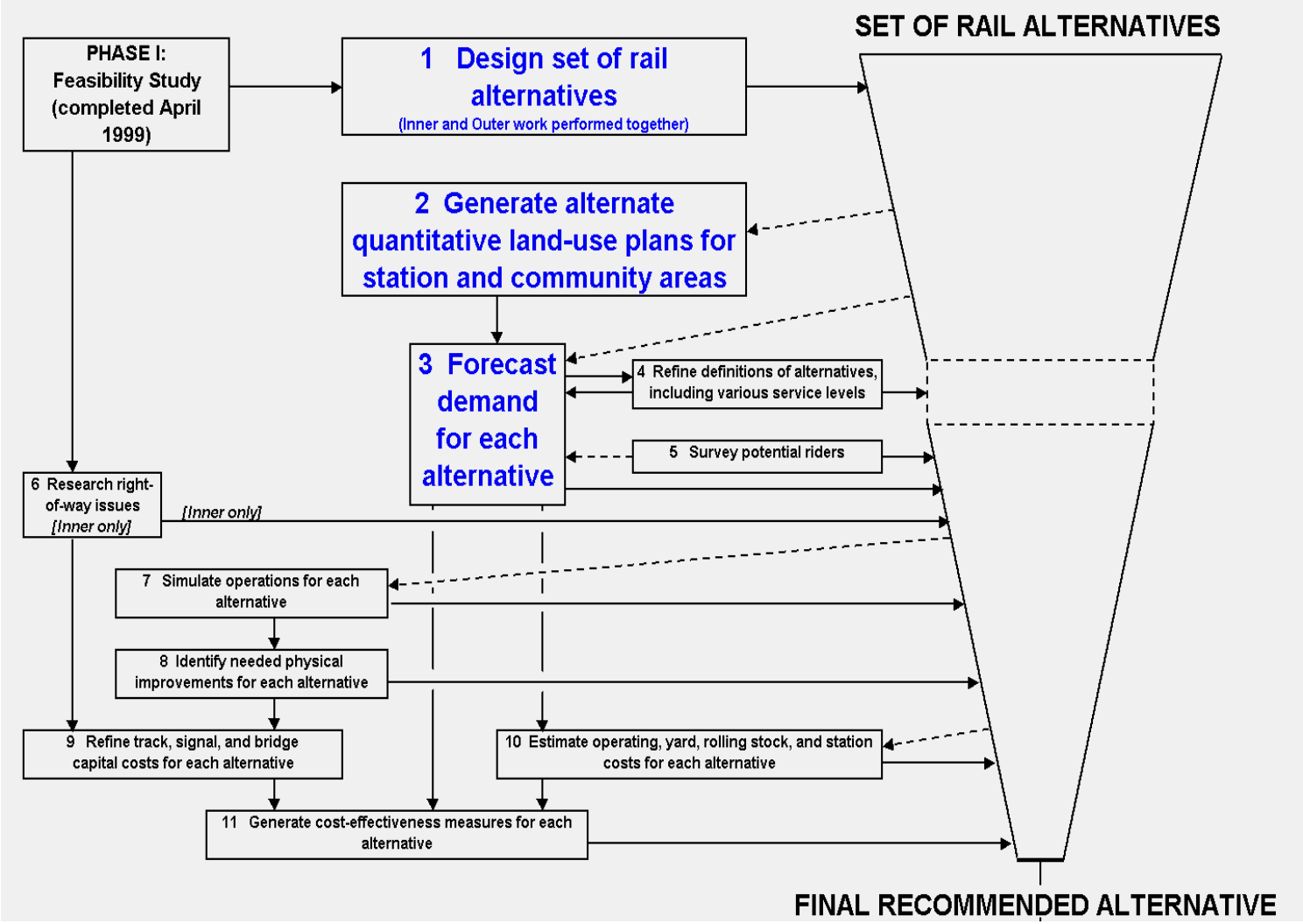
North Central Council of Mayors

Bellwood
Berkeley
Broadview
Elmwood Park
Forest Park
Franklin Park
Harwood Heights
Hillside
Maywood
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Rosemont
Schiller Park
Stone Park
Westchester

West Central Municipal Conference

Berwyn
Brookfield
Cicero
Countryside
Forest View
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Lyons
McCook
Riverside
Stickney
Summit
Western Springs

Exhibit 3: Metra Planning Process



C. Study Approach

The overall goal of the LUICS was to develop community created land use plans that would support the transit investment of the Inner Circumferential Service. One factor that influences transit 'success' is a station area's land use, in that transit benefits from having a large pool of potential riders. In the ICS corridor, the communities are essentially fully developed, but have the opportunity for redevelopment and are interested in capitalizing on – as well as supporting – the transit service. Throughout the study, this concept – community redevelopment that supports transit – provided the focus of each station area plan.

Planning for future land use and transportation investments involves a number of steps. These steps include:

- Understanding and quantifying current conditions
- Identifying future community goals
- Defining assumptions about the future
- Involving the community in the decision making process and
- Documenting the results

Through the use of a technique called Planning for Community Energy, Economic and Environmental Sustainability (PLACE^{3}S), the LUICS planning process incorporated the above steps in the station area planning process. The first step – developing an understanding of current conditions – required gathering and assessing data from a variety of sources. Information was supplied by the communities, through meetings with community representatives; from the Cook County Assessor's Office and the Northeastern Illinois Planning Commission (NIPC); the 2000 census; and from real estate market data gathered by the consultant team.

The meetings with community representatives provided details on community goals. Future plans, ideas and redevelopment targets were identified. Additional goals were revealed during the workshop process, as community residents and businesses participated in the workshops. Copies of the presentations made at these meetings are found in Appendix C.

The workshops, facilitated by an urban designer and geographic information system (GIS) specialist, involved participants in creating a number of possible development scenarios for the immediate station area. These scenarios were then compared and each community refined the scenario to one that resulted in development ideas that fit with community goals. After the workshops, the urban designers and PLACE^{3}S facilitators analyzed the results and created a final set of land use scenarios for each station area.

In addition to helping the communities envision the potential for their station areas, another goal of the study was to better position the commuter rail line for funding under the Federal Transit Administration's (FTA) rating system for "new start" transit projects. Funding is a crucial piece to make this commuter rail line a reality and the FTA rating system prominently features an analysis of the station area land use.

The final step in the study process was to define what impacts the preferred land use scenario would have on population and employment forecasts. Future population and employment estimates for the year 2030 are key ingredients in developing ridership forecasts. These population and employment estimates were generated based on the mix of land use types identified in the community preferred station area land use scenario.

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TRANSIT-ORIENTED DEVELOPMENT (TOD)

A. TOD Defined

Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.[1]

TOD is a strategy that has broad potential in both large urban and small communities using bus or rail transit systems. TOD focuses compact growth around transit stops, thereby capitalizing on transit investments by bringing potential riders closer to transit facilities and increasing ridership. TOD can also produce a variety of other local and regional benefits by encouraging walkable and compact infill development.

Transit agencies often play an important role in TOD. Local governments can play a significant role in promoting TOD through plans, policies, zoning provisions and incentives for supportive densities, designs, and a mix of land uses. For development to be transit-oriented, it needs to be more than just *adjacent* to transit. Development generally needs to be shaped by transit in terms of parking, density and/or building orientation in comparison to conventional development for it to be considered transit-oriented. A successful TOD will reinforce both the community and the transit system.

Successful TOD implementation typically involves a number of elements such as: optimal transit system design; community partnerships; understanding local real estate markets; planning for TOD; coordination among local, regional and state organizations; and providing the right mix of planning and financial incentives and resources.

B. Benefits of TOD

Based on Parsons Brinckerhoff's study *Factors for Success in Implementing California's Transit-Oriented Development,* implementing TOD can have significant benefits to individuals, communities, regions and the state as a whole. (The extent that these benefits are realized depends on whether developments have the primary characteristics of TOD, as well as on the type and quality of transit service available.) Ten major areas of potential benefits are listed below:

[1] Arrington, G.B. and Parker, T. 2001. *Factors for Success in California's Transit-Oriented Development.* Sacramento: California Department of Transportation, Statewide Transit-Oriented Development Study.

1. *TOD can provide mobility choices*. By creating "activity nodes" linked by transit, TOD provides important mobility options, very much needed in the state's most congested metropolitan areas. This also allows young people, the elderly, people who prefer not to drive and those who don't own cars the ability to get around.

2. *TOD can increase public safety*. By creating active places that are busy through the day and evening and providing "eyes on the street", TOD helps increase safety for pedestrians, transit users and many others.

3. *TOD can increase transit ridership.* TOD improves the efficiency and effectiveness of our transit service investments by increasing the use of transit near stations by 20 to 40%.

4. *TOD can reduce rates of vehicle miles traveled (VMT)*. Vehicle travel has increased faster than the population for years. TOD can lower annual household rates of driving by 20 to 40% for those living, working and/or shopping within transit station areas.

5. *TOD can increase households' disposable income*. Housing and transportation are the first and second largest household expenses, respectively. TOD can free-up disposable income by reducing the need for more than one car and reducing driving costs; saving $3-4,000 per year for households.

6. *TOD reduces air pollution and energy consumption rates*. By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. Also, TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.

7. *TOD can help conserve resource land and open space*. Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.

8. *TOD can play a role in economic development*. TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.

9. *TOD can contribute to more affordable housing*. TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.

10. *TOD can decrease local infrastructure costs*. Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, roads) to local governments and property owners by up to 25% through more compact and infill development.

C. Keys to Successful TOD

One of the lessons for succeeding with TOD is the need to start TOD planning very early in the project development process. Decisions on alignment, where to put stations and the design of transit facilities all can make a huge difference between a successful or unsuccessful TOD strategy. All too often, these decisions are made without any effective consideration of TOD as part of the transit planning process. Furthermore, repairing the problem after the transit facility is built is costly, time consuming and difficult. Solving problems early-on means bringing an expanded 'cast of characters' to the table. To enhance coordination, engineers and transit planners designing transit systems need to work closely with land use planners, real estate economists, architects, landowners and residents.

This project is designed to provide the means for the communities along the proposed ICS line to avoid these potential pitfalls and formulate plans for station area TODs that will be important assets to the communities.

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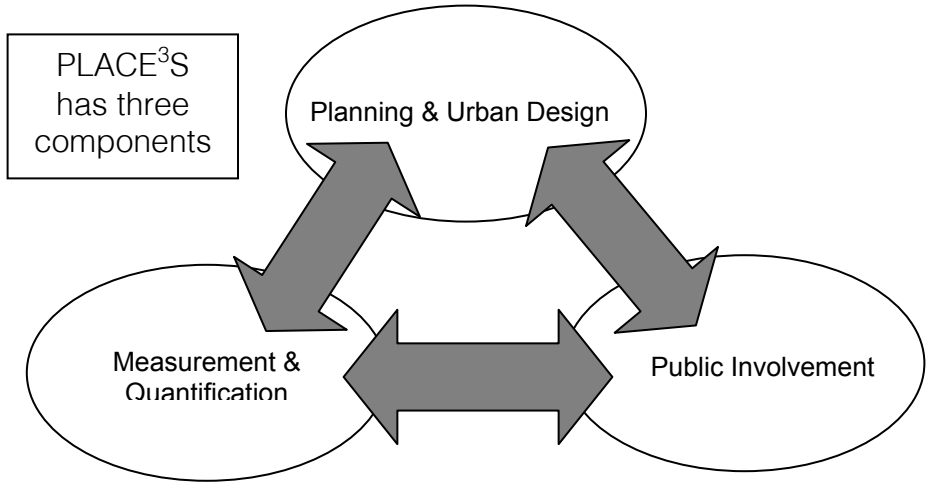
PLANNING FOR COMMUNITY ENERGY, ECONOMIC AND ENVIRONMENTAL SUSTAINABILITY (PLACE^{3}S)

A. Overall Framework

Planning for transportation investments depends upon understanding the implications of land use decisions and changes in land use depend upon the accessibility fostered by transportation investments. In the past, communities, planners and decision makers lacked the tools that would accurately reflect the implications of decisions before transportation investments or land use decisions were made. The PLACE^{3}S model is one method of measuring the impact of land use decisions prior to making the investment. PLACE^{3}S is a community planning process that requires significant public involvement, urban design ideas and a geographic information system (GIS) desktop software application that supports scenario planning. Exhibit 4 shows the relationship between the PLACE^{3}S components.

Exhibit 4: PLACE^{3}S Process



Through the use of the GIS software application, potential implications of land use decisions are calculated. With these calculations and the resulting indicators, communities, planners and decision makers have information that will support a community's vision of itself in the future during the decision making process.

B. Assumptions

Planning for the future requires an understanding of current area conditions, so that future plans have some basis. To develop an understanding of current community conditions, the PLACE³S process used information supplied by the communities, GIS data from the Cook County Assessor's Office and the Northeastern Illinois Planning Commission (NIPC), 2000 census data and real estate market information gathered by the consultant team.

The analyzed data included current population, employment, land use, zoning codes and real estate market data from each station host community as well as for communities within ½ mile of a station area. This data served as the basis for assumptions about the future. The data, assumptions and definitions used in PLACE³S for the LUICS are detailed in Appendix A.

C. Development Types

In PLACE³S, "development types" are the building blocks of the model calculations. A development type is defined as a typical example of a building type, such as a single-family detached dwelling on a 5,000 square foot lot, or a 1 story commercial (retail / office) building. Each development type is associated with a set of physical, financial, transportation and energy characteristic. PLACE³S uses development types on individual lots to describe the use and related characteristics and to calculate the indicators associated with a particular land use pattern.

The following are a brief description of the development types and a number of their common characteristics used for the LUICS. Additional details on each development type are detailed in Appendix A.

C.1 Single Family Residential

Single-family residential developments tend to be the dominant land use in most urban areas, when measured in terms of the amount of land consumed in the aggregate. Single-family dwellings are also predominately owner occupied units when considered from a regional perspective. They are more likely to be detached rather than attached (shared wall) and in many areas are the preferred new housing type.

C.2 Multifamily Residential – Condominiums and Apartments

Multifamily residential development types are classes based on tenure. Owner occupied units are classed as condominiums and rental units are classed as apartments. The desirability of one type or the other is the fodder of numerous discussions. From the perspective of the PLACE³S modeling process, there are two primary differences between these subcategories of multifamily residential units.

- Owner occupied units tend to have a slightly larger average household size than renter occupied units. This results in slightly higher density (person per acre) for owner occupied units.

- Construction cost for owner occupied units tend to a little higher than for renter occupied units. This fact is reflected in the rental or sale price and in the financial point at which parcels will redevelop in a given real estate market.

C.3 Commercial –Retail and Office

Individual commercial developments are commonly single purpose or single use within a space like a retail center or an office building. As a land use category however, there is a great deal of variation in the types of uses that occupy these commercial spaces – an example would be an office building with a retail center nearby. Recognizing this, PLACE^{3}S assumes that commercial development types are – on average – a mix of office and retail uses.

C.4 Office Only

The office development types are a specialized category of "commercial" uses. Office development types are primarily used for office functions. Retail is very limited and usually located only on the first floor of a multistory building.

C.5 Mixed Use – Commercial / Office / Residential

Mixed-use development types merge three development types -- residential, office and commercial retail – to create uses that are active during all times of the day. Common in communities built prior to the 1950s, this type was essentially prohibited through zoning codes when the building of large tracts of single use developments became common. Today's mixed uses are found within buildings; for example, a mixed-use building could house retail on the first floor, offices on the second and third and residential units on floors four through six.

C.6 Industrial

Industrial development types are used almost exclusively for employment. These development types tend to be oriented towards the delivery and shipping of goods by truck, rail and/or barge. The uses that occupy them are varied and as are the employment densities. Most TOD development or redevelopment areas do not usually include industrial development types, although there is nothing to preclude the use of this type.

C.7 Special Uses

Special uses are those developments that can be regional in nature such as hospitals, arenas and convention centers. Given the regional nature of these uses, no financial parameters were associated with these uses for the LUICS.

C.8 Parks, Open Space and Vacant Land

Another category of special uses serve public functions, like parks and civic buildings. Vacant land is also classified as a special use, in that it has development potential. Since these uses contribute little to a community's tax base, no financial parameters were developed for the LUICS for these types.

D. Workshops

The two LUICS workshops took place in July 2002, in Melrose Park and LaGrange. Each workshop was an intensive three-hour session involving community representatives, residents and businesses and a list of attendees is found in Appendix B. The agenda for the workshop included an introductory presentation on TOD (also found in Appendix B) and progressed into station area planning. The community groups created a number of different development scenarios, as a way to generate ideas and to gain insight into which mix of development types would best support community goals.

Prior to the workshops, a substantial amount of preparation was needed, including an analysis of current conditions. Using current conditions information, the next step was to create drawings of possible land use changes in the station areas. Developed in advance of the workshops, these scenarios served as the starting point for discussion by the communities in determining their preferred station area land use scenario.

The consultant developed two land use scenarios for each station area. The first scenario, a future baseline or "business-as-usual" case, assumed future development opportunities in the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario was titled as an 'advanced' transit-oriented development (TOD) concept. This second option assumed that all redevelopment within the ½ mile area would use the TOD principles of:

- improved pedestrian facilities, circulation patterns and access in and to the station area;
- increased housing, commercial or employment densities; and
- mixed land uses in the area.

This advanced scenario was intended to provoke discussion in the workshops about future conditions, TOD and community character.

Using the two initial scenarios as a starting point, community participants discussed ideas for alternative land uses around a station and created other development scenarios. The real time feedback provided by the PLACE^{3}S software application enabled participants to see the effect of their different redevelopment scenarios. After the workshops, the preferred station area land use

scenarios were drawn and provided to the communities for their review. The recommended station area plans are discussed in Chapter 5.

E. Indicators and Measures

During PLACE^{3}S workshops, each community-generated scenario is entered into the GIS application. The application processes the scenario and provides comparisons between the differing scenarios. The implications of each scenario are reflected with a number of indicators. These indicators are estimated from the development types assumptions associated with each parcel included in the study area. The indicators calculated for the LUICS station area workshops are listed below and results are found in the specific station area community section.

- Dwelling Unit Totals
- Dwelling Units per Acre
- Total Acres with Dwelling Units
- Employment Totals
- Employee per Acre
- Total Acres with Employment
- Employee per Dwelling Unit
- Residents per Acre
- Overall Pedestrian Friendliness
- Overall Transit Friendliness

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EXISTING CONDITIONS

The section documents the existing land use conditions in the station area communities and nearby communities, where the station areas cross municipal boundaries. Current and forecast population and employment, household data, land use and zoning codes are displayed for the following station area locations:

- Franklin Park
- Melrose Park
- Bellwood
- Broadview / Westchester
- LaGrange Park
- LaGrange
- Summit
- Summit / Chicago

Rosemont and Midway Airport were not included as part of this land use study, as they have station areas and plans.

A. Socioeconomic data

A.1 Population and Employment

The 1990 and 2000 census, as well as the Northeastern Illinois Planning Commission (NIPC) population and employment forecasts for the year 2020, provide a snapshot of population and employment for each community. Population and employment serve as the basis for the development of transit ridership forecasts.

For the 2020 forecasts, NIPC developed two sets of population and employment numbers that reflect different regional airport development scenarios. Airports are large traffic and employment generators with land use effects far beyond their physical location. NIPC developed one scenario that envisioned a new third regional airport, the South Suburban Airport (2020 SSA); the other assumed that O'Hare International and Midway would provide all future air travel capacity. This second scenario is labeled as Existing Airport Improvement (2020 EAI).

NIPC is currently developing population and employment forecasts for the year 2030, to serve as input into the 2030 Regional Transportation Plan, but does not expect to have the final approved forecasts available until the end of 2003.

Tables 1 and 2 summarize the population and employment numbers and forecasts for each community, (north to south) in the corridor. Data related to employment by community area for 2000 was not available at the time this report was written.

Table 1: Study Area Population by ICS Community

ICS Municipalities	1990 Census	2000 Census	Change (1990 to 2000)	2020 EAI	2020 SSA
Chicago*	30,454	33,749	10.8%	31,749	29,415
Rosemont	3,995	4,224	5.7%	5,123	6,600
Schiller Park	11,189	11,850	5.9%	11,678	12,280
Franklin Park	18,485	19,434	5.1%	20,562	20,232
Melrose Park	20,859	23,171	11.1%	21,824	21,723
Stone Park	4,383	5,127	17.0%	4,230	4,171
Bellwood	20,241	20,535	1.5%	20,694	20,568
Broadview	8,713	8,264	-5.1%	8,081	8,228
Westchester	17,301	16,824	-2.8%	17,837	18,140
LaGrange Park	12,861	13,295	3.4%	12,554	12,944
LaGrange	15,362	15,608	1.6%	15,919	15,971
Brookfield	18,876	19,085	1.1%	18,542	18,140
McCook	235	254	8.0%	429	403
Summit	9,971	10,637	6.7%	9,838	9,521

** Chicago data only includes population within 1 mile of stations*

Source: Northeastern Illinois Planning Commission, July 2002

Table 2: Study Area Employment by ICS Community

ICS Municipalities	1990 Census	2020 EAI	2020 SSA
Chicago *	19,253	38,543	27,986
Rosemont	16,386	37,600	32,263
Schiller Park	11,877	16,027	13,976
Franklin Park	27,258	31,705	30,120
Melrose Park	29,475	31,703	31,193
Stone Park	373	504	504
Bellwood	7,003	7,130	7,097
Broadview	8,258	9,585	8,810
Westchester	11,978	17,671	15,738
LaGrange	8,323	10,653	10,653
LaGrange Park	2,782	3,740	3,418
Brookfield	3,618	4,694	4,478
McCook	5,704	7,238	6,907
Summit	2,984	3,252	3,205

** Chicago data only includes employment within 1 mile of stations*
Source: Northeastern Illinois Planning Commission, July 2002
2000 employment by community not yet released

Using NIPC quarter sections (an area ½ mile by ½ mile in size), the 2000 population, households and estimated employment were displayed for a one-mile station area. This is an approximation, as data for the quarter section is distributed evenly over the entire quarter section and does not account for specific land uses within the quarter sections that fall within the one-mile station area radius.

In addition, some station areas overlap because the stations are less than two miles apart. In this review, all quarter sections affected by a station were included in that station's numbers, which means that some quarter sections are double counted. This was done so that the impact of each station can be considered individually. Table 3 reflects the total 2000 population and employment for each station, while Exhibits 5 and 6 show the distribution of population and employment by quarter section for each proposed station area.

Table 3: Population and Employment within One Mile of Station

Station Area	2000 Population	2000 Estimated Employment
Rosemont / Chicago	6,406	25,307
Franklin Park	14,200	14,165
Melrose Park	18,736	56,382
Bellwood	26,324	10,770
Broadview	18,654	12,632
LaGrange Park	17,524	3,064
LaGrange	28,853	7,154
Summit	5,753	5,624
Summit / Chicago	22,175	9,847
Midway Airport	24,164	10,878

Source: Northeastern Illinois Planning Commission
July 2002 Population and Estimated Employment by Quarter section

A.2 Households

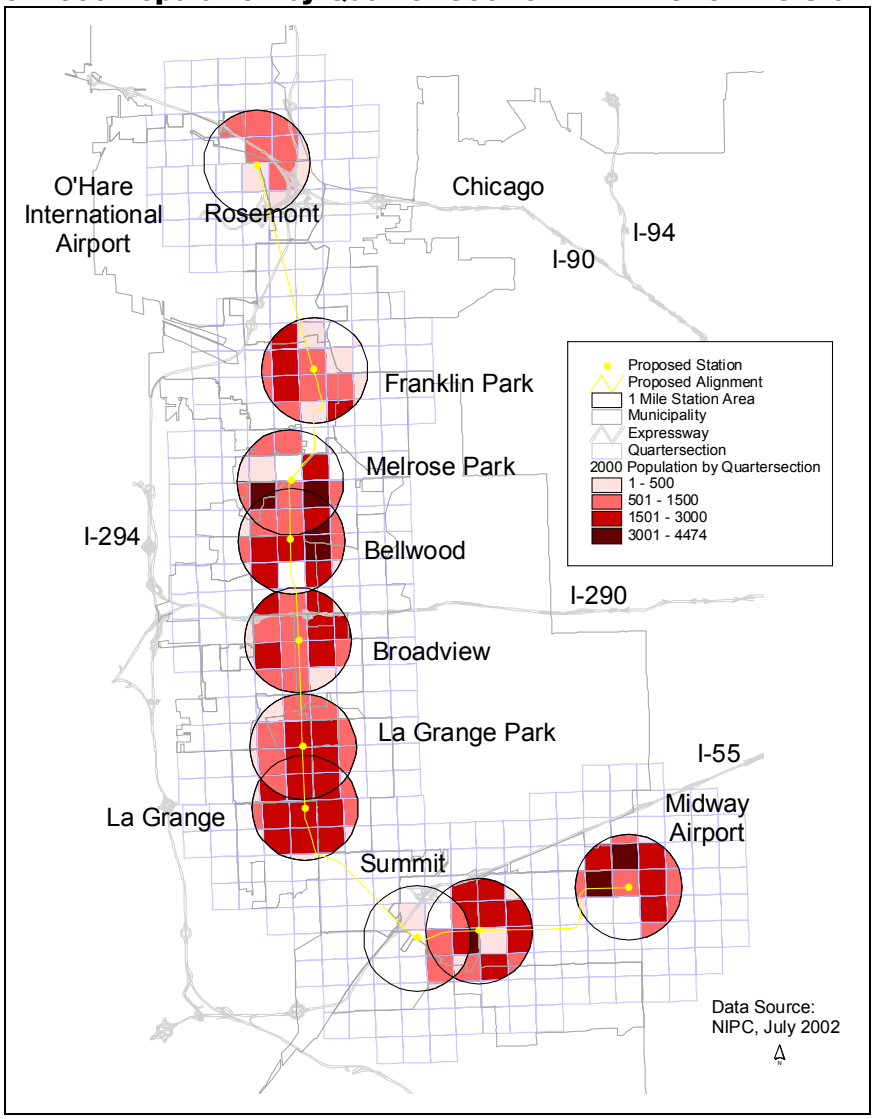
Table 4 presents household characteristics for each ICS station area (one-mile around proposed station), excluding O'Hare and Midway Airport stations.

Table 4: Household Characteristics

Station Location	House-holds	% Owner Occupied	% Renter Occupied	Average Household Size	Average Vehicles / Household (2001)	Median Household Income (2001)
Franklin Park	5,570	72.6%	27.4%	2.8	1.7	$49,952
Melrose Park	6,302	55.8%	44.2%	3.3	1.6	$46,930
Bellwood	8,041	59.5%	40.5%	3.3	1.5	$46,804
Broadview	6,878	80.1%	19.9%	2.8	1.7	$56,001
LaGrange Park	6,910	77.3%	22.7%	2.4	1.6	$55,672
LaGrange	8,656	75.6%	24.4%	2.6	1.7	$60,050
Summit / Chicago	7,920	72.1%	27.7%	2.8	1.5	$46,021

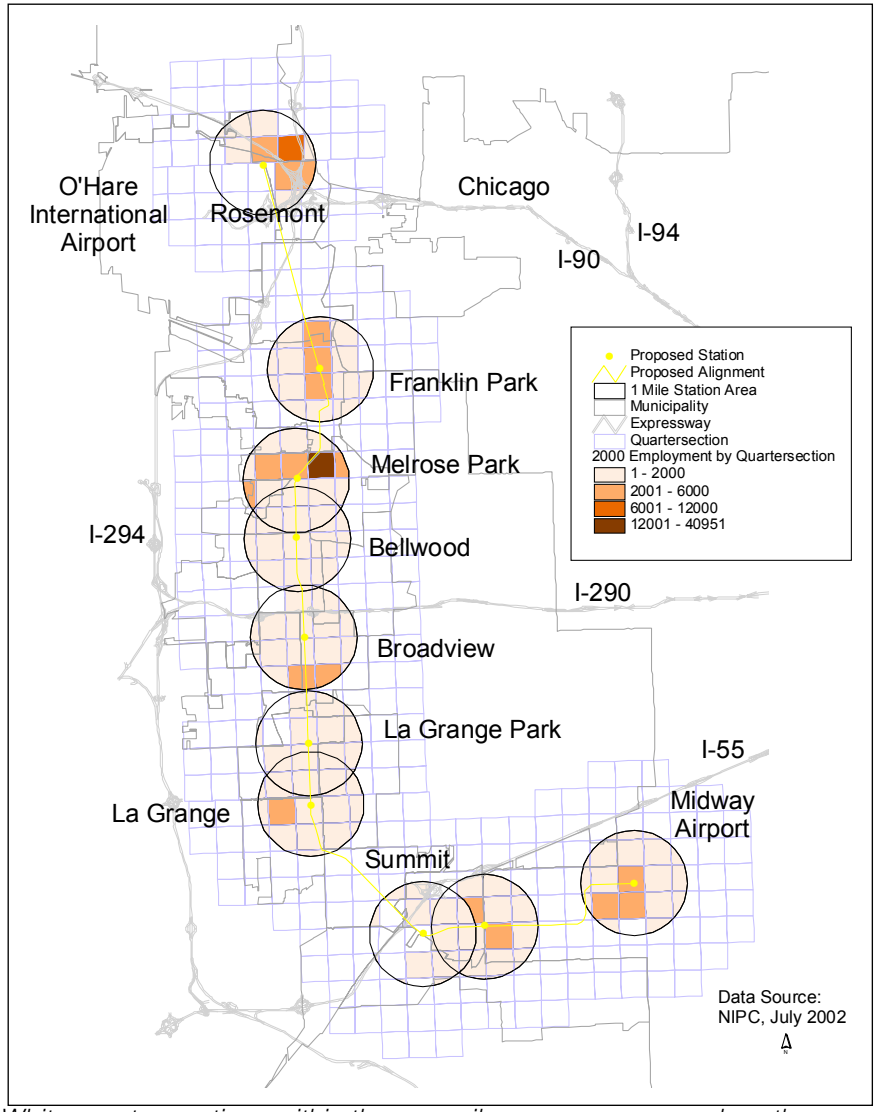
Source: 2000 Census

Exhibit 5: 2000 Population by Quarter Section within One Mile Station Area



White quarter sections within the one-mile range are zero or less than one.

Exhibit 6: 2000 Estimated Employment by Quarter Section within One Mile Station Area



White quarter sections within the one-mile range are zero or less than one.

B. Zoning

Municipalities use zoning ordinances and codes to accomplish any number of development goals and a community's zoning regulation can affect how well transit functions in the area. This section of the report analyzes a community's existing zoning code as it relates to a possible commuter rail line.

For transit to be successful, a large pool of potential riders within a reasonable distance to the station is needed. Zoning directly influences a number of factors that can affect the success of transit. The factors that zoning impacts include:

- The type of land use in the station area (residential or an employment center for example)
- The level of density at these sites
- Station area access

A review was conducted of local municipal zoning ordinances. This examination identified the zoning provisions that encourage transit-oriented development (TOD). Where requirements discourage TOD, changes to the ordinance were suggested. Also, specific changes were recommended to facilitate redevelopment on potential TOD sites within one mile of the proposed stations. This information is included in each station area report.

While the analysis was provided for each community, two general observations apply to the entire region. Much of the land adjacent to the Indiana Harbor Beltway Railroad currently is industrial and will continue to be for the near future. However, as each community updates its comprehensive plan, alternative land uses for these industrial sites should be considered. These land uses should capitalize on the presence of the train station if these sites are no longer needed or suitable for industrial uses.

C. New Start Evaluation

The Federal Transit Administration (FTA), in developing its annual funding program, uses criteria that evaluate the probable success of a new transit service. One of the measures used in the "New Start" criteria is how a community's existing land use and future development plans work to support or constrain the success of the proposed transit service. Since this corridor encompasses a number of communities, it will be critical for each community to contribute to the success of the project by committing to meeting the criteria as best it can.

Table 5 details three out of four FTA evaluation categories, lists the factors and provides a summary of how the ICS communities meet the criteria, given existing conditions and the work accomplished in this study. This is a first step in assessing the corridor's ability to meet the criteria and more work will need to be done, especially as project planning continues.

The fourth category, Other Land Use Considerations, was not analyzed, as it is an optional evaluation category. This category includes, but is not limited to, items such as historic resources, environment, community preservation, brownfields redevelopment and designated federal enterprise zones.

Table 5: FTA Evaluation Category – Existing Land Use

Existing Land Use	Existing land use including consideration of station area population and employment levels, the presence of high trip generators in the mix of land uses, the character of the station area and presence of pedestrian-friendly development and the existing parking supply and regional parking policies.
Analysis	As of 2000, all of the station sites have population levels greater than 14,000 except for O'Hare Airport and Summit (proposed Heritage Corridor transfer station). There are a number of communities with significant employment levels (10,000 plus) in the one-mile area and a focus on keeping and retaining employment in the corridor (Rosemont / Chicago with O'Hare Airport, Franklin Park, Melrose Park, Bellwood, Broadview and Midway Airport). In most communities, existing land use in the station areas is designated as industrial, with a mix of single-family and multi-family housing nearby. Some of the communities are thinking about and planning for mixed-use station sites. Most of the proposed station areas have limited pedestrian access. Existing parking is limited at the proposed station sites, but is free throughout the communities. Some communities have planned for additional parking at the station site for commuters (Franklin Park, Broadview and LaGrange) while others (Bellwood and Melrose Park) appear to have longer range plans to address this issue.

Table 5: FTA Evaluation Category – Transit Supportive Corridor Policies

Growth Management	Enforceable urban containment and growth management policies. Existing and planned densities and market trends for development within the corridor and region.
Analysis	The Chicago metropolitan region does not have an enforceable growth containment agreement, but does have an adopted population and employment forecast that incorporates infill and redevelopment in future population and employment forecasts. The ICS communities are well established and mostly land locked, with limited opportunity for new development. Some communities (Bellwood and Broadview) have plans to increase the intensity of land use near the station area.
Zoning Regulations	Zoning ordinances that support increased densities in transit station areas, enhance the transit-oriented character of the station area and allow for reduced parking.
Analysis	A number of the ICS communities have lot size minimums that can be considered as transit-supportive. For instance, residential lot minimums in several communities are between 5,000 to 6,000 square feet, allowing for moderate density (10 to 14 units per acre). Multi-family lot requirements range from 1,300 to a little more than 2,500 square feet per unit. Melrose Park, with its new comprehensive plan, plans to create housing in the range of 12 to 20 housing units per acre, along with high-density multi-family at 20 plus units per acre. In the commercial districts, dwelling units are permitted above the first floor in two or three communities and the zoning code does not require a building set back. This ability to build to the lot line creates a more interesting and enjoyable pedestrian environment, as long as there are interesting facades and sidewalks. In LaGrange, the zoning code allows for building height of 45', with 80% lot coverage in the office district. No set backs are required in any of the commercial districts and dwelling units above the first floor are permitted in C1, C2 and C3. In R8, the 45' building height allows for taller residential buildings, as compared to the standard 35' maximum. Franklin Park allows for an increase in floor area ratios to 3.0 in districts that are near a station.

Table 5: FTA Evaluation Category – Transit Supportive Corridor Policies (continued)

Development and Parking	Public plans and policies and private / institutional initiatives, that support transit-oriented land use patterns within transit corridors and station areas. Plans and policies to increase station-area development; plans and policies to enhance the transit-friendly character of development; and parking policies.
Analysis	Some of the ICS communities have existing commuter rail stations (Franklin Park, Melrose Park, Bellwood, LaGrange and Summit). These communities have had varying levels of success with their station areas. Franklin Park and LaGrange have stations that are in their central business districts. Melrose Park and Bellwood have stations located on their edges. For those communities without existing transit stations (Broadview, LaGrange Park), comprehensive plans and zoning codes will need to be updated to encourage transit-supportive development in the station area. Some communities are preparing for the new rail service. Bellwood is interested in creating a town center near the station site and, in conjunction with Melrose Park, would like to improve access to a number of nearby parcels that are currently underutilized. Broadview and LaGrange Park are interested in redeveloping a number of underutilized parcels in their station areas; LaGrange is developing new multi-family residential within a quarter-mile of its proposed station; and Franklin Park is realigning the existing ICS rail line to better utilize available land. There are some ordinances on the books that can be considered transit supportive. Franklin Park's code, for example, allows for shared parking if uses do not substantially overlap. Other communities that allow shared parking include LaGrange, Melrose Park and Broadview. In LaGrange, the zoning code allows for parking structures, which reduces the amount of surface space devoted to parking. The code also allows for off-street parking to be provided anywhere within the building's block in some of the commercial districts and the I-1 industrial district. This gives flexibility to the developer to find the best use for a parcel, but also provides for off-street parking. Most of the communities (Bellwood, Chicago, Franklin Park, LaGrange Park and Melrose Park) are in the process of updating either their comprehensive plan or zoning code or both.

Table 5: FTA Evaluation Category – Transit Supportive Corridor Policies (continued)

Implementation Tools	Endorsement and participation of public agencies, organizations and the private sector in the development and planning process. Tools and actions are in place to promote transit-oriented development. Involvement of the development community in supporting the station area plans and joint development efforts. Public involvement in corridor and station area planning.
Analysis	Development throughout the Chicago metropolitan region has benefited greatly from the use of tax-increment financing (TIF) districts, and in the ICS corridor, LaGrange is a model for the effective use of the TIF tool to spur development near its existing Metra BNSF rail station. The village created a TIF district in the 1980s and has fostered commercial development in the area. The area is pedestrian friendly, with a grid system, buildings to the lot line / sidewalk and a wide variety of uses. The village's zoning code of C1 allows for design review overlay, which helps the village to retain and improve the special and historic character of the district. The community has recently added new housing and retailing choices to its center. In terms of public involvement, LaGrange Park has actively involved citizens in its planning process for the ICS. The village has created the Inner Circumferential Commuter Rail Study Committee, which has ten active, interested citizens engaged in debating, learning and assisting the village in preparing for the rail line. Most of the communities have planning and zoning commissions that are involved in the study in some way, while others like Broadview have actively sought the participation of the business community.

Table 5: FTA Evaluation Categories – Performance and Impact of Policies

Land Use	Endorsement and participation of public agencies, organizations and the private sector in the development and planning process. Tools and actions are in place to promote transit-oriented development. Involvement of the development community in supporting the station-area plans and joint development efforts. Public involvement in corridor and station area planning.
Analysis	Through this land use study and station area planning exercise, the communities have begun to engage the public in the planning process. It will be important to continue these efforts and to ensure that public agencies, organizations and civic groups are engaged and active in promoting the need for this project. It is also very important and necessary to engage and excite the development community in participating, not only during the planning process but also in the implementation phase. Facilitating transit-oriented development (as compared non-transit supportive development) can be accomplished through the use of a number of planning tools – streamlined approval processes, density bonuses, land assembly, funding mechanisms – and other incentives. Most of the communities in the corridor are undergoing comprehensive plan updates. It will be important to ensure that the supporting zoning code is also updated so that community-preferred development easily occurs.
Potential of Transit Project Impact	What impact will the introduction of a new transit investment have on future transit-supportive land use patterns over what would happen otherwise?
Analysis	The results of this study on population and employment in the corridor are found in Section 6 of this report. These results show the impact of the proposed land use changes and are helpful for thinking about the impact of other types of land use developments, should other changes be implemented.

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STATION AREAS

This section of the report examines each individual station area and describes existing land use conditions, such as, specific zoning issues, the current status of the community's comprehensive plan, transportation and travel patterns and presents future development scenarios. This information serves as the basis for a review of the workshops and the community developed scenarios, with a final discussion on policy and ordinance recommendations.

For this report, the station sites are arranged on a geographic basis, starting from the north and proceeding south. Station area planning was completed for seven potential station locations: Franklin Park, Melrose Park, Bellwood, Broadview, LaGrange Park, LaGrange and the shared (Summit / Chicago) station at Harlem Avenue. The northern terminus of the ICS corridor – the O'Hare International Airport station located in Rosemont – is an existing station. Station area planning was not done for the proposed Metra Heritage Corridor / ICS transfer station, as the station is inaccessible by any other means. Lastly, the proposed Midway terminal station was also excluded in the exercise, as planning for this station area will need to be coordinated with the City of Chicago, the CTA and Pace, which have existing transit service to the airport, and possibly other organizations.

This section is organized by station area, in a format that allows reference to a specific area as a stand-alone document, with this introduction serving as reference. The following information is covered for each station area:

1. Proposed Station Area
2. Existing Conditions
    a. Land Use and Zoning
    b. Transportation and Travel Patterns
    c. Future Development Plans
3. Land Use Scenarios
    a. Potential Development / Redevelopment Sites
    b. Workshop Scenarios
    c. Recommended Policy Changes

Section 1 describes the proposed station area location. Based on information provided by the station host community, Section 2 discusses existing land use and zoning regulations, existing transit services and primary roads, and future development plans. Development plans are an important part in understanding community goals.

For Section 3, the potential development and redevelopment sites are identified and grouped based on distance from the station (within ½ mile or between ½ and 1 mile). The distances are measured by walking or vehicle distance and not by direct line. Each

potential site is given a priority ranking. A Priority 1 property was identified by the respective municipality as a high priority redevelopment opportunity. Many are listed for sale. Priority 2 sites are vacant or otherwise available and would not result in displacement if acquired for redevelopment. Priority 3 locations are occupied, but could offer good opportunities for redevelopment. However, they could require displacement and therefore, these sites were considered for planning purposes only. The suggestion of these sites as potential redevelopment opportunities does not indicate any commitment by a community or other organization to redevelop or purchase the sites.

References to "TIF" districts throughout this section refer to a funding technique called Tax-Increment Financing. This designation is applied to areas targeted for redevelopment. Any increases to assessed valuation or new tax revenues for a period of up to 23 years are automatically used for additional investment in the TIF district, rather than being distributed within the larger community.

For section 3.b, the initial base and advanced TOD scenarios, developed by the consultant in advance of the workshops to foster community discussion and the resulting community developed scenario from the workshop are presented. In section 3.c, an analysis of the existing zoning code was conducted, with a focus on providing suggestions that could increase the opportunity for TOD.

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A. Franklin Park

Franklin Park is located southeast of O'Hare International Airport. It is roughly bounded by Mount Prospect Road and the Cook County line to the west, Irving Park Road to the north, River Road to the east and Fullerton / Armitage Avenues to the south.

1. Station Area

The proposed station site shown in Exhibit 7 (at the end of the section) is located between King Street and Belmont Avenue, east of the Metra North Central Service (NCS) tracks. The proposed ICS will share the station with the NCS. The village has a commitment to have a station for the NCS by 2005 and has a contract to purchase a 2.5-acre site for the station.

2. Existing Conditions

a. Land Use and Zoning

Land use within a half mile of the station area is a mix of industrial, commercial and residential. The ICS corridor is primarily lined with industrial uses throughout Franklin Park, although there is some single-family residential north of the station site. The village expects a number of large parcels to be available for redevelopment and is interested in creating additional commercial uses, residential opportunities and parking near the new station site. Franklin Park's central business district also falls within the half-mile zone, as does the Metra Milwaukee District – West Line station. The central business district is a traditional town center, with small shops lining the street.

The village is updating its comprehensive plan and expects to complete the process by 2003. The village currently has eight tax increment finance (TIF) districts in effect, scattered throughout the community.

The current zoning code is a mix of recent updates, with the original code from 1971. Districts within the half-mile station area include single- and multi-family residential, central business, neighborhood convenience and general commercial, and restricted and general industrial. The zoning code allows dwelling units above the first floor in two of the central business, neighborhood convenience and community shopping areas. The residential lot size requirement (6,000 square feet) allows for modest residential density. The code also permits shared parking, if uses do not substantially overlap, and prohibits drive-through and drive- in uses in the central business district. In addition, the zoning code does not require a setback for buildings in the central business, neighborhood commercial or convenience commercial districts. This allows buildings to be built to the sidewalk.

The existing zoning code prohibits dwelling units in the general commercial and industrial districts. It also prohibits a second detached residential unit on a lot. In addition, home business occupations are restricted to 300 square feet, or 20% of the home floor area.

b. Transportation and Travel Patterns

Franklin Park is a job-rich community, so workers are imported into the community. The village has a population of almost 19,400 and about 27,500 jobs. According to village officials, most employees drive to village employment sites due to the limited availability of public transit. Many of these employees are traveling from Chicago, particularly from neighborhoods with a high Hispanic population. The village anticipates greater Metra usage due to connections to both Midway and O'Hare.

The major arterial roads in the community include Grand Avenue, Belmont Avenue and Rose Street / 25th Avenue. Rose Street is a major north-south arterial located in the mid-to-western portion of the village. It is the main north-south thoroughfare traversing the village. North of Belmont Avenue, Rose Street carries almost 14,000 average daily traffic (ADT) and south of Grand Avenue carries almost 18,000 ADT. River Road is the second major north-south arterial traversing the eastern edge of the village. Belmont Avenue is a major east-west arterial and is the primary east-west thoroughfare serving the village. Traveling across the center of the village, Belmont Avenue carries 13,000 ADT east of Rose Street and almost 17,000 ADT west of River Road. Grand Avenue is a second major east-west arterial in the village. Located in the southern portion of the village, Grand Avenue carries about 25,000 ADT in Franklin Park.

The community offers both Metra and Pace public transportation services. The Metra Milwaukee District – West Line serves the Village of Franklin Park. The commuter rail station, located at Belmont Avenue and Rose Street, accommodates about 500 boardings per day. Ridership at this station has remained stable over time. Five surface lots provide parking for Metra commuters. All of the parking spaces are daily fee spaces. Overall, Metra parking is about 72% occupied. Two Pace bus routes serve the village. Route 319 (Grand Avenue) runs east-west and through the central business district, while Routes 325 (25th Avenue) and 330 (Mannheim / LaGrange Road) run north-south.

In 1999, Metra completed a "Mode of Access" study to determine how commuters get to their boarding station. For the Franklin Park station, the largest number of riders drive alone (72%), higher than the Metra system average of 54%. Other modes of access to the station include walking (16%), drop off (9%) and via bus (3%).

New Metra North Central Service (NCS) is scheduled to begin in 2005, with a station between King Street and Belmont Avenue. Initially, 100 commuter parking spaces are to be provided, increasing to 200 spaces by 2020.

c. Future Development Plans

Within the station planning area there are a number of potential sites for redevelopment, although plans for these sites have not yet been finalized. It is likely that redevelopment will follow the existing zoning districts.

Franklin Park is working on a grade separation along Grand Avenue to eliminate six rail / road at-grade crossings and relocating the Indiana Harbor Belt railroad tracks south of the station area to parallel to the Metra NCS line. The track relocation work is scheduled to be completed by 2005.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Presented below, and shown in Exhibit 7, are brief descriptions of possible development sites. Potential development sites in Franklin Park are concentrated along Belmont Avenue, Grand Avenue, Rose Street / 25th Avenue and in the village's central business district. If the village grade separates Grand Avenue, at-grade railroad crossings would be eliminated but it could affect local access to some of the sites.

Properties within ½ mile of the station

- *Site F1* is located just 200 feet from the ICS station site. It consists of 2.5 acres and is currently occupied by the Village of Franklin Park's public works department. The site could be used for additional station parking, if warranted by rider demand. Priority 1.

- *Site F2* is within Franklin Park's central business district. Located between Rose Street and Calwanger on the north side of Franklin Avenue, the site has redevelopment potential for 100-125 condominium units in a multi-story building with ground-floor retail space. The village is in the process of acquiring the property. It is physically closer to the Milwaukee District – West Line station than to the ICS, but is within a reasonable walk if pedestrian connections are improved. Priority 1.

- *Site F4* is an 11-acre parcel with a vacant industrial building and parking lot. It is located on the north side of Belmont to the east of the station. The property has been acquired by a development company and is slated for redevelopment as two industrial buildings. A portion of the land (1.5 acres) will be used for parking at the ICS station. Priority 2.

- *Site F7,* a vacant lot on the northwest corner of Belmont Avenue and River Road is a highly visible location along a high-traffic thoroughfare. The site is not large but has potential for a variety of uses, including multi-family residential, convenience retailing, offices or a hotel. Priority 2.

- *Site F8* is a vacant lot for sale at the southwest corner of Franklin Avenue and Edgington Street. Its location suggests residential development potential. Priority 2.

- *Site F10* is the Thompson Steel property north of King Street and west of the ICS track. It is less than ½ mile from the station. The site has long-term redevelopment potential for residential use, but the future status of steel company operations is not clear at the present time. Priority 3.

Properties between ½ and one mile of the station

- *Site F3* is nearly 2.5 acres and fronts on Rose Street / 25th Avenue. It is located to the south of the Walgreen pharmacy at the southeast corner of Grand Avenue and Rose Street, about ¾ mile from the station. The site is owned by the village and is for sale at an asking price of $12-$14 per square foot. Possible uses include a restaurant or bank. Priority 1.

- *Site F5* is the former Motorola office building on the south side of Grand Avenue west of the ICS right of way. Motorola subsequently sold the building to Panasonic, which vacated the property when it built a new campus further east on Grand Avenue (see Site F6.) The building contains 375,000 square feet of shell space, the interior having been gutted by a prior owner for use as a telecommunications facility that was not successful. The building and a parking lot on the north side of Grand Avenue are being marketed for $5 million, or $13.33 per square foot of building space, to firms needing back office space, but there is little interest. The location has potential for a small industrial development if the existing office building were demolished. It could also be attractive location for a restaurant or banquet hall; the parking lot would be a plus. Priority 2.

- *Site F6* is the former Panasonic headquarters complex. It has three buildings used for light assembly, office, showrooms, laboratories and warehouse space. Taken together, the three buildings have nearly 575,000 square feet of space in an attractive campus setting totaling 23 acres. The property contains parking for 745 cars. Approximately 127,000 square feet of building space are finished for office use. The property is being marketed for sale to a single user. (The village would have to approve any subdivision of the land for sale to multiple buyers.) Re-use of these buildings has the potential for generating hundreds of jobs in the village. Priority 2.

- *Site F9* is on the north side of Grand Avenue to the west of the ICS right of way. It consists of multiple single-story industrial and service buildings that appear to date from the 1950s. The exterior building conditions are fair to poor. Totaling eight acres, the parcels would be candidates for redevelopment for industrial, service or multi-family residential use. Priority 3.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development / redevelopment opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 8 - Base Scenario) assumed all development / redevelopment opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 9 - TOD Scenario) assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, workshop participants discussed ideas for alternative land uses around a station and developed a community-preferred scenario.

In Franklin Park, the preferred scenario (Exhibit 10) continues the general land use trends north of the Milwaukee District – West Line, with a solid industrial base and neighborhood of primarily single-family homes. The area immediately around the station would include a small transit plaza and a parking structure. South of the Milwaukee District – West Line, the land uses would change to incorporate higher density residential and new mixed use infill.

The proposed station will be about four blocks away from the existing Metra station and the central business district. Access between stations is via Belmont Avenue, which is walkable, with sidewalks, signalized intersections and some streetscaping. Municipal facilities including the village hall and police departments are centrally located in this area.

Access to the station at present will be difficult, due to a lack of street connections to the station, a number of at-grade rail crossings and a large number of industrial uses that lack pedestrian access and a high volume of truck traffic due to the industrial nature of the corridor. The village is aware of these issues and intends to address the concerns as work on the station area progresses.

Changes to the transportation system would include implementation of the community's current plan for a grade separation project along Grand Avenue. For access to the station and parking, roadway improvements would be required in the northeast quadrant of the ICS and Belmont Avenue. Streetscaping would be used to connect the proposed ICS station with the Milwaukee District – West Line. Other streetscaping improvements would include a boulevard treatment along Washington Street and other treatments focused on Rose Street and Edgington Street.

c. Recommended Policy Changes

An assessment of Franklin Park zoning ordinances was conducted, with the following findings:

Regulations supportive of TOD

- Allows development of air rights
- Allows shared parking if uses do not substantially overlap
- Allows 2.5 FAR for parking structures.
- Prohibits drive-in and drive-through in C1.
- Allows dwelling units above first floor in C1 and C2.
- No required setbacks in C1, C2 and C3.
- In C2-2 allows FAR of 5.0; increase FAR in other districts to 3.0 for developments near station.
- Residential lot size of 6,000 square feet allows modest density.

Regulations inconsistent with TOD

- Prohibition on second detached residential unit on lot should be changed to allow echo housing, with reasonable controls on setbacks, FAR and/or lot coverage.
- Area allowed for home business occupations is 20% or 300 square feet. Delete any restriction in mixed-use buildings; elsewhere only require that the exterior character of dwelling unit continue to be residential.

As a result of this assessment, the following zoning ordinance changes are recommended to implement to TOD scenario:

Regulatory changes to encourage TOD on sites located near train station

- Change prohibition on dwelling units in C3, CM, I1 and I2 to allow units above first floor.
- Consider allowing residential on first floor as a Special Use in non-residential districts for sites located on side streets or at edge of non-residential district.
- C3 district's 25' setback should be deleted unless that is prevailing pattern of development in C3.

Exhibit 7: Franklin Park Station Area and Development Sites

Exhibit 8: Franklin Park Base Scenario

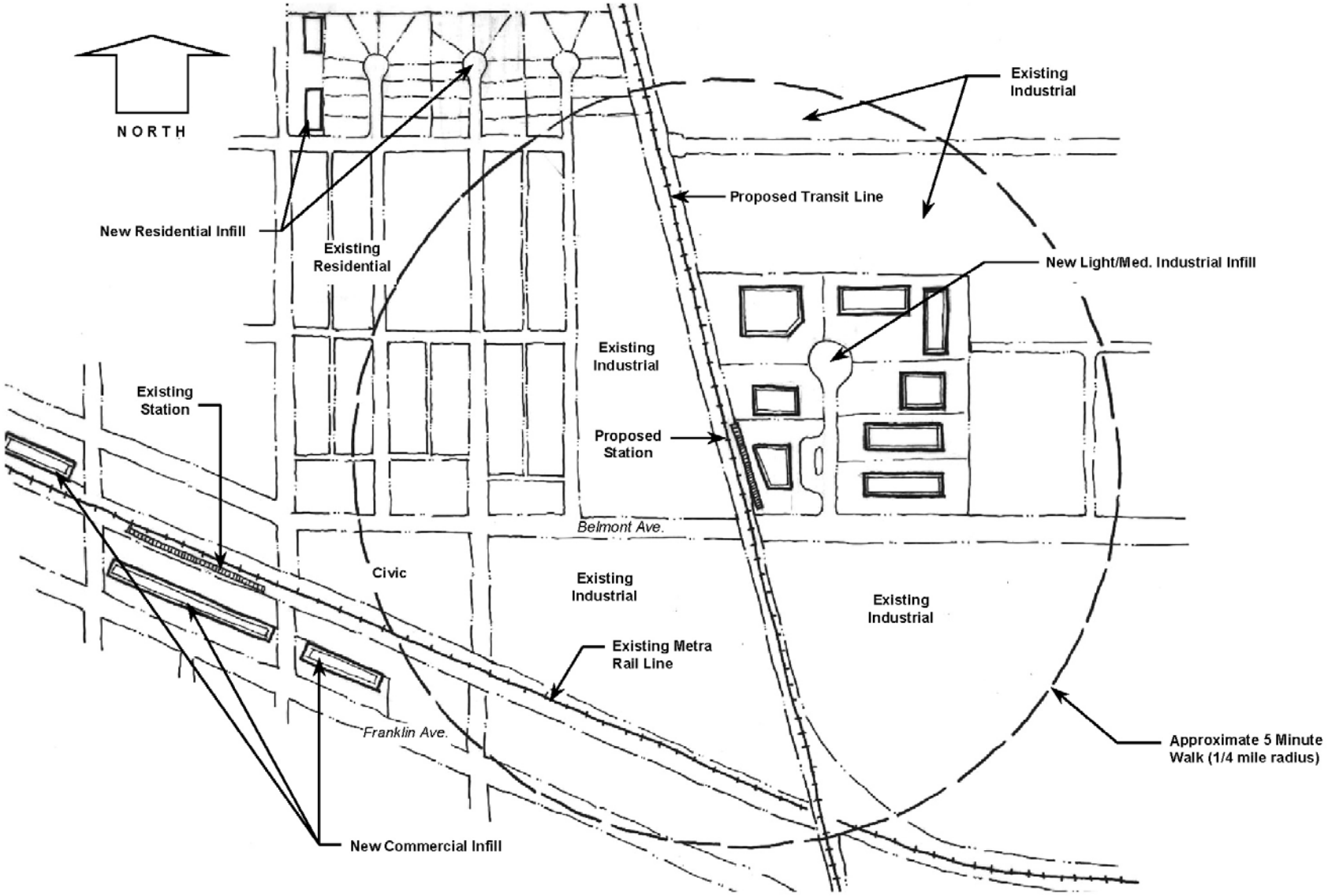


Exhibit 9: Franklin Park TOD Scenario

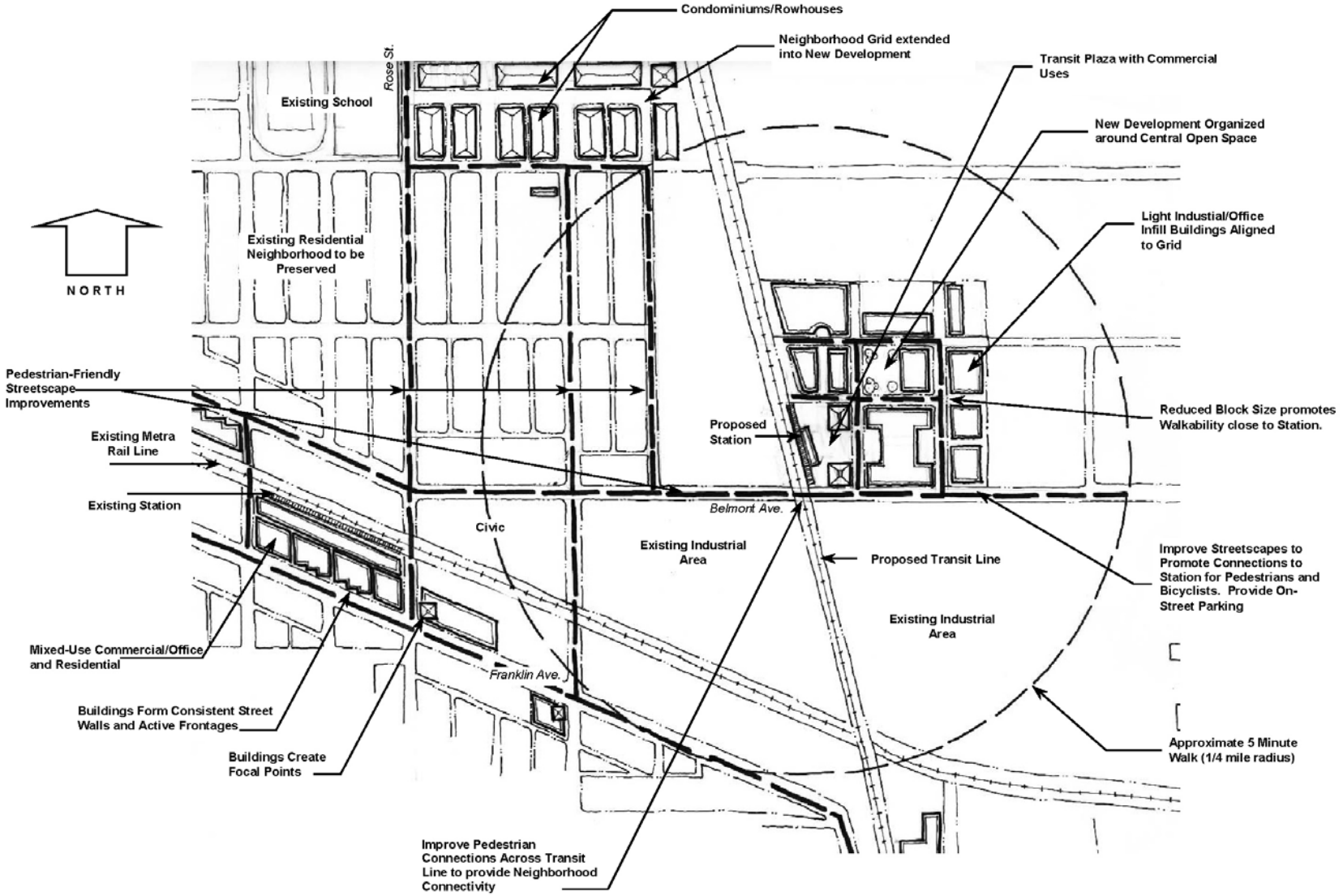
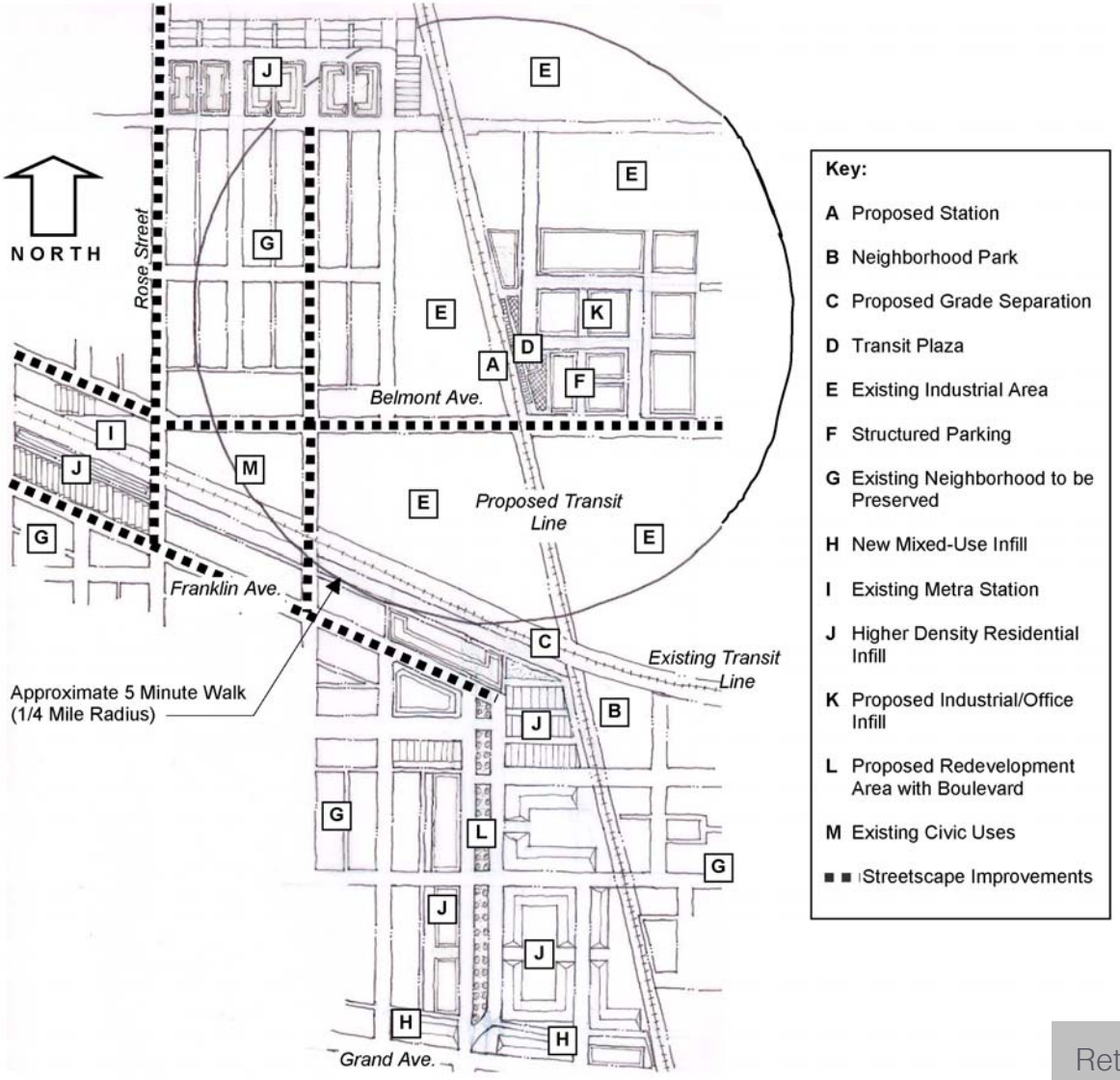


Exhibit 10: Franklin Park Community Preferred Scenario



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B. Melrose Park

Melrose Park is bordered by Armitage Road to the north, the Metra UP – West Line to the south, 1st Avenue and 9th Avenue to the east, with a rough edge along the west. The village is bisected by North Avenue (east-west) and 25th Avenue (north-south).

1. Station Area

The proposed station site in Melrose Park (Exhibit 11 at the end of this section) is on the southwest corner of North Avenue and the ICS. The tracks are grade separated at North Avenue, so access to the site will be via 30th Avenue. This site was industrial, but some properties are available for redevelopment. The station area is part of a new TIF district and is close to a number of jobs.

The community of Stone Park borders this site to the west. Stone Park is a very small, fully developed community of 5,100 residents. It is primarily a residential community, with limited industrial and commercial development.

2. Existing Conditions

a. Land Use and Zoning

Sixty percent of Melrose Park is dedicated to commercial and industrial uses; the community is the third largest user of electricity in the state. Triton Junior College, two hospitals and one of the largest railroad yards in the nation – the UP's Proviso Yard – are located within the community.

In the half-mile station area, the primary land use is industrial, with some auto-oriented strip commercial and residential to the east and west of the station area. Pedestrian access to the proposed station is very limited.

The village recently updated its comprehensive plan in 2001 and is currently working on updating its zoning code. The long-range land use plan only proposes minor changes to existing land uses (no changes within the station area) and continues the community's focus on industry.

b. Transportation and Travel Patterns

Melrose Park is a job rich community, bringing workers to the village. Given the size of the industrial area, it is estimated that most employees drive to their employment site, although no additional information on where employees live was available. The village has a population of about 23,200 and about 27,800 jobs. The community has good proximity to major highways and O'Hare International Airport.

The primary arterial roadways in the station area are North Avenue (travels east-west) and 25th Avenue (travels north-south). North Avenue is a high volume arterial, carrying between 57,000 and 63,000 vehicles per day. 25th Avenue is a major connector to I-290 and the industrial areas of Melrose Park and carries an average of 22,000 vehicles per weekday. Other major north-south arterials in the village include Broadway Avenue near the center of the village, 1st Avenue on the eastern border and Mannheim Road on the western border.

The Metra UP – West Line serves the Village of Melrose Park. The commuter rail station, located near Broadway and Main Street, accommodates about 110 boardings per day. Ridership at this station has remained relatively stable over time. The 1999 Metra "Mode of Access" study showed that the largest number of riders from this station drive alone (62%), which is slightly higher than the Metra system average of 54%. Other modes of access to the station include walking (8%), drop off (15%) and carpool (16%)*. One surface lot provides parking for Metra commuters. The parking spaces are a combination of monthly permit and daily fees. Overall, Metra parking is about 82% occupied.

Three Pace bus routes serve the village: Route 318 (North Avenue), Route 303 (Madison Street / 19th Avenue) and Route 325 (25th Avenue). Weekday ridership averages 1,631 riders on Route 318, 846 riders on Route 303 and 663 riders on Route 325.

c. Future Development Plans

Development in Melrose Park has invested more than $200 million in a variety of projects during the past four years and the village anticipates continued strong redevelopment interest. Planned and recent development includes a new movie theatre, restaurants, a rehabilitated grocery distribution center, a renovated auto dealership, new housing including senior apartments and an assisted living facility and continued infrastructure investment. The community is active in its use of TIF to spur redevelopment and recently built a new village hall with a park and soccer field at 25th Avenue and Lake Street.

There are a number of parcels available or soon to be available for redevelopment, including sites close to the proposed station area. The larger industrial corridor through Northlake, Melrose Park, Bellwood and Broadview is viewed as being ripe for redevelopment. The village is working with some of the larger property owners in the community to discuss revitalizing its housing market and is interested in working with employers to address employee housing opportunities.

Stone Park may have some interest in redeveloping its portion of North Avenue with commercial, although this will need to be determined. Stone Park is in the process of developing a comprehensive plan and updating its zoning code and expects to have plans in place within two years.

* Total of 101% due to rounding.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

As shown in Exhibit 11 and discussed below, the possible development sites in Melrose Park are located along North Avenue, a heavily-traveled industrial and commercial corridor. Many of the properties are older factories, some of which are no longer in operation. The sites offer excellent opportunities for redevelopment as warehouse / distribution facilities or light manufacturing.

Properties within ½ mile of the station

- *Site M1* is located on the south side of North Avenue and on the west side of the ICS right of way, within just 200 feet of the proposed station. The parcels are currently developed with single story industrial and service businesses. Buildings appear to be at least 40 years old. This location offers an excellent opportunity for station-oriented retail and service businesses, but the existing buildings would probably have to be demolished and pedestrian access created. Priority 1.

- *Site M2* is the former Zenith factory at the northeast corner of North and 25th Avenues. A development company recently acquired the property and is in the process of redeveloping the site with modern warehouse / distribution buildings. Phase I of this 450,000 square foot project is underway. Priority 1.

- *Site M3,* also on the north side of North Avenue, is located east of the M2 site. It is currently owned by Ford Motor Company and is used for automobile parts manufacturing. However, the plant is slated for closure in less than three years, offering an opportunity for industrial redevelopment. Priority 1.

- *Site M4* is the Benjamin Moore factory and office facility located at the northwest corner of North and 25th Avenues, directly across the street from the M2 site. The plant will be closed this year, providing another prime industrial redevelopment location. Priority 1.

- *Site M6* is the former Heilig-Meyers furniture store on the northeast corner of North Avenue and Cornell. The building (over 44,000 square feet) is for sale. Priority 2.

- *Site M7* consists of multiple low-rise buildings on both the north and south sides of North Avenue, to the west of the ICS right of way. Some of the properties on the south side are located in Stone Park. Similar to the M1 site, these single-story buildings are dated and unattractive. They contain small service and industrial businesses that would need to be relocated. Priority 3.

- *Site M8* contains buildings located along both sides of 25th Avenue between North Avenue and Lake Street. (Some of the parcels are more than a half-mile from the station site). Although the 25th Avenue corridor area has attracted some redevelopment activity of late (a renovated car dealership and a big-box warehouse on the west side of the corridor), most of the parcels contain older, obsolete industrial uses that are candidates for redevelopment. Some properties will need environment remediation and road improvements on 25th would be necessary to handle increased traffic loads. The area is part of a Melrose Park TIF district. Priority 3.

Properties between ½ and one mile of the station

- *Site M5* is the Melrose Crossing Shopping Center at the northeast corner of North Avenue and Mannheim Road. This large strip center has never been successful as a retail location. At the present time, it is only partially occupied and many of the tenants are considered to be marginal. Redevelopment would require demolition of the existing buildings and improved access. Priority 1.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development / redevelopment opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 12 - Base Scenario), assumed all development opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 13 - TOD Scenario), assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

In Melrose Park, the community preferred scenario (Exhibit 14) continues the land use trend of industrial and warehouse uses in all four quadrants of the ICS and North Avenue station area. As a result of the existing grade separation and the extremely high traffic volumes carried along North Avenue, all quadrants function independently. Minor modifications to the existing land use patterns include the development of higher density residential infill along North Avenue west of the ICS.

Although there are residential communities to the southwest and east of the station, most of the land use in the area is industrial. Access from these neighborhoods and work sites would be through the industrial areas or along North Avenue. Unless present conditions are improved, potential transit users would need to either drive to the station, requiring parking facilities, or use shuttles to get to employment sites. This lack of pedestrian infrastructure along North Avenue, combined with the high volume of auto traffic, present significant barriers to accessing the station and other land uses, if this site is to be used by area employees and residents. Changes to the transportation system would build on the existing frontage roads north and south of North Avenue. A structured parking facility is recommended near the station.

c. Recommended Policy Changes

The assessment of the Melrose Park zoning ordinance found the following:

Regulations supportive of TOD

- Allows single-family lot size of 4,125 square feet.
- Multi-family district allows up to 50 dwelling units per acre.
- Residential uses allowed in manufacturing district.
- Commercial, manufacturing and industrial districts allow 75' height and 90% lot coverage.
- Shared parking lot allowance for commuters during day and shoppers other times
- No bulk requirements in industrial district allow the market to determine size for each site.

Regulations inconsistent with TOD

- Maximum lot coverage in single-family should be increased from 30% to 60%.

As a result of this assessment, the following zoning ordinance changes are recommended to implement to TOD scenario:

Regulatory changes to encourage TOD on sites near station

- Dimension of parking spaces should be reduced from 10' x 20' to 8.5' x 18'.
- Allow residential uses in commercial districts.

Exhibit 11: Melrose Park Station Area and Development Sites

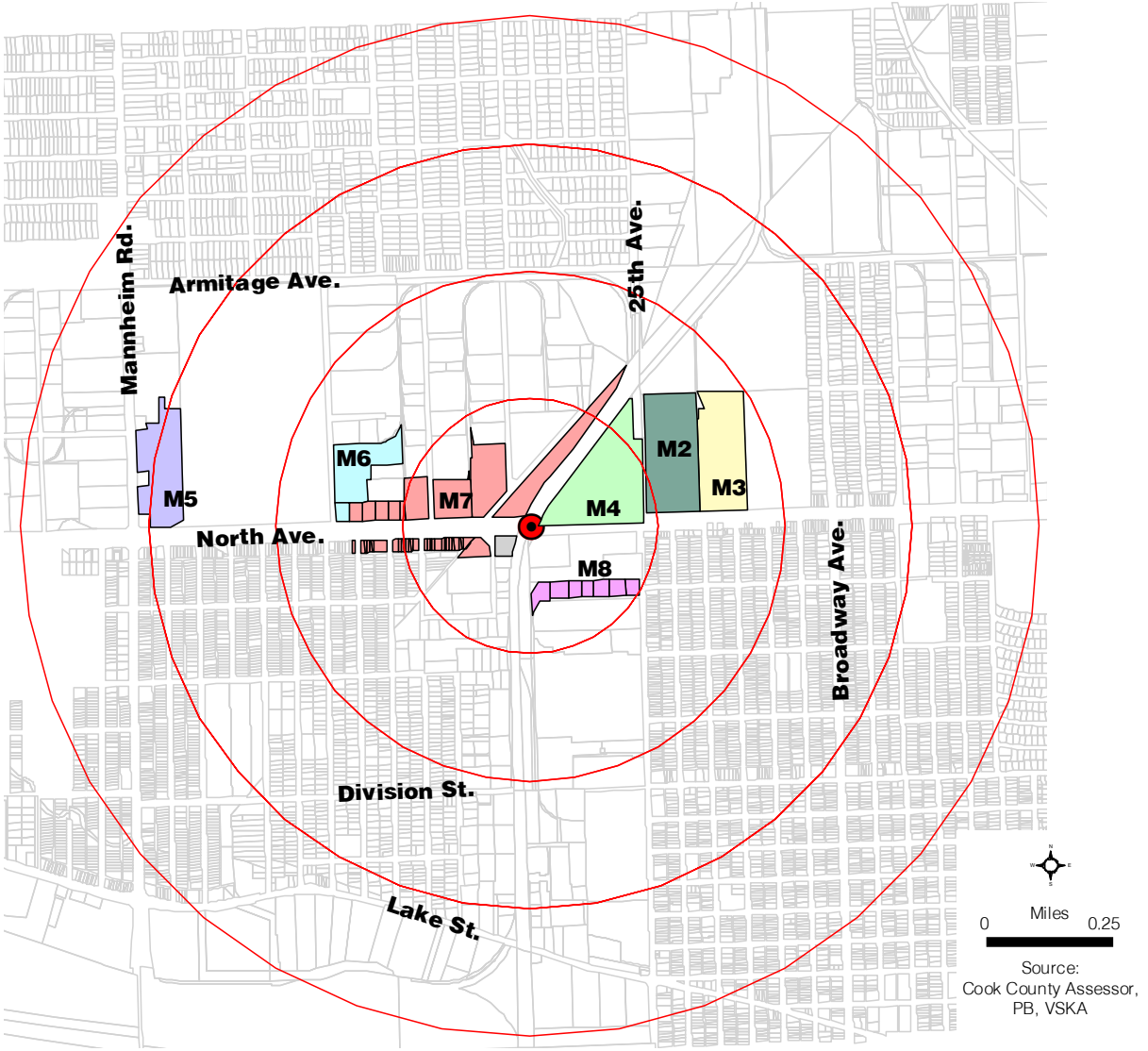


Exhibit 12: Melrose Park Base Scenario

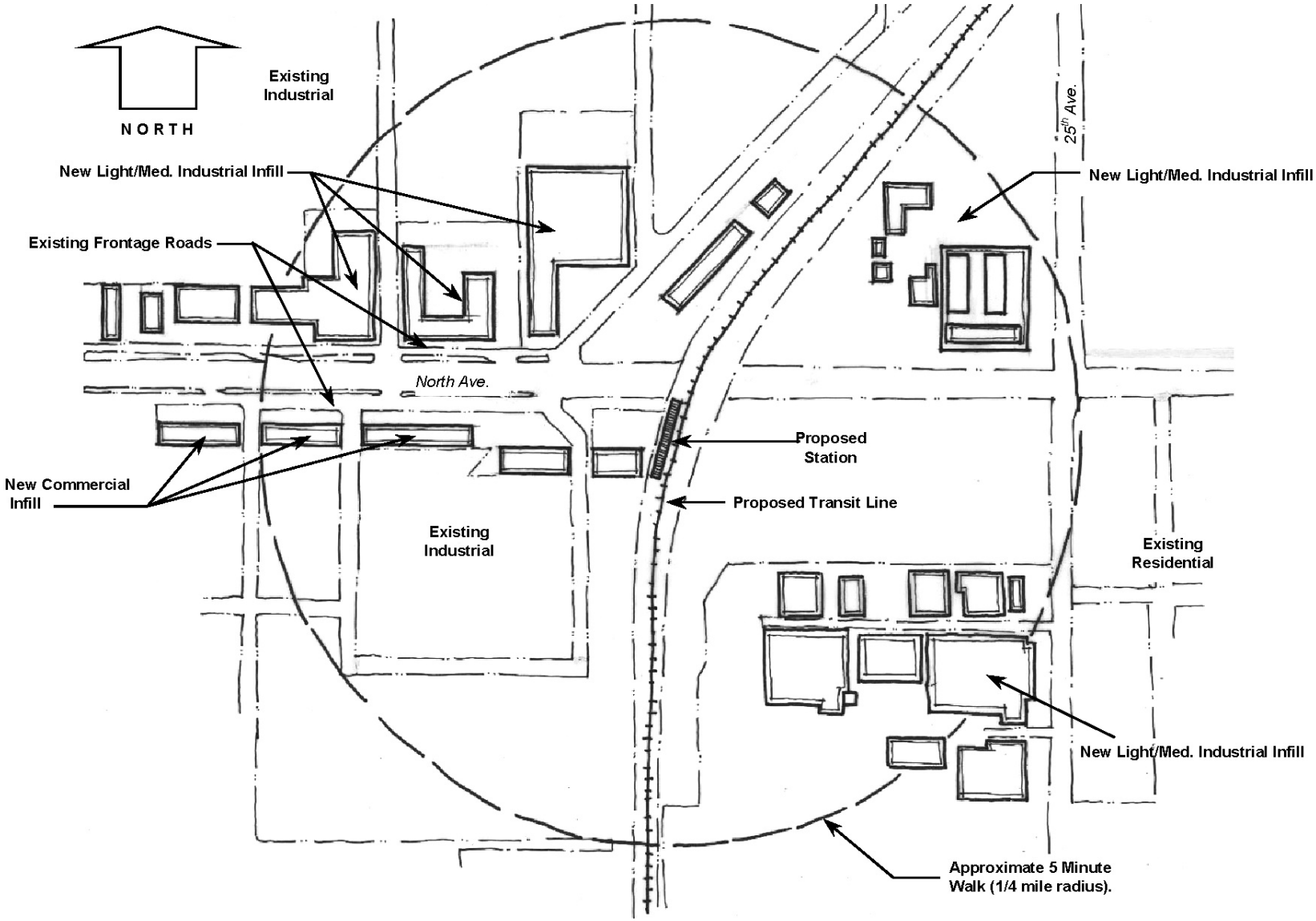


Exhibit 13: Melrose Park TOD Scenario

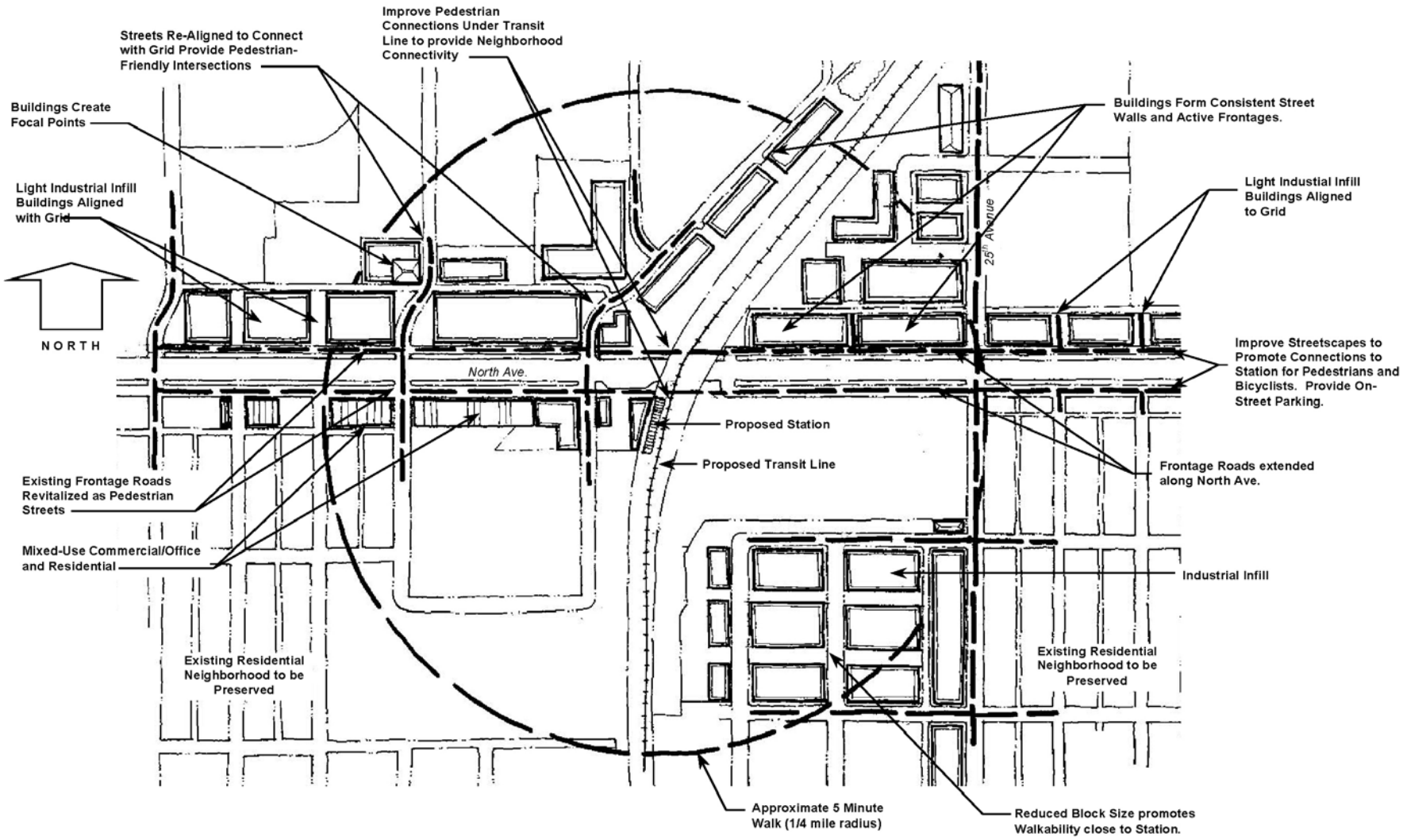
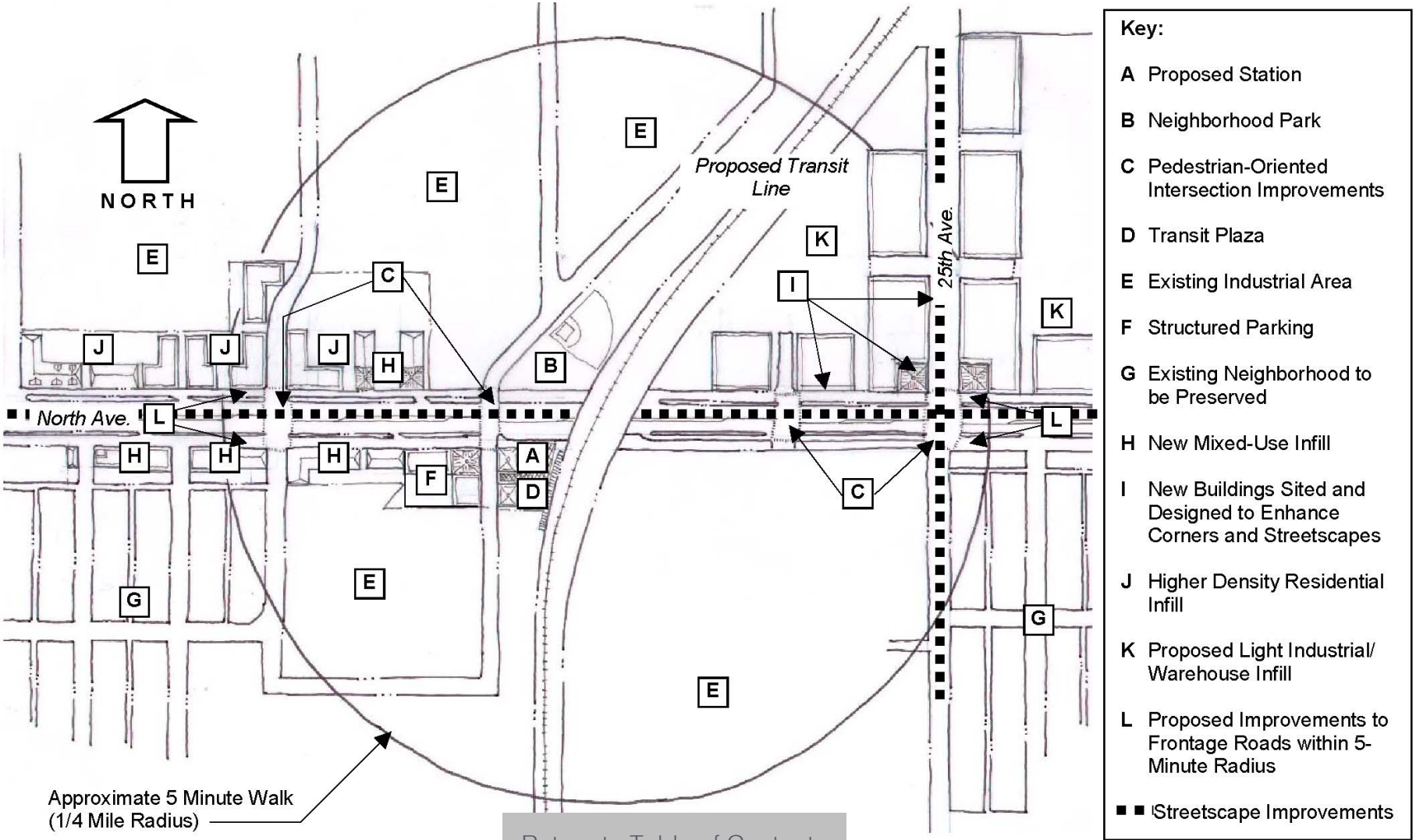


Exhibit 14: Melrose Park Community Preferred Scenario



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C. Bellwood

Bellwood is immediately located north of I-290. Major north-south streets include Mannheim Road (US 12/20) and 25th Avenue. St. Charles Road is the town's primary east-west roadway and the town's northern boundary is the Metra UP - West Line.

1. Proposed Station Area

The southeast intersection of the proposed ICS and the existing Metra UP – West Line is identified as the potential station area (Exhibit 15 at the end of this section). Obsolete warehouses currently occupy the proposed station site and there are a number of sites within the immediate area that would be available for redevelopment. Melrose Park is just north of the station site and is interested in working with Bellwood to create a full intermodal transfer facility at this site. Bellwood is interested in relocating their existing Metra UP – West Line stations to this new station, as is Melrose Park.

This station area would be greatly affected by a proposal to separate the at-grade intersection of 25th Avenue and the Metra UP – West Line. This proposal also includes the widening of 25th Avenue. The UP Proviso Yard is one of the busiest rail yards in the nation and congestion in the yard can cause delays for crossing traffic on 25th Avenue. Melrose Park and Bellwood are actively working together to address this transportation problem.

2. Existing Conditions

a. Land Use and Existing Zoning

Existing land use in the half-mile station area is primarily industrial. St. Charles Road, the primary east-west road through Bellwood, is a mix of residential and community shopping, with some restricted industrial fronting the street.

The village is in the process of updating its comprehensive plan and recently selected a planning consultant.

b. Transportation and Travel Patterns

The village has a population of about 20,500 and about 8,000 jobs. The village's location offers convenient transit and road access to all points in the region. Primary employers are Borg Warner, MW / Sanford, RMT Technology and Stratton Hats, supplemented with a number of smaller firms.

The primary north-south streets include Mannheim Road, which carries about 36,000-38,000 ADT and 25th Avenue, which carries about 22,000-28,000 ADT. Both roadways carry significant volumes of truck traffic. St. Charles is the town's primary east-west roadway and carries about 14,000 ADT. Its location offers convenient transit and road access to all points in the region.

Washington Boulevard begins at Butterfield Road, carrying about 10,000 ADT. Butterfield Road travels southeast-northwest and ends at St. Charles, carrying about 19,000 ADT. Lake Street is located just north of the proposed station location and carries about 19,000-23,000 ADT.

The Metra UP – West Line serves the Village of Bellwood. The commuter rail station located just east of Mannheim Road is grade separated over the UP tracks. Ridership at this station has remained relatively stable over time. In 2002, total ridership on an average weekday was about 220 boardings. Two surface lots provide parking for Metra commuters. All of the parking spaces are daily fee spaces. Overall, Metra parking is about 50% occupied. The 1999 Metra "Mode of Access" study revealed that rider access to the Bellwood station is primarily by driving alone (60%), followed by walking (23%). Other modes are by driving for a car-pool (6%) and being dropped off (6%) and by using the bus (3%) and being a rider in a car-pool (3%).

Three Pace bus routes serve the village: Route 313 (St. Charles Road), Route 310 (Madison Street / Hillside) and Route 325 (25th Avenue). Weekday ridership averages 1,527 riders on Route 313, 1,128 riders on Route 303 and 663 riders on Route 325.

c. Future Development Plans

Bellwood is interested in creating a town center near Washington Boulevard and Eastern, just less than 0.7 miles from the potential station. The village is thinking about designating the area as a TIF district to foster redevelopment, as most buildings are obsolete. The community currently has three existing TIFs, two of which were used to develop senior housing along the Prairie Path, a bicycling and walking trail. The community is looking to rehabilitate its existing housing stock and add a mix of housing types to spur revitalization efforts. Current work is focusing on paving alleys and streets and upgrading sewers.

Another transportation project, developed in agreement with Melrose Park, is the grade separation of 25th Avenue and the Metra UP – West Line rail tracks. The grade separation will eliminate access to the industrial area in the northeastern quadrant (located in Melrose Park), so this will need to be addressed. The 25th Avenue grade separation project will include some streetscaping and maintain some access to the existing land uses.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Described below, and shown in Exhibit 15, are possible development sites within the Village of Bellwood. Village representatives identified desirable locations for retail, recreation and/or residential development near the proposed station.

Properties within ½ mile of the station

- *Site B1* is located at the northwest corner of Lake Street and 25th Avenue. It is within the municipal boundaries of Melrose Park, although it is much closer to the proposed Bellwood ICS station. Melrose Park would like to develop athletic fields on this property. It is south of the existing village hall. Priority 1.

- *Site B3* contains properties at or near the intersection of 25th Avenue and St. Charles Road and on the east side of 25th between Lake Street and St. Charles. Some of the parcels lie within the boundaries of Melrose Park. Existing uses are low-quality industrial, commercial and residential. Some parcels are already under village ownership. Bellwood would like to see retail redevelopment at the corner of St. Charles and 25th Avenue and stretching to the west along St. Charles. Priority 1.

- *Site B5* is within the Village of Melrose Park. Some of the properties extend beyond ½ mile from the proposed Bellwood ICS station. They are close to the existing Metra UP - West Line Melrose Park station located at Broadway (19th Avenue) and Main Street. Current uses are a mix of retail, service and residential. Melrose Park would like to see new single and multi-family residential development to take advantage of proximity to two stations and to boost customer support for retail businesses. Some of the existing properties have deteriorated and could be redeveloped. Priority 1.

- *Site B6* is located south of Lake Street and west of the ICS in Melrose Park, though it is physically closer to the Bellwood station. The Village of Melrose Park sees this as a redevelopment opportunity once the grade separation is completed. At present, the site is inaccessible. Priority 1.

- *Site B7* is the former ABC NACO steel plant. It is a large heavy industrial building that would need to be demolished and redeveloped. The site totals 19.5 acres and is on the market for $3.9 million. This location has been discussed as a multi-modal transportation center, providing access to commuter rail and Pace bus. It would replace the existing Pace bus facility located further west on Lake Street. Priority 2.

- *Site B8* is located on St. Charles Road near Eastern Avenue. Redevelopment of the site would involve changing the Bellwood public works facility and VFW hall to commercial uses. Priority 3.

Properties between ½ and one mile of the station

- *Site B2* is located north and south of the intersection of Washington Street and Eastern Avenue. It is a very large area currently occupied by multiple uses. The Village of Bellwood would like to develop a town center at this location. A portion of this site is owned and occupied by Nicor, an energy utility holding company. Other existing uses include a park and industrial firms along Randolph between Eastern and the ICS right of way. Relocation of the industrial users would be needed and the village would have to swap land with the Park District. While this is a long-term redevelopment objective, it is a high priority of the village. Priority 1.

- *Site B9* includes retail and other commercial businesses at Mannheim Road and St. Charles Road. Lots are shallow and the existing businesses do not present a quality image. Priority 3.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development / redevelopment opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 16 - Base Scenario), assumed all development / redevelopment opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 17 - TOD Scenario), assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

In Bellwood, the community-preferred scenario (Exhibit 18) incorporates the existing rail yard in the northwestern quadrant of the ICS and the Metra UP – West Line and the existing industrial area in the northeastern quadrant. South of the Metra UP – West Line, however, an aggressive transit oriented development plan is proposed. The immediate station area includes a transit plaza and a parking structure on the east side of the ICS. The southeast quadrant includes new mixed-use infill, a neighborhood park and higher density residential infill. The southwest quadrant includes primarily higher density residential infill. New mixed use, with retail on the first floor and residential on the second floor is proposed for the land uses fronting St. Charles Road.

Changes to the transportation system include a proposed pedestrian overpass or underpass across the Metra UP – West Line just east of the ICS at 28th Street and new roadways throughout the southern portion. In the northeast quadrant, no internal street or walkway system is present. A grade separated pedestrian facility over the Metra UP - West line at 28th Street would facilitate safe

pedestrian crossing for employees to access jobs in this area. Depending on the number of employees in this quadrant, it could be beneficial to utilize a Pace van for connections to the station.

To serve the area south of the Metra UP – West Line, a grid street system would be developed for both quadrants. Currently, streets in these quadrants are discontinuous due to the presence of both rail lines. An internal grid system is needed to facilitate movement between land uses. Existing grade separations are located at the ICS crossings at Lake Street and St. Charles Road and the new grade separation project at 25th Street and the Metra UP - West Line would create additional opportunities for connecting the uses. Other areas for pedestrian facilities would be at Grant Street and the ICS and at 28th Street and the Metra UP - West Line.

Finally, three Pace routes provide service in or near the ¼ mile station area. However, none of these routes connect to the proposed station location, but each route is about 2 to 3 blocks away. Consideration should be given to re-routing some of the existing service to connect to the proposed station, or making sure that there are sidewalks and informational signs notifying users of the connections.

c. Recommended Policy Changes

The Village of Bellwood is in the process of having both its comprehensive land use plan and zoning code redone, so an analysis was not completed.

Exhibit 15: Bellwood Station Area and Development Sites

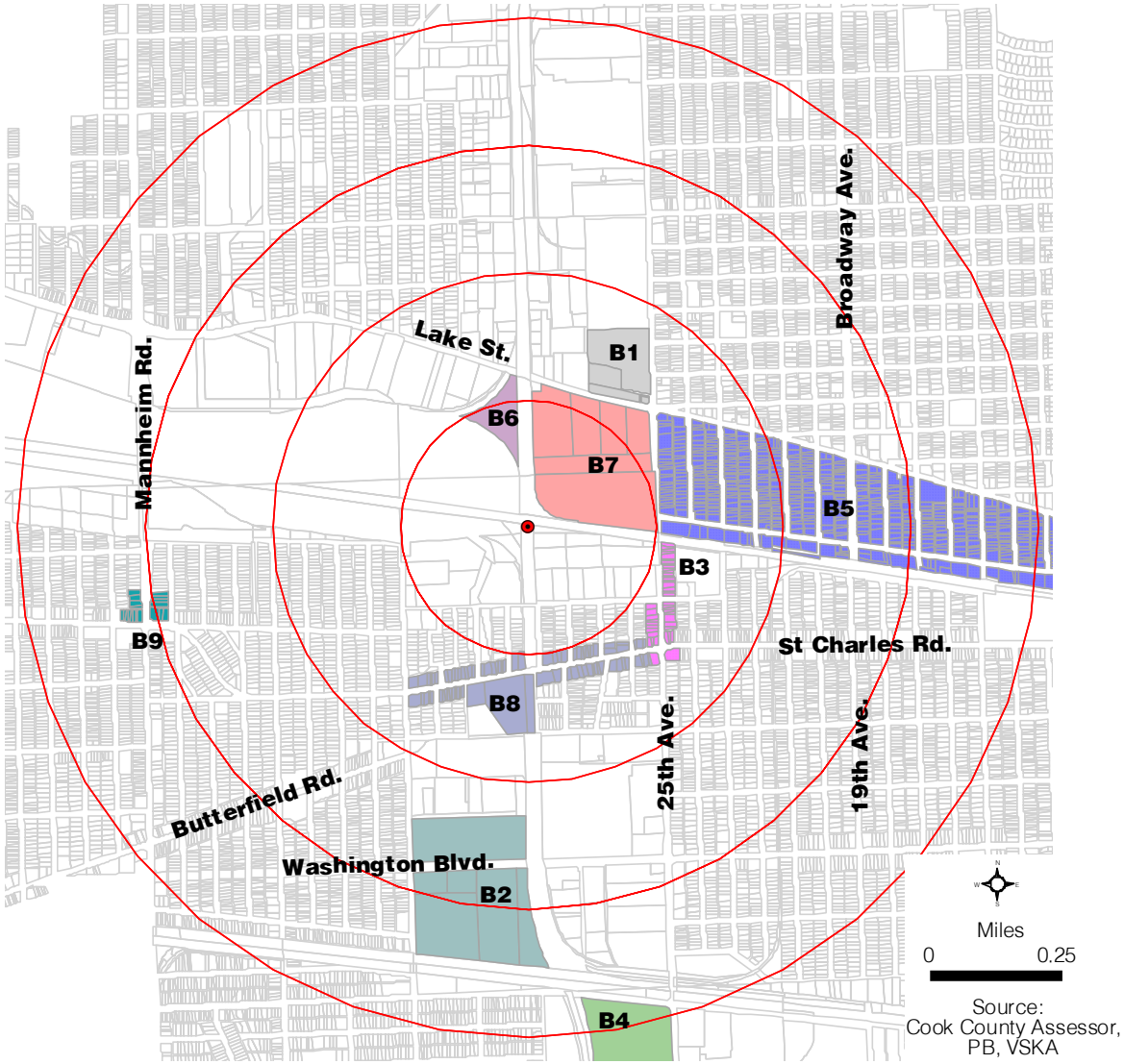


Exhibit 16: Bellwood Base Scenario

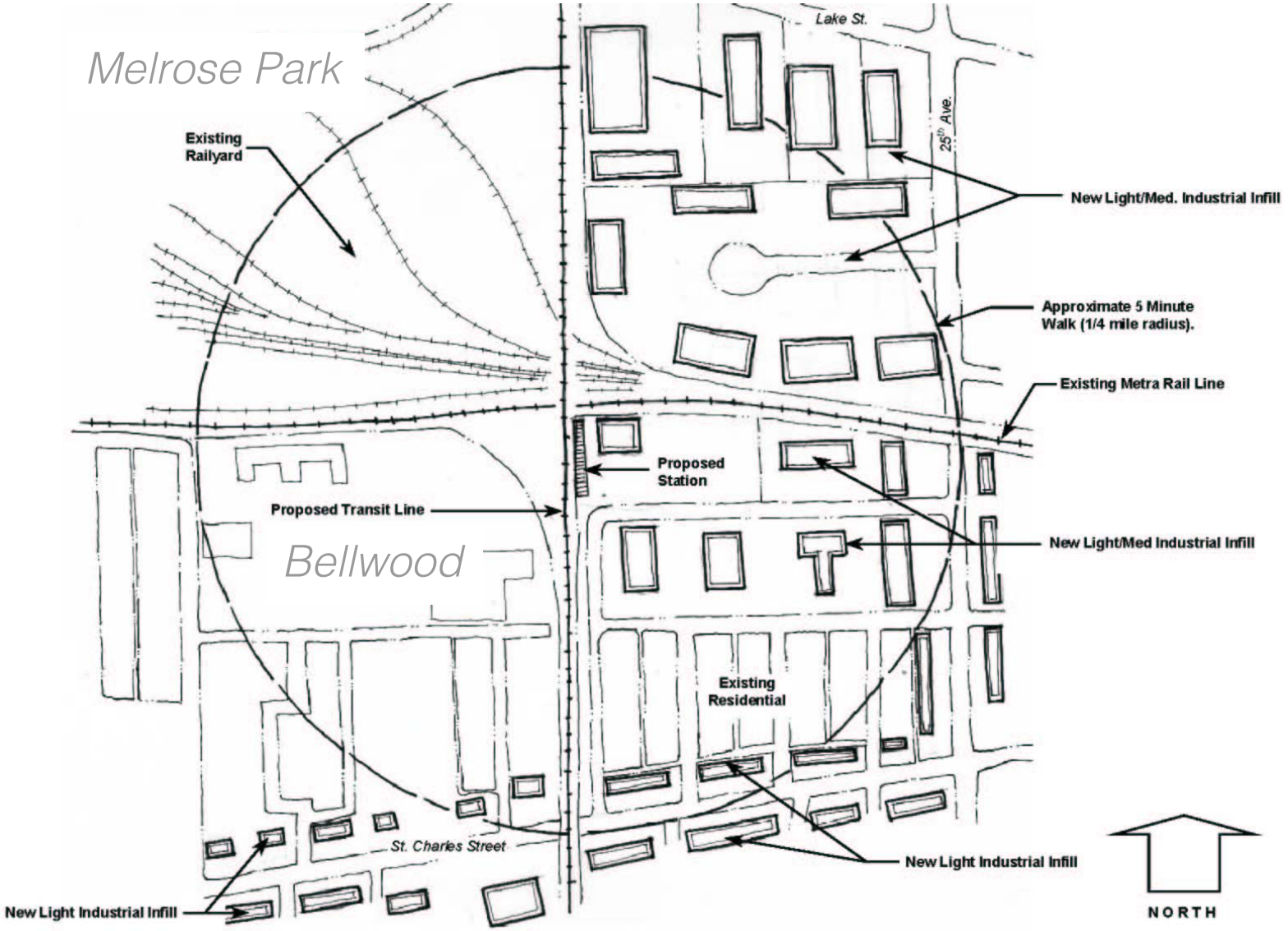


Exhibit 17: Bellwood TOD Scenario

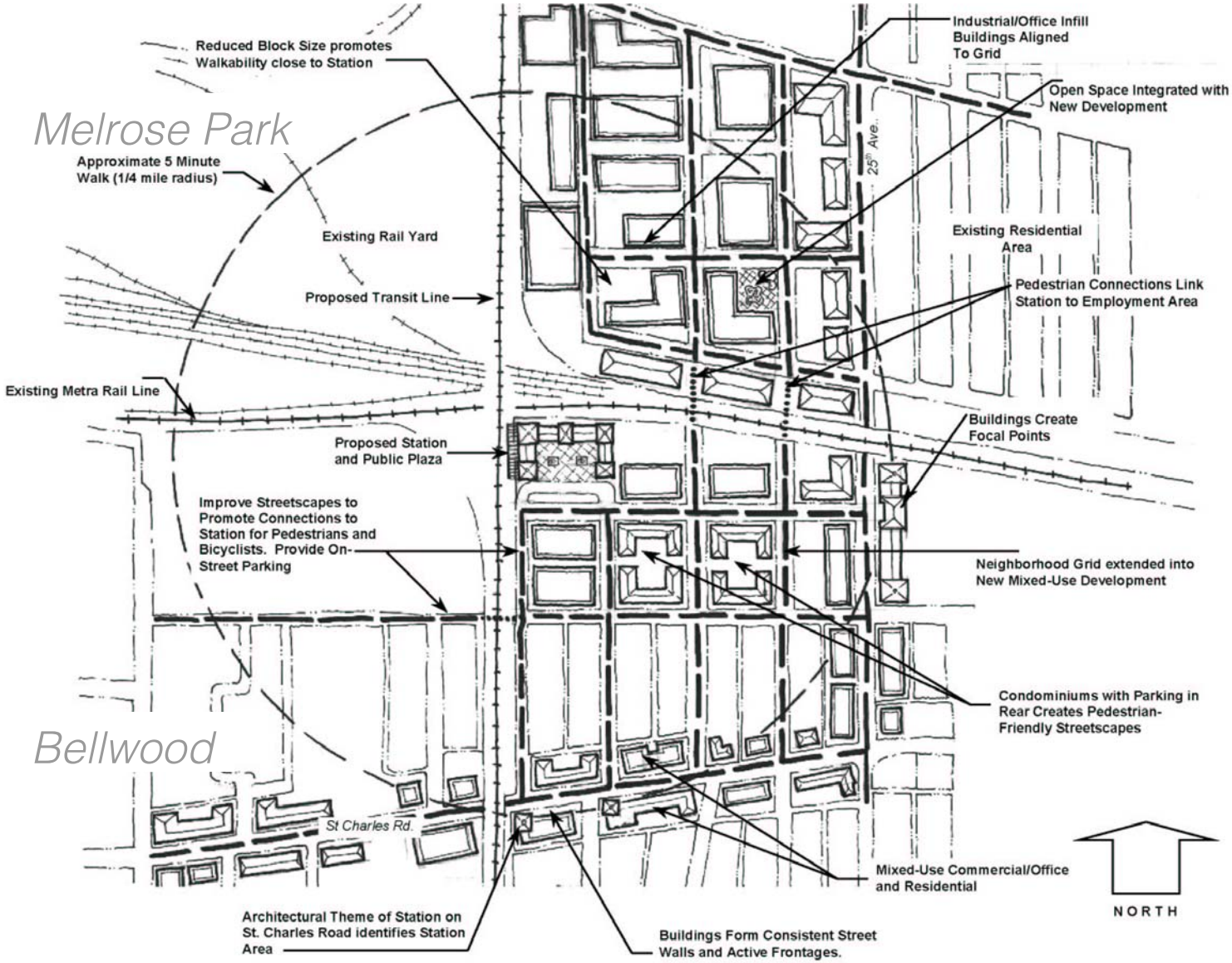
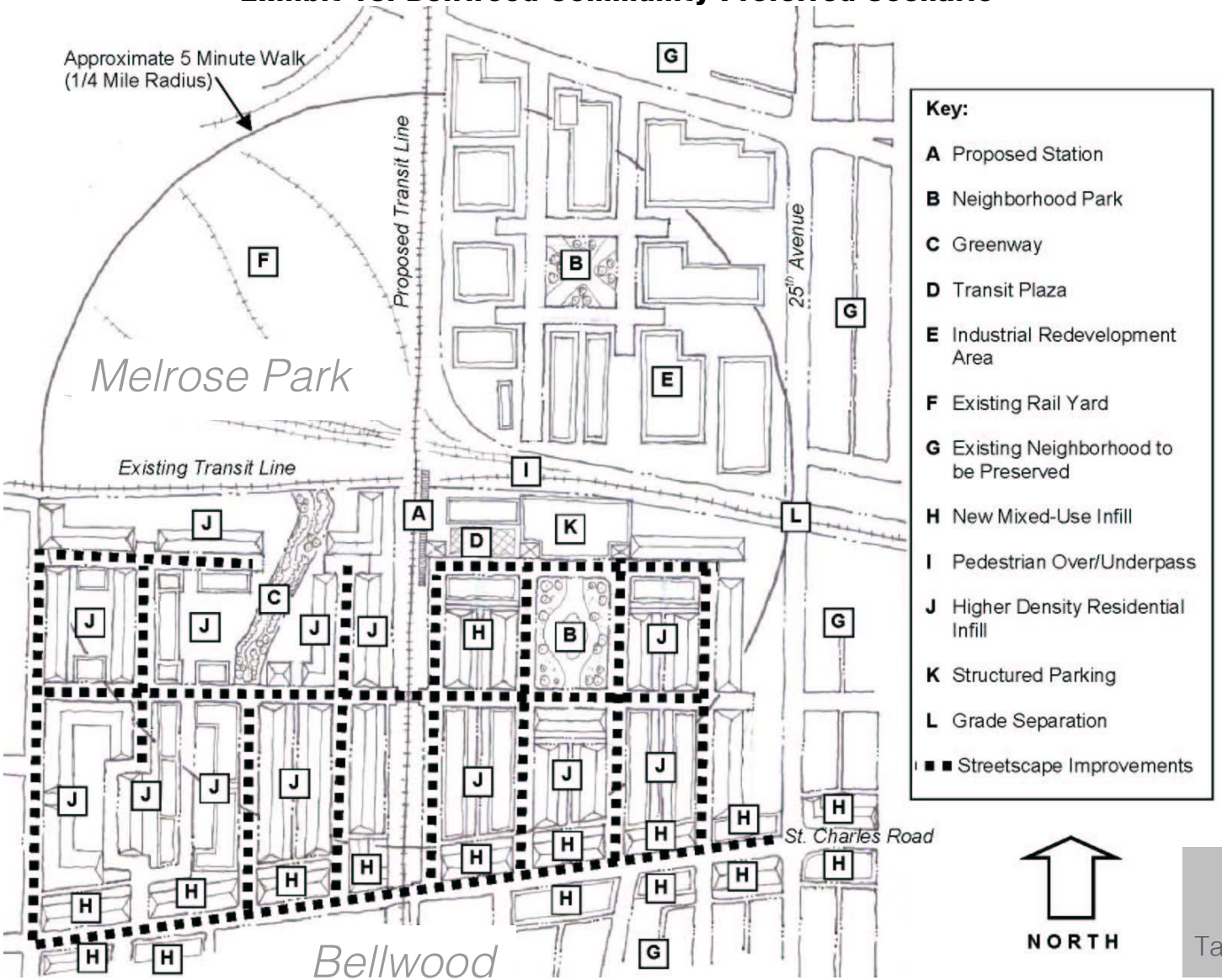


Exhibit 18: Bellwood Community Preferred Scenario



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D. Broadview

The Village of Broadview is immediately south of I-290 and is roughly bounded by Gardner (west), Cermak Road (south), 9th Avenue and 13th Avenue (east) and I-290 (north). Roosevelt Road is the primary east-west thoroughfare while 25th Avenue is the primary north-south link. The community has is a mix of industrial, commercial and residential development. Gardner, the western boundary of the community, is one block west of the ICS rail line.

The Village of Westchester is west of Gardner. Westchester is an irregularly shaped community that stretches from I-290 to 31st Street and east-west from Gardner to beyond Wolf Road. The new station in Broadview will affect the eastern section of Westchester, so a discussion of activity around this station area should include this community.

1. Station Area

The proposed station area is on the northeast corner of Roosevelt Road and the ICS rail line (Exhibit 19 at the end of this section). The intersection of Roosevelt Road and the ICS tracks are grade separated with a road overpass. Access to the station site would be from 25th Avenue or from access roads that parallel Roosevelt Road. The ICS corridor is lined with industrial uses along both sides of the tracks.

East of 25th Avenue along Roosevelt Road, the Village of Broadview has a number of plans to redevelop the existing street fronts. West of the ICS tracks along Roosevelt Road, industrial and office space line the south side of the street while the north side of Roosevelt Road has some convenience commercial buffering smaller single-family residential.

Parking could be accommodated on a four-acre parcel on the southwest corner of Roosevelt Road and the ICS, with access from Roosevelt Road. Accessing the station site from the west side of the tracks may be problematic unless changes are made to the bridge and other infrastructure. Currently, the bridge is not pedestrian friendly and there are few access points from the Westchester neighborhoods to the rail tracks.

2. Existing Conditions

a. Existing Land Use / Comprehensive Planning / Existing Zoning

Broadview adopted a new comprehensive plan in 2000 and updated its zoning code in 2001 to support the plan. The future land use map in the comprehensive plan reflects commercial and mixed-use development along Roosevelt Road (to the east of 25th Avenue, as well as along 17th Avenue). In 1998, the village established a TIF district along Roosevelt Road to foster the redevelopment of the corridor.

Westchester does not have a comprehensive plan. Its zoning code was last revised in 1982, when language for planned unit developments (PUD) was added. This language fostered residential and commercial development, primarily in the southwest corner of the village.

b. Transportation and Travel Patterns

Broadview has a population of almost 8,300 and an equal number of jobs. According to village officials, about 5% of the employees live in Broadview. Other employees come to the village from Berwyn, Brookfield, Westchester, Melrose Park and Bellwood. Many of the residents travel to jobs in Naperville and Chicago (especially to AT&T, ComEd and Ameritech). Westchester has a population of 16,800 and employment of 12,000. No information regarding travel patterns was available from the village.

Roosevelt Road, being the primary east-west arterial and the first arterial south of I-290, carries the highest amount of traffic in the village, about 30,000 ADT. The village expects that Roosevelt Road will be widened to improve traffic flow. Major north-south roads include 17th Avenue and 25th Avenue. Average daily traffic along 25th Avenue ranges from approximately 14,000 south of Roosevelt Road to about 21,000 north of Roosevelt Road. Roosevelt Road and the other major arterials – 17th, 25th and Cermak – are under IDOT jurisdiction. The community also expects that 17th Avenue, as a major connector to I-290, will be widened.

Broadview does not have any fixed rail transit. Four Pace bus routes serve the village: Route 301 (Roosevelt Road) carries the highest volume with 1,045 average weekday riders. Route 308 (Medical Center) has the second highest ridership, with 901 average weekday riders. Route 325 (25th Avenue) carries 663 average weekday riders. Route 317 (Westchester) has 329 average weekday ridership.

Broadview recently conducted a business survey with questions about transportation issues. The village learned that there is support for increasing public transportation alternatives and improving roadway conditions for trucks. The village is currently adding sidewalks along 25th Avenue.

c. Future Development Plans

Broadview is currently in the process of assembling land for redevelopment along Roosevelt Road. In accordance with its comprehensive plan, the village envisions capitalizing on first floor specialty retail (with second floor loft condo residential above), to complement the big-box retailers at Broadview Village Square (Cermak and 17th).

At the station site, Broadview would like to develop a hotel just north of the station. An in-town hotel would provide local businesses with nearby housing for out-of-town employees and meeting space, as well as providing space for other visitors to the area. Other

development desires includes new residential at Cermak Road and 9th Avenue. The village is also interested in keeping its industrial corridor and is looking for new development along Cermak from 17th to 19th Avenues.

According to Westchester's village manager, the Westchester village board is starting to think about an economic development or a comprehensive plan, but no decision has been made to date. If the board decides to foster economic development, it is likely that efforts will focus on Roosevelt Road from Westchester Boulevard to Mannheim Road and on Mannheim Road from Roosevelt Road to Cermak Road, both outside of the study area limits.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Detailed below and shown in Exhibit 19, are possible development sites within the station area. Potential redevelopment sites are located primarily along Roosevelt Road, both east and west of the station. Most of the locations are within the Village of Broadview, but some of the westernmost sites are in Westchester.

Properties within ½ mile of the station

- *Site BW1* is located at the northwest corner of Roosevelt Road and 25th Avenue. Just under eight acres in size, the property is currently owned by a church. It is the best location for the ICS station and offers space for related retail and commercial development. The village would like to see a hotel and convenience shopping on this or an adjoining parcel to the north. Priority 1.

- *Site BW2* is the Village of Broadview's TIF district. It stretches along both sides of Roosevelt Road from 25th Avenue east to 11th Avenue. Some of the parcels are more than a ½ mile from the proposed station site. Current uses include small office, commercial and apartment buildings. The village would like to see mixed-use redevelopment including both retail and multi-family residential. A developer is discussing a project with 2,500 square feet of ground floor retail space and eight loft condominiums on the north side of Roosevelt Road between 13th and 14th Avenues. Priority 1.

- *Site BW5* is a vacant lot at 9850 Roosevelt Road, on the northeast corner of Manchester. Just over a quarter-acre in size, it is listed for sale at $12 per square foot. The parcel is located in the Village of Westchester. It has potential for commercial or mixed-use development. Priority 1.

- *Site BW6* is a 4-acre industrial site currently occupied by National Van Lines and used as offices and vehicle storage space. It is located directly south of the Roosevelt Road overpass. Local officials believe that the property may be vacated in the near term. The site could be redeveloped for another industrial user. Priority 2.

- *Site BW8* consists of small-scale commercial buildings located on the north side of Roosevelt Road between Gardner and Newcastle in Westchester. Some parcels are beyond a ½ mile from the station area. This strip is similar in character to Site BW2. Proximity to the proposed station suggests an opportunity for long-term redevelopment for housing and retail uses. Priority 3.

- *Site BW9* is located on the west side of 25th Avenue between Filmore and Harvard, to the north of the proposed station. In addition to a vacant parcel, a Public Storage mini-warehouse and a 150,000 square foot single-story building currently occupy the site. In the long run, this site could be redeveloped for more intensive commercial uses including the preferred hotel / conference center, retail or mixed-use. Priority 1.

Properties between ½ and one mile of the station

- *Site BW3* stretches along 17th Avenue from Roosevelt Road to I-290. The Village of Broadview would like to see this area redeveloped with new office and residential uses. Priority 1.

- *Site BW4* is located along Cermak Avenue between 17th and 19th Avenues. The village sees potential for industrial redevelopment. Priority 1.

- *Site BW7*, at the southwest corner of Roosevelt Road and Westchester Avenue in Westchester, is a vacant restaurant, listed for sale. Priority 2.

b. Development of Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 20 - Base Scenario) assumed all development opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 21 - TOD Scenario) assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

The Broadview community-preferred scenario (Exhibit 22) continues the trend of industrial uses in the northwest, southwest and southeast quadrants around the station. In the northeastern quadrant, a classic transit oriented development is proposed with a transit plaza, mixed-use infill, a proposed hotel / convention center complex and structured parking. Land uses along Roosevelt Road would be converted to mixed-use, with first floor retail and second floor residential. The triangular area between Roosevelt Road and Derby Lane (west of Gardner Road) would include townhomes, mixed-use developments and small public plaza space.

Changes to the transportation system would include a grade separation at Roosevelt Road and the ICS, roadway improvements in the immediate station area and streetscaping along Roosevelt Road, 25th Avenue and Gardner. Existing Pace service will serve the proposed station. The intersection of 25th Avenue and Roosevelt Road is currently signalized, but the intersection of Gardner and Roosevelt Road is not. A traffic signal should be considered for Gardner and Roosevelt and should be interconnected with the signal at 25th Avenue to facilitate pedestrian crossings near the station. Similarly, the intersection of 25th Avenue and Fillmore should be considered for signalization, as this will be the main entrance to the station area, a suggested parking structure facility and the hotel / convention center.

c. Recommended Policy Changes

An assessment of Broadview zoning ordinances was conducted, with the following findings:

Regulations supportive of TOD

- Allows for shared parking with the ULI Shared Parking Report as guideline for mixed-use buildings. Concept could be expanded to allow for shared parking for adjacent buildings or buildings within the same block, using ULI standards.
- Minimum setback of 10' in R2 and R3 frees land to be developed with additional housing units.
- Allows 60' height in O-I and M and 45' height in I.

Regulations inconsistent with TOD

- Required dimension of parking space is 9' x 19', which could be reduced to 8.5' x 18'. Parking lots and impervious surfaces will occupy less space and the remaining land could be landscaped.

As a result of this assessment, the following zoning ordinance changes are recommended to implement to TOD scenario:

Regulatory changes to encourage TOD on sites located near station

- In R3, minimum lot width of 100' should be reduced to 50' to allow infill development.
- Increase height to 60' from 45' height in C1 and C2.

Exhibit 19: Broadview Station Area and Development Sites

Exhibit 20: Broadview Base Scenario

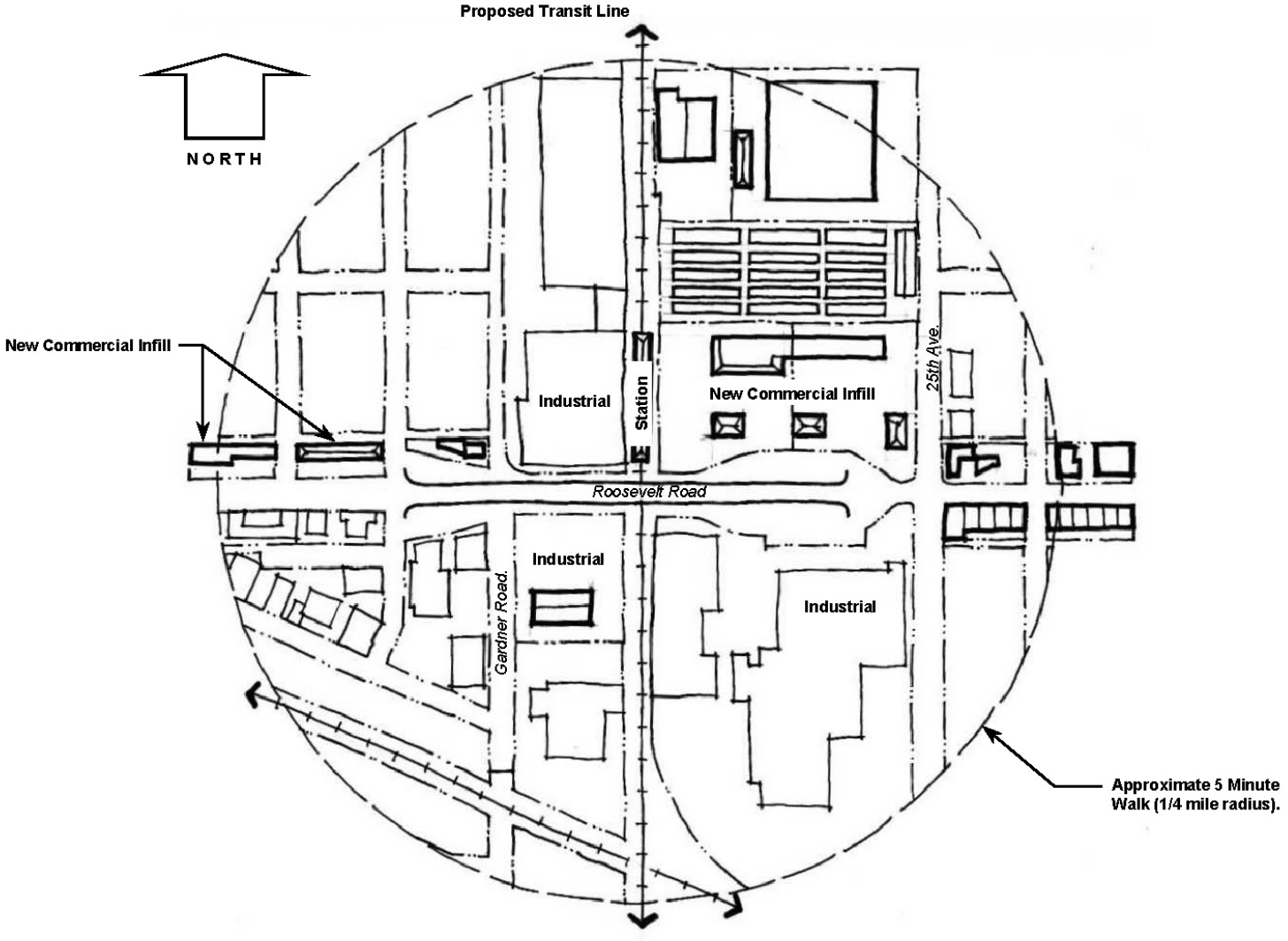


Exhibit 21: Broadview TOD Scenario

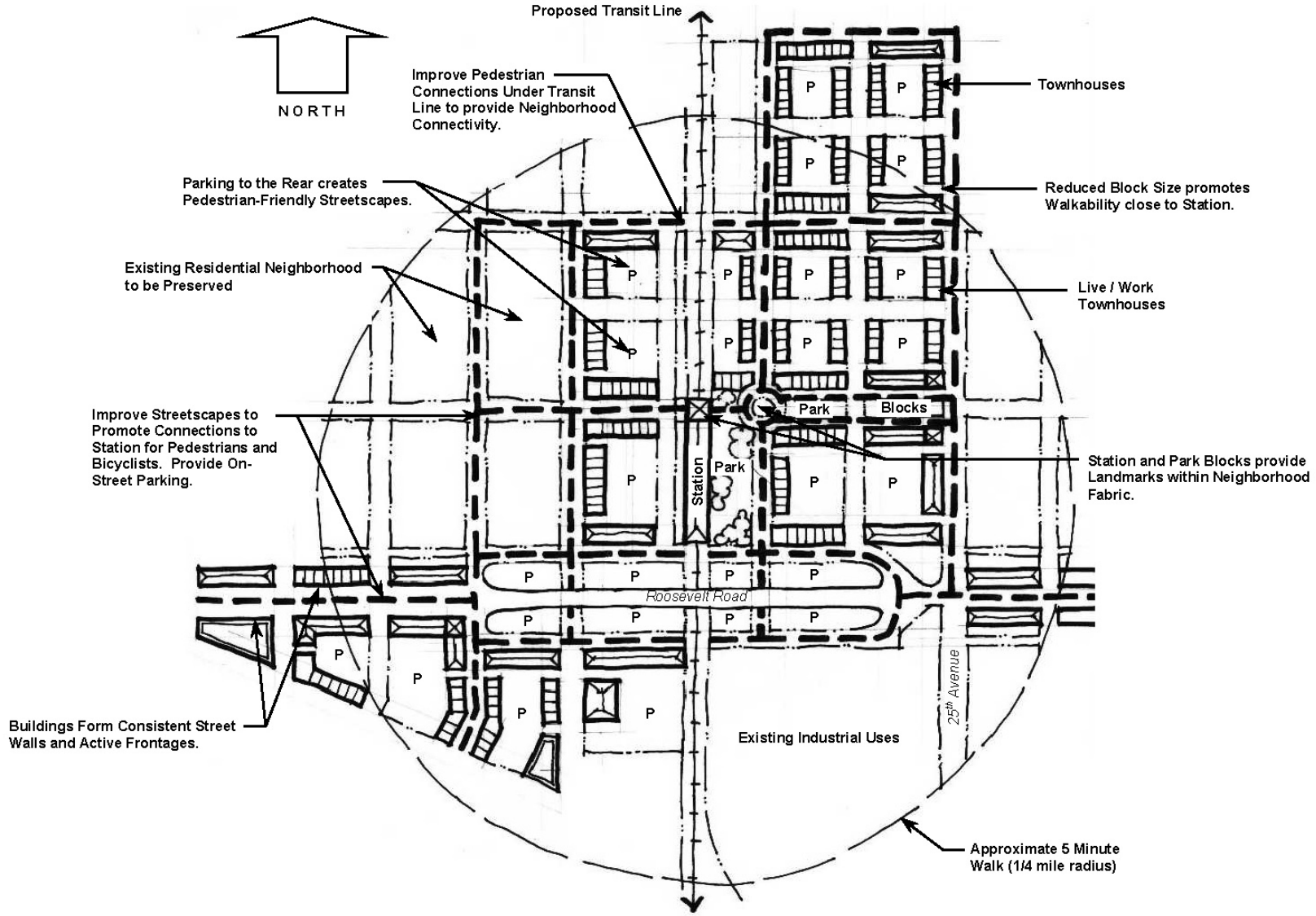
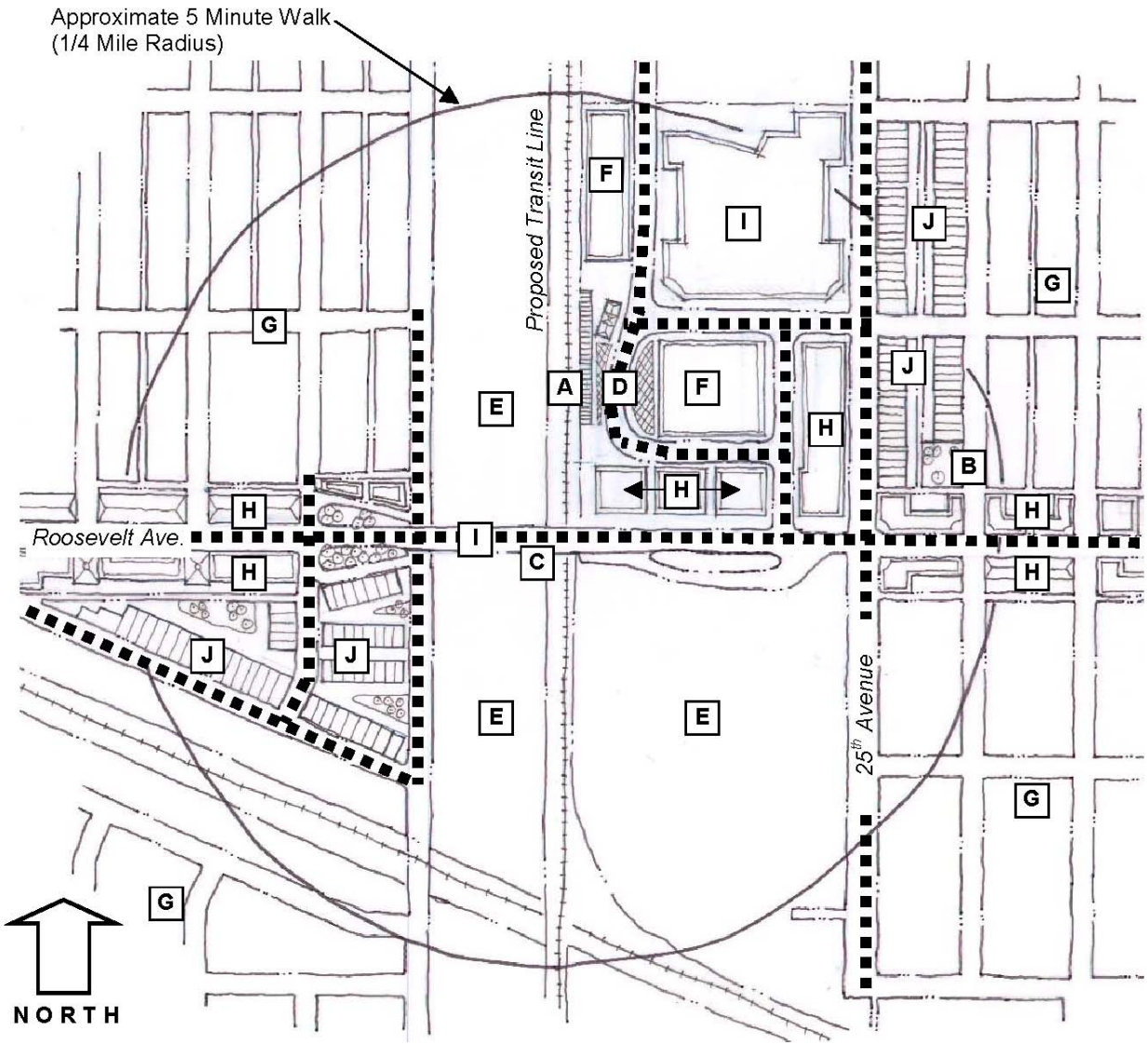


Exhibit 22: Broadview Community Preferred Scenario



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E. LaGrange Park

LaGrange Park is bounded by Cook County forest preserves to the north and west, Brookfield to the east and LaGrange to the south. Primary roads include 31st Street and Mannheim / LaGrange Road. From 1990 to 2000, the community grew by just more than 3% and the median age of the population grew younger.

The village has 145 businesses, located mostly in the Village Market (along LaGrange Road) and along 31st Street. The village has never really had a "downtown", but the Village Market serves as a retail and commercial center for the community. Most businesses are locally owned.

1. Station Area

The proposed station area is north of 31st Avenue (Exhibit 23 at the end of this section). Current land uses in the area include a small pet store and an IDOT / Cook County maintenance facility to the east of the tracks and industrial and park facilities to the west. South of 31st Street, the ICS corridor has some industrial uses but more single and multi-family residential along the rest of the corridor.

2. Existing Conditions

a. Land Use and Zoning

The village is in the process of redoing its comprehensive plan and will be updating its 1950s zoning code at the conclusion of the planning process. Interested in community involvement and suggestions, the village has engaged its residents through a survey asking for ideas as well as by creating advisory committees.

The village is debt free; it does not have any TIF districts but is open to the idea and others to stimulate economic development and other redevelopment in the community. The existing industrial in the corridor is seen as obsolete, although the village is interested in retaining the tax base, unless it can be replaced with other sources.

b. Transportation and Travel Patterns

The village has a population of almost 13,300 and about 2,800 jobs. According to village officials, many village residents are believed to commute to downtown Chicago and Oak Brook while employees for the industrial and service jobs come from the southern suburbs.

LaGrange Park's primary arterial routes are LaGrange Road and 31st Street. LaGrange Road carries about 25,000 ADT in the vicinity of 31st Street. East of LaGrange Road, 31st Street carries about 20,000 ADT, but only about 16,000 east of Kemman Avenue. Kemman carries about 9,000 ADT near 31st Street.

No existing Metra services are available. Village residents usually travel to the LaGrange Metra BNSF station to commute to Chicago. Two Pace bus routes serve the village: Route 304 (Cicero / LaGrange), which carries 888 average weekday riders and Route 330 (Mannheim / LaGrange), which carries 1,436 average weekday riders.

c. Future Development Plans

Community residents are very interested in the project, with a ten person ICS Steering Committee formed to offer input into the process. Board members are open to ideas and may consider financial tools to help foster investment in and near the station area. Steering Committee members and others participated in the land use planning workshop.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Listed below, and shown in Exhibit 23, are possible development sites within the community. Redevelopment opportunities would enhance patronage for both the ICS and existing merchants found along 31st Street.

Properties within ½ mile of the station

- *Site LP1* covers the existing 31st Street business district located between LaGrange Road and Kemman, on both sides of the street. The village sees an opportunity for new commercial and residential uses. Priority 1.

- *Site LP2* consists of the block directly to the east of the railroad right-of-way. This location has potential for commercial and/or residential redevelopment. Priority 1.

- *Site LP3* is an existing trade union hall on the south side of 31st between Kemman and Newberry. It is expected to be put up for sale soon and would be appropriate for new commercial or mixed-use development. Priority 2.

- *Site LP4* represents a long-term residential or mixed-use redevelopment opportunity along Barnsdale Avenue to the west of the railroad right of way, from 31st Street north to 26th Street. The area is currently developed with small industrial users and apartments. Priority 3.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development / redevelopment opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 24 - Base Scenario) assumed all development / redevelopment opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 25 - TOD Scenario) assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

There were a substantial number of participants from LaGrange Park, which resulted in two workshop groups being formed. From the discussions at the different tables, two conceptual scenarios (Exhibits 26 and 27) were created.

Concept #2 (Exhibit 27) was a more conservative, less ambitious scenario. Along both sides of the ICS, the proposed land uses include higher density residential infill and townhomes. Land uses along 31st Street include mixed-use infill, with first floor retail and second floor residential. The remaining land uses within the ¼ mile radius around the station would remain primarily single-family residential.

Preferred roadway improvements focus on 31st Street, Beach Avenue (east of ICS) and Barnsdale Road (west of ICS). In the northeast quadrant, the existing street grid provides good access to the station. A signal was considered for the intersection of Beach and 31st to facilitate orderly movement in the station area. Beach Street also provides good location for a drop-off (kiss-n-ride and bus). In the northwest quadrant, the east-west street grid should be continued, with a north-south access road along the west side of the railroad. In addition to these road improvements, pedestrian access was identified as a key priority.

Concept #1 (Exhibit 26) was more aggressive in terms of redevelopment in the area, replacing blocks of single-family homes with higher density development. Some blocks were envisioned to be totally redeveloped with townhomes and multi-story apartment

buildings. Two hotels were proposed, as 'bookends' on 31st Street. Extensive streetscape improvements were proposed along 31st Street, including traffic circles at Grand Boulevard and Forest Road.

In determining the community-preferred scenario, some members of the Steering Committee reviewed and revised the concepts. This resulted in the community-preferred scenario (Exhibit 28).

It should be noted that, concurrent with this process, the Village of LaGrange Park was in the process of having its comprehensive land use plan updated. Some of the ideas from the workshop scenario planning process were translated into ideas incorporated into the draft comprehensive plan. The comprehensive plan, once adopted, will be the guide for future development goals in the station area, although these scenarios can serve as support for additional development ideas.

c. Recommended Policy Changes

An assessment of LaGrange Park zoning ordinances was conducted, with the following findings:

Regulations supportive of TOD

- The Planned Unit Development (PUD) clause allows up to six stories.
- Allows multi-family and commercial height of 45'.
- Residential lot area of 5,800 square feet provides sufficient density to generate riders for the train.
- It appears that parking structures might be allowed in PUD.

Regulations inconsistent with TOD

Maximum PUD building coverage is 30% for one or two story building, with a gradual reduction so that the six-story building maximum building coverage is 20%.
Minimum PUD size of 10 acres should be reduced to one acre.

As a result of this assessment, the following zoning ordinance changes are recommended to implement to TOD scenario:

Regulatory changes to encourage TOD on sites near station

- In D and E districts, minimum unit size of 2,900 square feet should be reduced to 800 square feet or 1,000 square feet.
- High minimum cubic feet per dwelling unit precludes affordable housing and variety of housing types.
- Maximum building coverage should be increased to 60% in PUD.

Exhibit 23: LaGrange Park Station Area and Development Sites

Exhibit 24: LaGrange Park Base Scenario

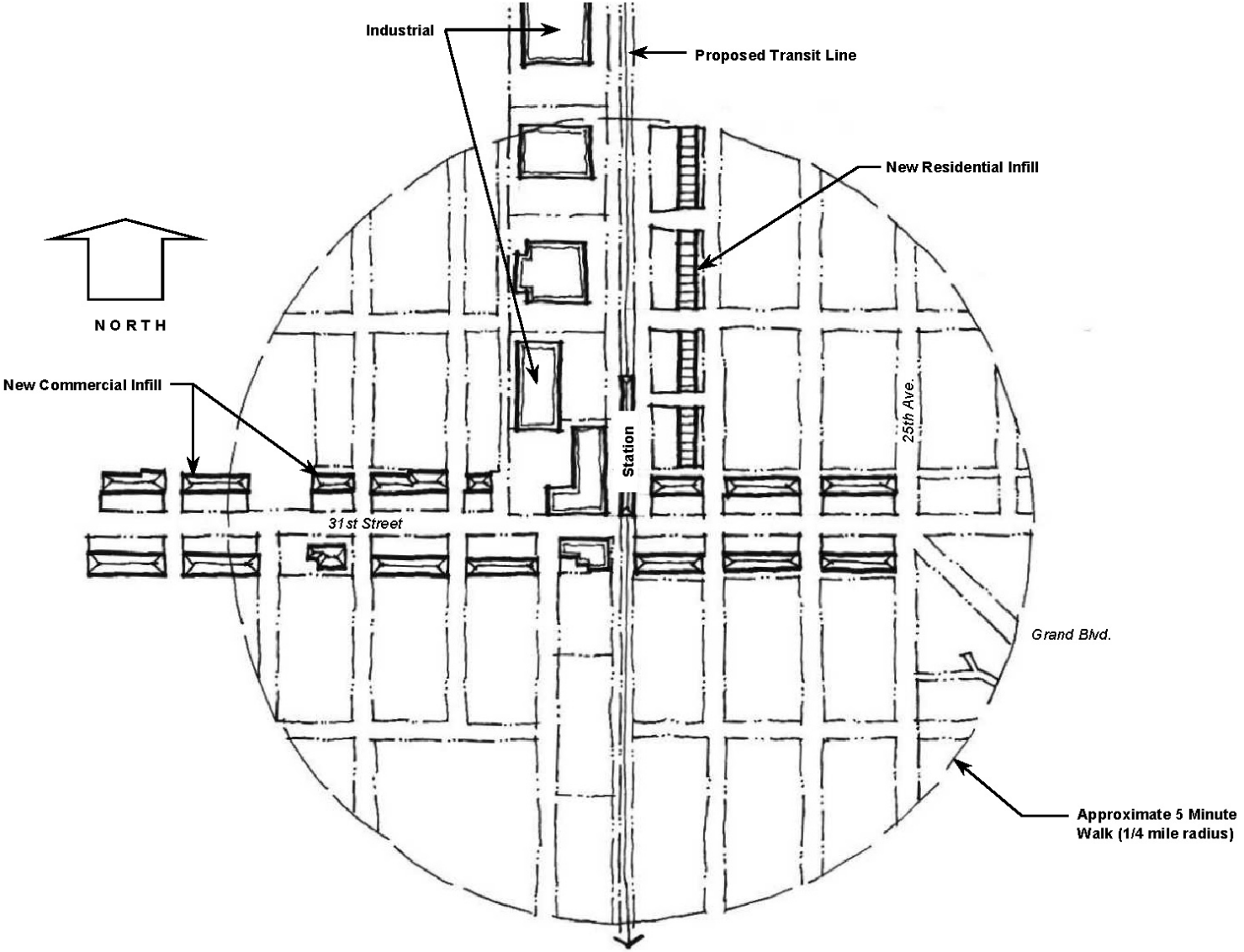


Exhibit 25: LaGrange Park TOD Scenario

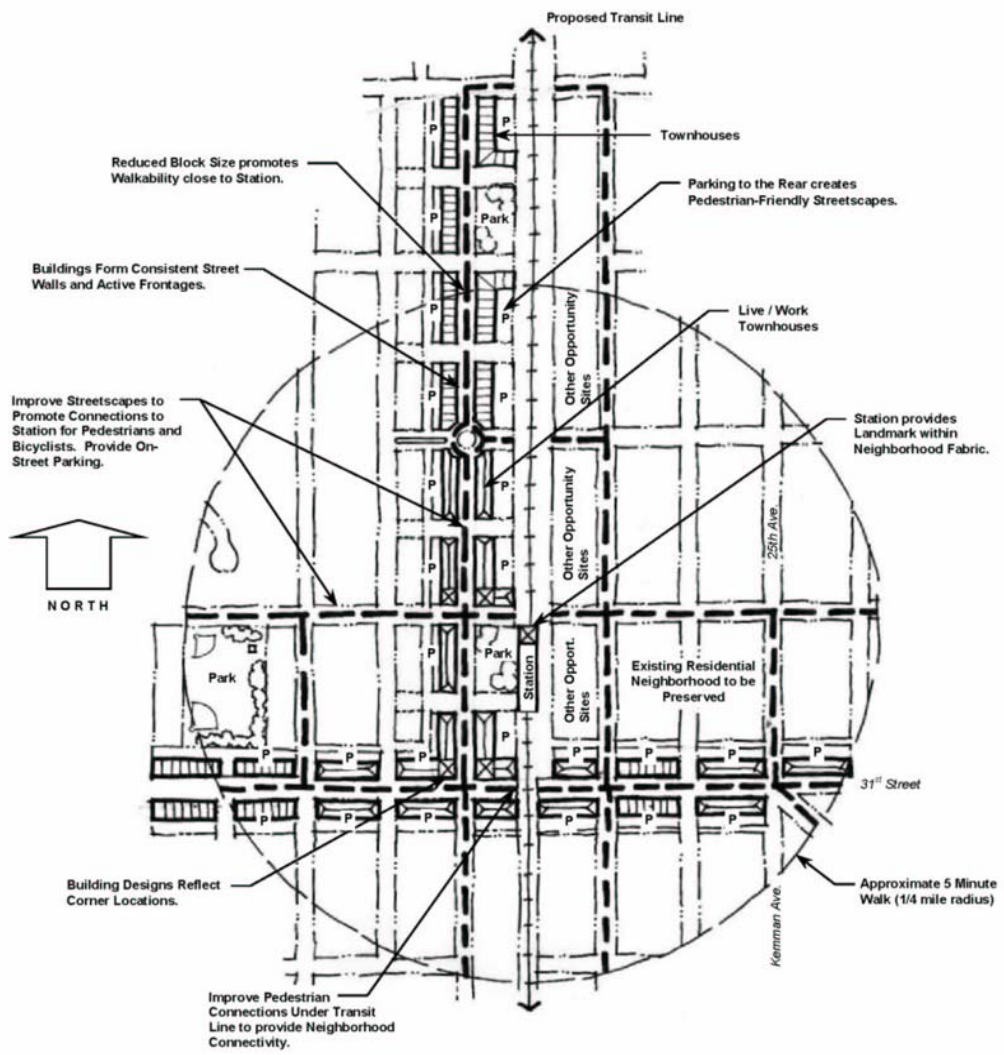


Exhibit 26: LaGrange Park Community Developed Concept - 1

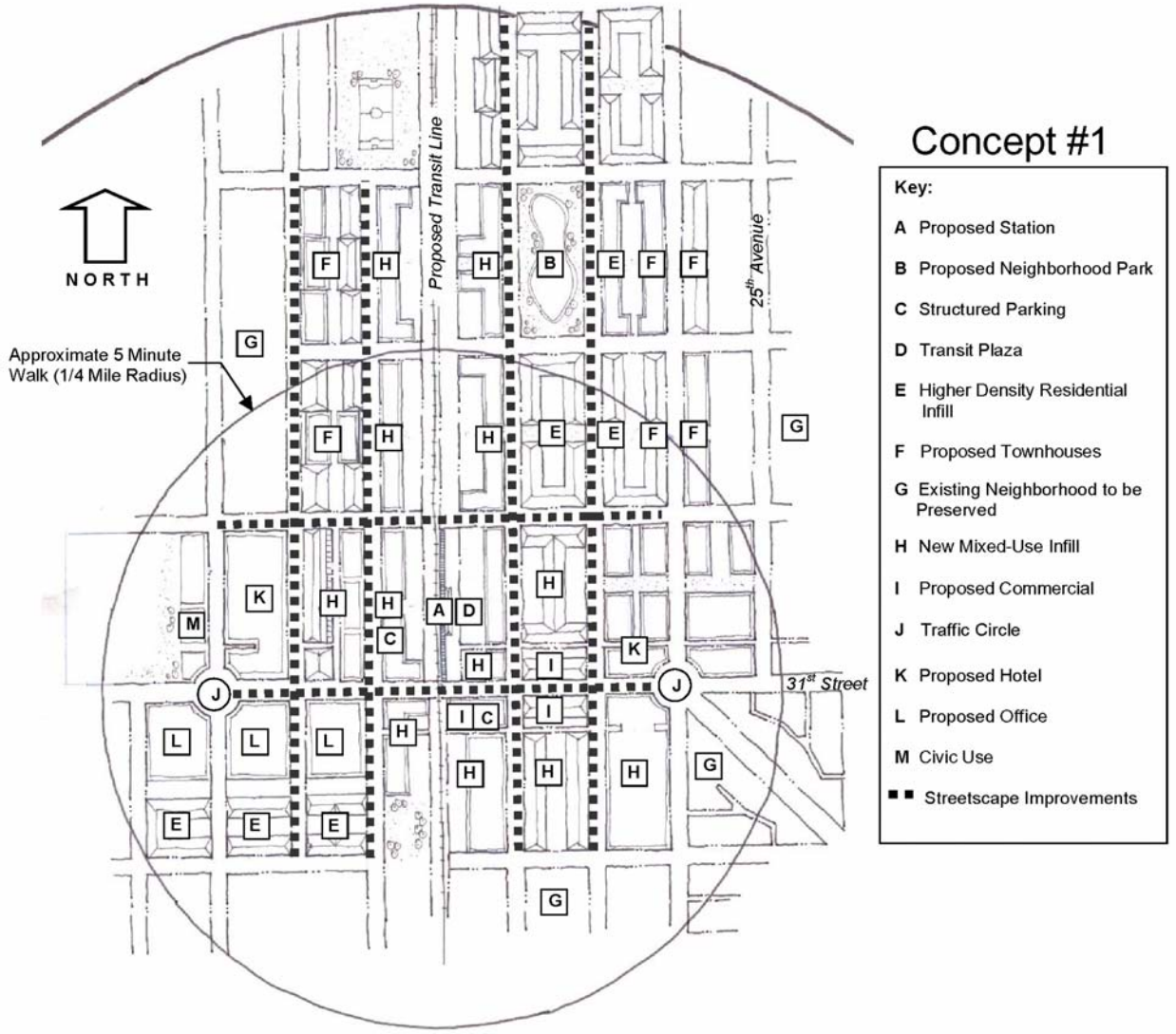


Exhibit 27: LaGrange Park Community Developed Concept - 2

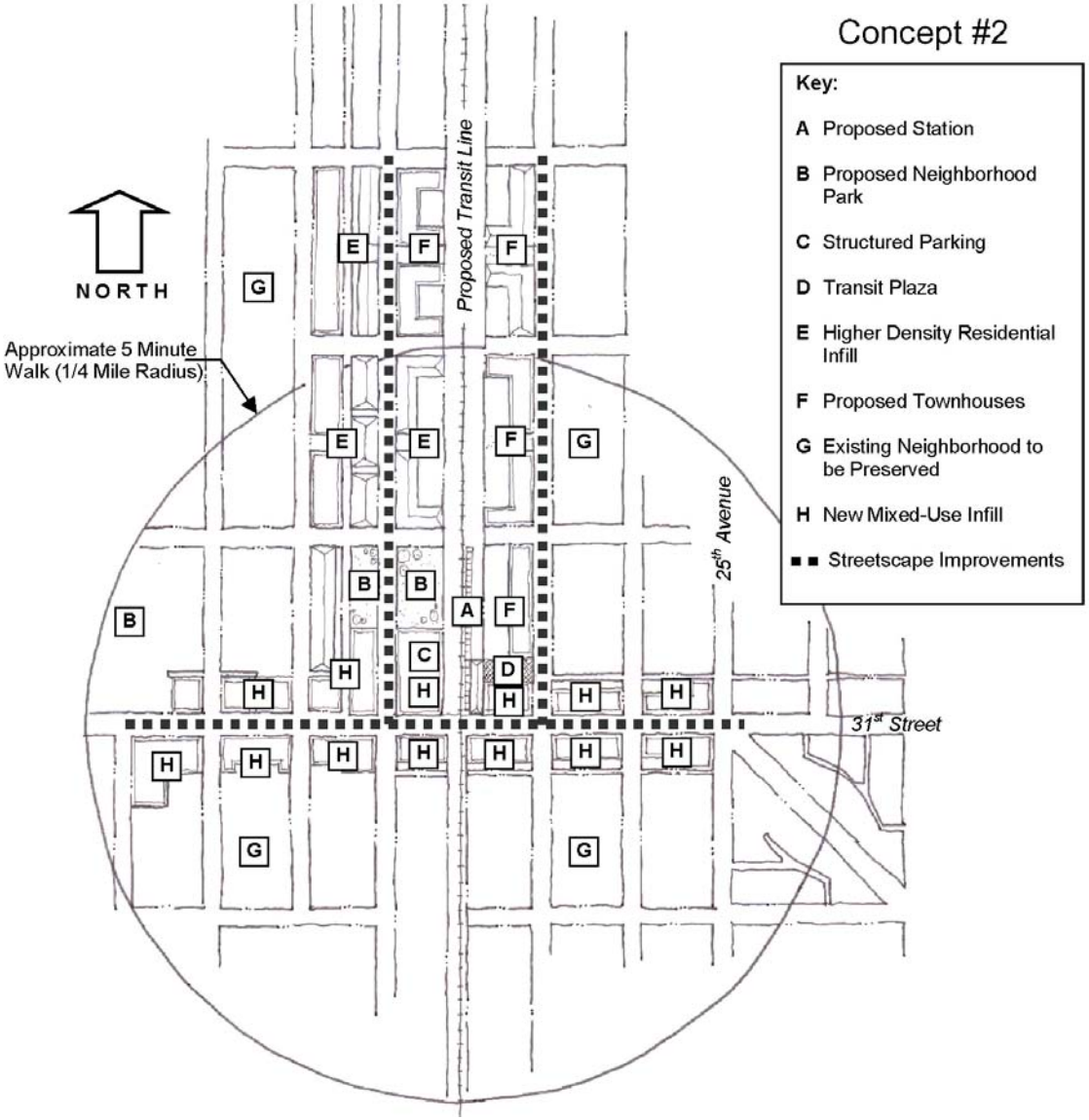
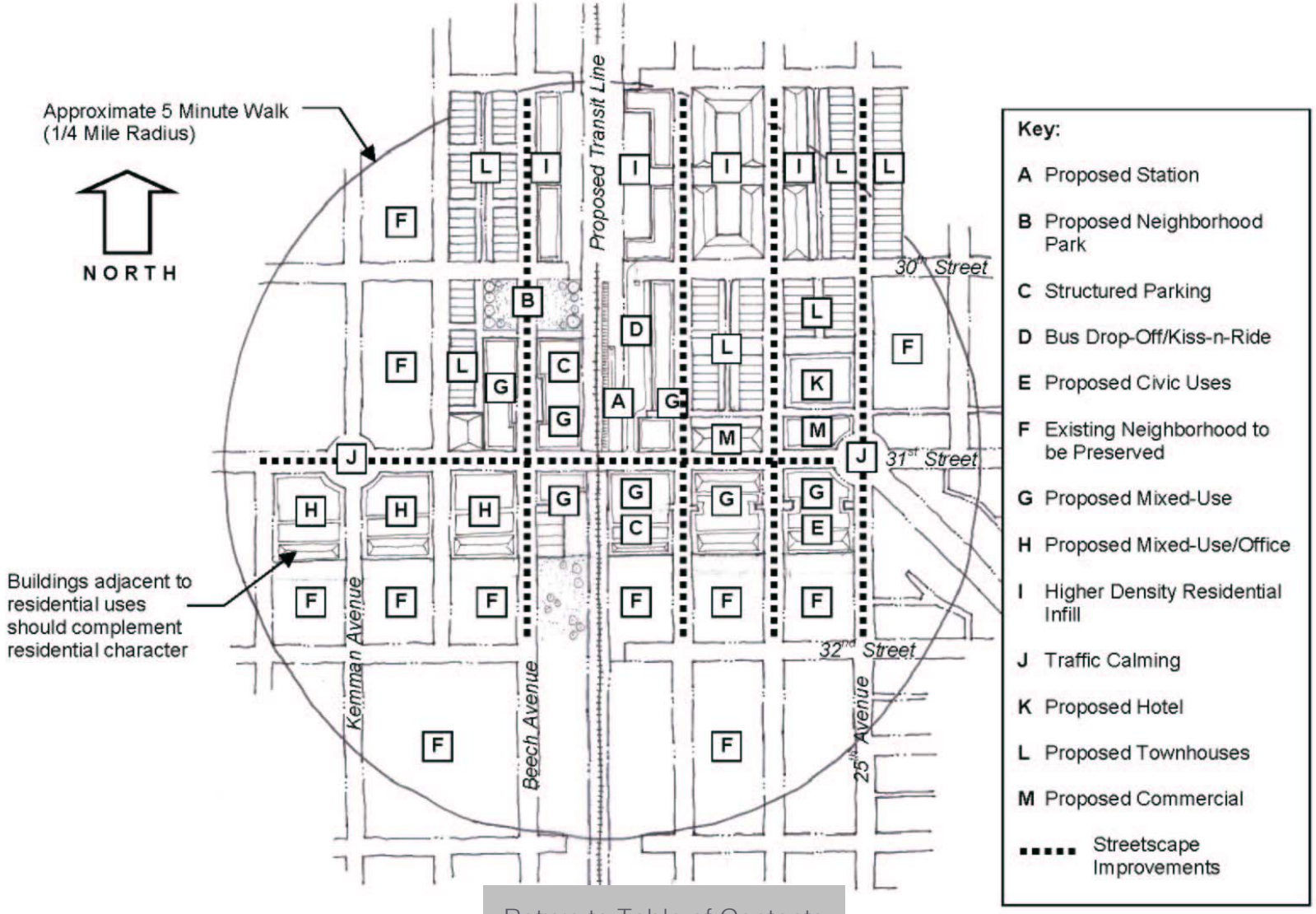


Exhibit 28: LaGrange Park Community Preferred Scenario



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F. LaGrange

The Village of LaGrange is bordered by LaGrange Park to the north, Brookfield and McCook on the east, Western Springs on the west and Countryside and unincorporated portions of Cook County to the south. LaGrange Road is the primary north-south arterial, while the Metra BNSF Line, Ogden and 47th Street provide east-west travel. The village's central business district is at the north end of the community, along LaGrange Road and the Metra BNSF line. The population of the community did not change much from 1990 to 2000.

Brookfield is not an ICS host community, but it borders both LaGrange Park and LaGrange. The community has three Metra BNSF Line stations – Congress Park, Brookfield and Hollywood (Brookfield Zoo). The Congress Park station is approximately 1,900 feet (0.36 miles) from the proposed ICS / BNSF transfer station and is 0.8 miles from the Brookfield station. Similar to the Broadview / Westchester situation, the Village of Brookfield participated in planning for this potential station.

1. Station Area

The Village of LaGrange is looking to locate the proposed ICS station in the northwest corner of the intersection of the ICS and the Metra BNSF Line (Exhibit 29 at the end of this section). The site is currently a park and would need to be relocated if a station is built. The rails are grade separated at this intersection, so a multi-level station will likely be needed. In addition, the new station is approximately 1,300 feet from the existing Metra BNSF Line LaGrange station. Pedestrian access between the two stations is seen as an important challenge, but parking facilities are seen as less of an issue. Current access to the station area by automobile is limited. The area to the east and south are expected to stay as light industrial and residential.

2. Existing Conditions

a. Land Use and Zoning

LaGrange adopted its comprehensive plan in 1986 and instituted a TIF around the same time. This redevelopment effort is creating new residential and commercial development and has resulted in marginal retail uses being changed to moderately dense residential during the past 10 years. Owner-occupied multi-family residential is well accepted, with new condos selling between $319,000 and $528,000.

In addition to the 25 plus new homes built last year, more residential development is expected downtown. The village recently approved plans for 53 units in addition to the 78 unit Beacon Hill Condos currently under construction in the triangle of LaGrange and Ogden Roads and the Metra BNSF Line. Commercial retailers Borders, Pier 1, Trader Joe's and Corner Bakery have all opened stores this year near the existing LaGrange Metra BNSF Line station.

b. *Transportation and Travel Patterns*

The Village of LaGrange has a population of about 15,600 and about 8,300 jobs. According to LaGrange officials, community residents generally commute to downtown Chicago, while local employees come from areas outside of LaGrange. There are a number of industrial uses in the community and LaGrange Memorial Hospital (along Willow Springs Road) is a major job and traffic generator.

LaGrange Road is the primary north-south major arterial, carrying 25,000-30,000 ADT. Kemman and East Avenues function as minor arterials, carrying about 4,000-5,000 ADT. Ogden Avenue is the major route providing east-west travel with about 22,000 ADT.

The Metra BNSF Line serves the Village of LaGrange. Three stations on the Metra BNSF Line offer service in or near LaGrange: the LaGrange Road station (downtown); the Stone Avenue station in LaGrange; and the Congress Park station located in Brookfield. The downtown station is the primary commuter rail station, with about 1,350 boardings per day. Ridership at this station has remained stable over time. The Congress Park station in Brookfield averages slightly less than 120 daily boardings.

Eight surface lots provide parking for Metra commuters boarding at LaGrange Road. The majority of the parking spaces are monthly permits, with only three lots providing daily fee spaces. Parking at the Metra station has a four-month waiting list, while an overflow lot a bit further away generally has space available.

In 1999, the Metra "Mode of Access" study showed that the largest number of riders from this station walked (43%), which is nearly double the Metra system average of 23%. Other modes of access to the station include driving alone (38%), drop off (13%), carpool (3%), bus (1%) and bike (3%)*.

Three Pace bus routes serve the village: Route 302 (Ogden / Stanley), Route 304 (Cicero / LaGrange) and Route 330 (Mannheim / LaGrange Road). Weekday ridership averages 728 riders on Route 302, 888 riders on Route 304 and 1,436 riders on Route 330.

c. Future Development Plans

The Village of LaGrange is interested in improving the quality of the industrial uses in the corridor and in focusing industrial development to the south, as there are some opportunities for redevelopment in the area. The village is also interested in constructing a parking structure in the downtown area and is currently studying alternative locations. The village is exploring the

* Total of 101% due to rounding.

possibility of redeveloping the northeast corner of LaGrange and Ogden Roads. Current land use includes a vacant commercial building, some multi-family housing and a medical clinic.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Presented below and shown in Exhibit 29, are possible development sites in LaGrange. These development sites are concentrated in the central business district, primarily on or near Ogden Avenue (Route 34). Other sites are also found in the Village of Brookfield, near the existing Metra BNSF Line right of way and along the Ogden Avenue commercial strip.

Properties within ½ mile of the station

- *Site L1* is a village-owned lot adjacent to Gardner Park. It is on the north side of Ogden and could be used for a commuter parking structure. Priority 1.

- *Site L2* is the existing YMCA building and parking lot which could be a mixed-use redevelopment. Priority 1.

- *Site L3* is an underutilized parcel currently being used for the sales and marketing trailer for a condominium project across the street. The site also contains a vacant storefront and an outpatient clinic operated by MacNeil Hospital. It has mixed-use potential. Priority 1.

- *Site L4* is located adjacent to the IHB right-of-way at Cossitt Street. It has been approved for a 20-unit townhouse development. Priority 1.

- *Site L7,* owned by the village, currently is used for a water tower and storage area. It is located south of the Burlington Northern tracks and east of the IHB right of way. Priority 2.

- *Site L8,* along the south side of the Burlington line tracks and near the Congress Park station, is in Brookfield. The Village of Brookfield would like to see redevelopment of the vacant Moose lodge and a few deteriorated houses in the area. Priority 2.

- *Site L9,* also in Brookfield, suggests long term potential for low-intensity commercial redevelopment along both sides of the existing Ogden Avenue neighborhood commercial strip, running from Eberly to Blanchan. Priority 3.

- *Site L10* consists of a vacant lot and an underutilized parcel on the east side of Eberly, south of Ogden, in Brookfield. Priority 3.

Properties between ½ and one mile of the station

- *Site L5* is an underutilized industrial site on the east side of Bluff between Elm and Maple Streets, on the west side of the IHB right-of-way. This site has industrial or residential re-use potential. Priority 1.

- *Site L6,* also on the east side of Bluff is adjacent to the right of way. This property also has industrial or residential re-use potential. Priority 1.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development / redevelopment opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 30 - Base Scenario) assumed all development opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 31 - TOD Scenario) assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

In LaGrange, the community preferred scenario (Exhibit 32) continues current land use trends in the area. Most of the existing residential is preserved in the area south of Ogden Avenue. Existing retail along Ogden, Burlington and Hillgrove Avenues are also preserved. The northwestern quadrant, where the proposed station is, would still remain a park, but would be rebuilt to add a structured parking facility with the park on top. The area west of the park would be changed to include new mixed-use infill and townhomes. The northeastern quadrant (in Brookfield) is proposed to have the most significant changes. The existing industrial uses are proposed to become higher density residential and green space.

Ogden Avenue is the major arterial traveling through the station area. It is grade-separated at the intersection of the ICS and Metra BNSF Line and therefore creates a barrier between residential uses and the proposed station location. The southwest quadrant is affected by these three transportation facilities so a grade separated pedestrian facility will be needed to safely connect the residential areas to the station.

Other changes to the transportation system will be required in both the northeast and northwest quadrants. The street system will need to be modified to create access to the station area from both the east and west.

c. Recommended Policy Changes

An assessment of LaGrange zoning ordinances was conducted, with the following findings:

Regulations supportive of TOD

- Allows parking structures, which reduces amount of ground floor devoted to parking.
- Allows off-street parking to be provided anywhere in block for C2, C3, C4 and I-1.
- O1 allows 45' height and 80% lot coverage.
- No setbacks required in C1 – C4.
- Permits dwelling units in C1, C2 and C3.
- Height of 45' in R8 allows development of additional housing units.

In the LaGrange zoning code, C1 has a design review overlay, which could encourage TOD and might be a prototype for the other communities. TOD-friendly design would include: street orientation of housing units, pedestrian scale of retail buildings, vehicular access from alleys, clearly marked bike routes, installation of pedestrian lighting, plazas located at focal points, provision of street trees and parking lots screened from the street. However, no additional information was available for this provision, so the requirements could not be assessed.

Regulations inconsistent with TOD

- Delete requirement for special use for dwelling units in C4 and allow as a permitted use.
- In C4, increase the FAR from 1.0 to 1.5, as 3 stories and 50% coverage is allowed.
- Delete restrictive FAR of .5 in O1; setbacks and parking will regulate amount of floor area.
- R2 district's 12,500 square feet lot and 2,000 square feet minimum DU size create very low-density development.
- Prohibits off-street parking to be provided anywhere in block for C1.

As a result of this assessment, the following zoning ordinance changes are recommended to implement the TOD scenario:

Regulatory changes to encourage TOD on sites near station

- R6 PUD: 15,000 square feet of lot area per dwelling unit should be reduced to 1,500 square feet per dwelling unit.
- Allow residential on first floor as a Special Use in locations on side street or at edge of C3.
- Allow shared use of parking facilities.

Exhibit 29: LaGrange Station Area and Development Sites

Exhibit 30: LaGrange Base Scenario

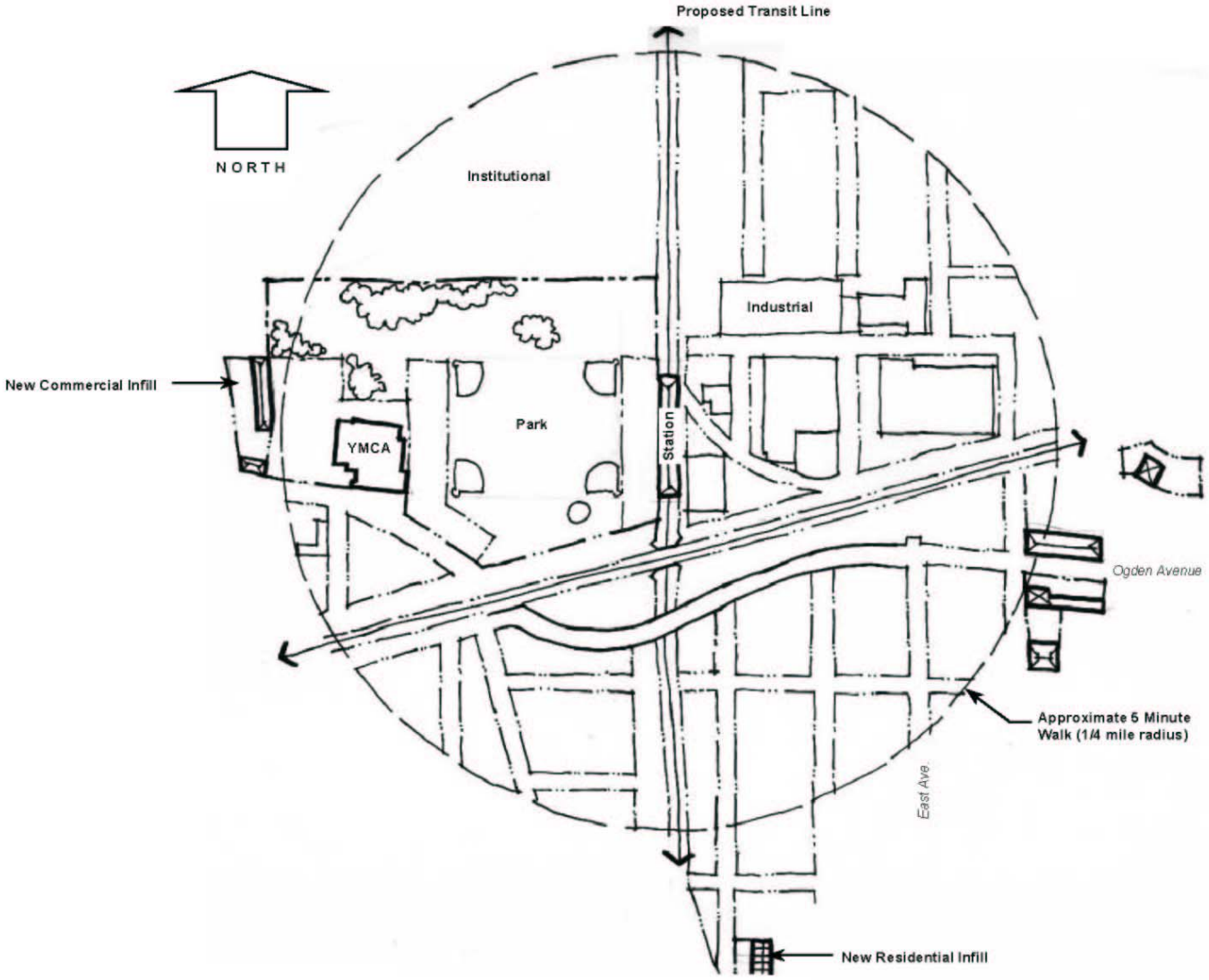


Exhibit 31: LaGrange TOD Scenario

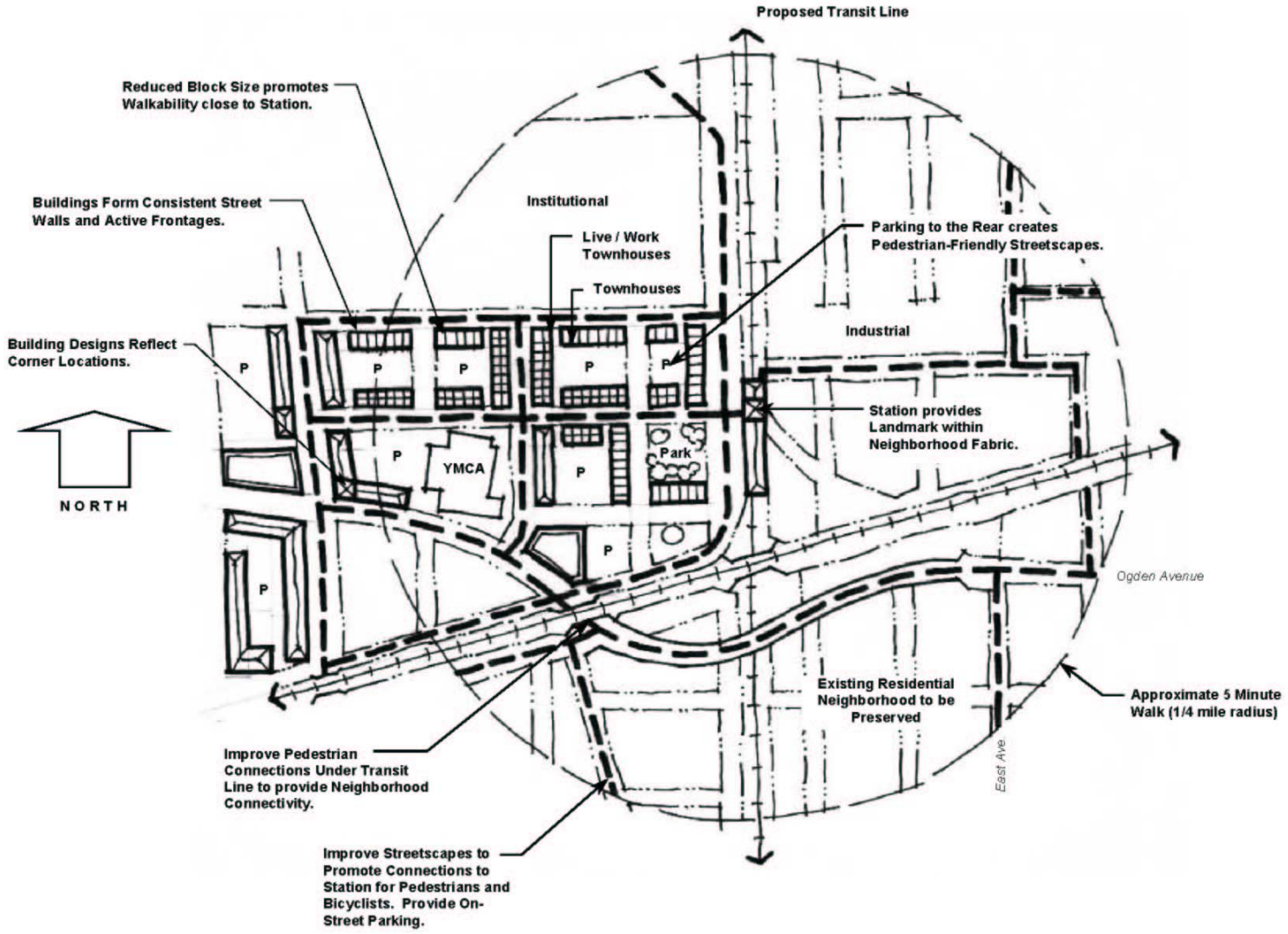
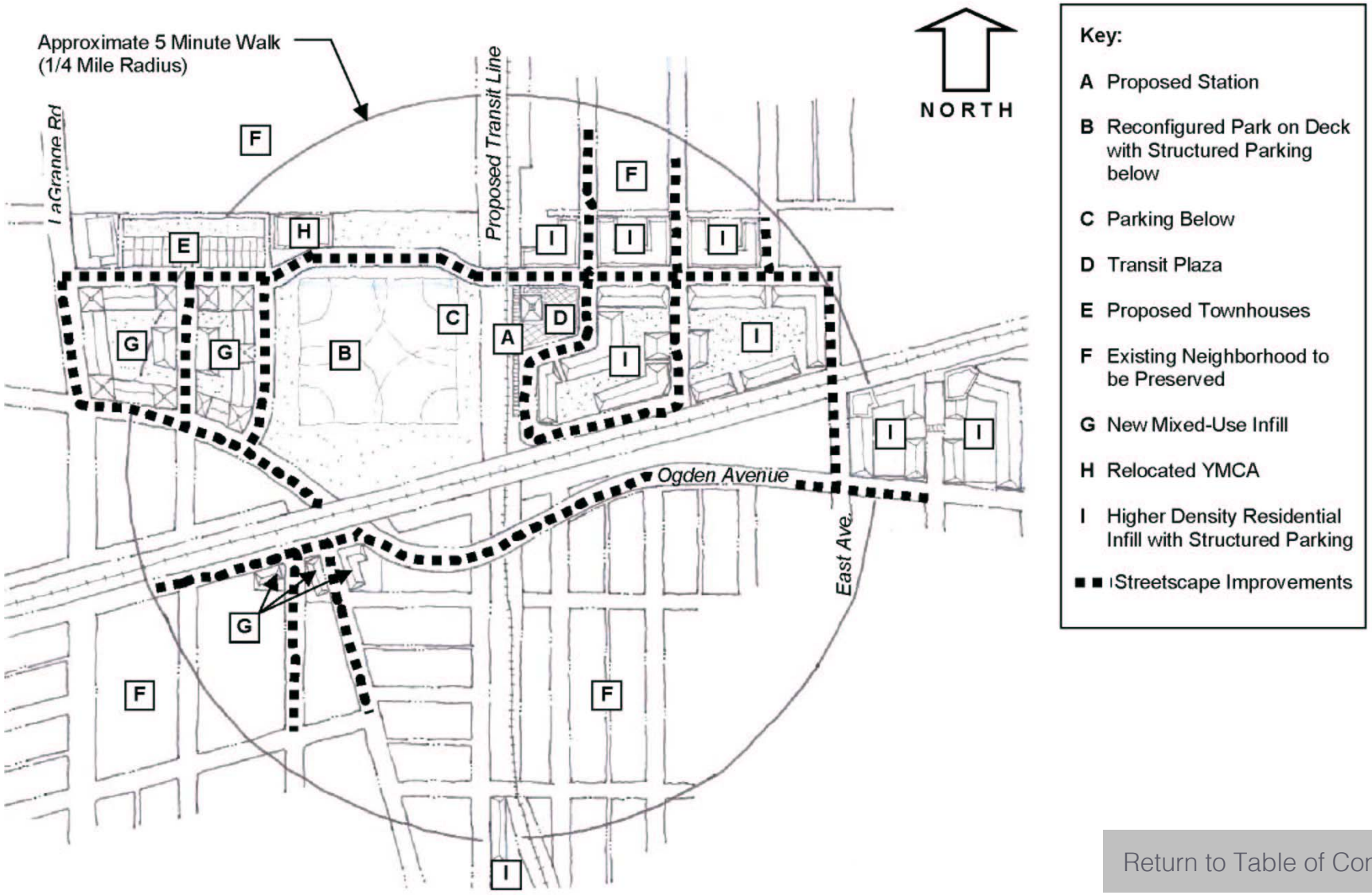


Exhibit 32: LaGrange Community Preferred Scenario



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G. Summit / Chicago

There are two proposed station sites within Summit and two proposed station sites in Chicago, but this work discusses only the Harlem Avenue station area, which borders Summit and Chicago. In Summit, the other proposed station – a transfer between the Metra Heritage Service and the ICS -- is inaccessible by any other means and therefore no station area planning was done. In Chicago, the Midway terminal station will require coordination with a number of agencies and this coordination was beyond the scope of this project. Because the potential Harlem Avenue station borders Summit and Chicago, this section focuses on both of the communities.

Summit is a small southwest Cook County community of just more than 10,600 residents and grew 6.7% from 1990 to 2000. Summit is primarily a residential community with a substantial industrial base. The Metra Heritage Service stops in Summit at Center Street. Major roads include I-55, IL-171, Archer Avenue and Harlem Avenue. The community is adjacent to the Des Plaines River and the Sanitary & Ship Canal, which provides barge access for the industrial uses in the area.

A City of Chicago planning department representative indicated that the area near the proposed Harlem Avenue station is a viable industrial area, with no potential changes seen. There are TIF districts near this area (63rd and Pulaski; Archer and Central; and east of Cicero south of the airport), but the station area is not included in any. Primary transportation facilities in this area are Harlem Avenue, Archer, 55th Street, 63rd Street and Pulaski to the east.

Chicago's planning representative expressed interested in rethinking the potential ICS connection to Midway, suggesting that the rail line follow the Belt Railway down 63rd Street, with a connection to the extended Orange Line. This option was reviewed in the feasibility study and was rejected due to the high volume of freight rail traffic in the Belt Railway's yard. Although the determination of this routing is beyond the scope of the LUICS, planning for the Harlem Avenue station at the current alignment can easily be translated into ideas at the 63rd Street location, if it is determined that this is the preferred alternative.

1. Proposed Station Area

The proposed Harlem Avenue station is located between 59th and 60th Streets (Exhibit 33 at the end of this section). This site is bordered by commercial property. There is a gas station on the northwest corner of the ICS and Harlem intersection and Summit is working on new development in the southwest quadrant. Development on the east side of Harlem in Chicago includes a Public Storage facility, some senior housing and a printing plant, currently for sale, on the southeast corner.

2. Existing Conditions

a. Land Use and Zoning

Summit does not have a comprehensive plan and the zoning is obsolete. The zoning map (dated 1964; corrected 2000) reflects business and limited commercial zoning along Archer, 63rd Street and Harlem, with industry primarily located between the canal and Archer Avenue and along the rail corridors. Residential – single, two-family, multi-family and general – are mixed throughout the rest of the community. The median housing price in Summit for the last quarter of 2001 was $134,000.

Chicago is in the process of updating its zoning code. Given the city's size and the fact that it is undergoing redevelopment rather than new development, a review of a citywide comprehensive plan is not a useful exercise. However, a review of the land use map in the station area reveals a mix of uses, including some scattered industrial, commercial corridors and residential types mixed throughout the neighborhoods.

b. Transportation and Travel Patterns

Major arterial roadways within the Village of Summit and the station area include: I-55 (with ADT of greater than 115,000) and IL-171, Archer Avenue and Harlem Avenue (at 40,000 ADT each). 55th and 63rd Streets are primary east-west routes, with 55th / Archer splitting into separate routes east of the station area.

The Metra Heritage Line serves the Village of Summit. Rail service on this line is provided in the peak travel direction only – inbound in the morning peak period and outbound in the evening. The Summit station is located north of Archer at Center and Hanover Avenues. This station accommodates about 80 boardings per day. Ridership at this station reached its peak in 1991 and has declined since then.

Three Pace bus routes serve the village: Route 307 (Harlem Avenue), Route 330 (Mannheim / LaGrange Roads) and Route 831 (Joliet / Midway). Weekday ridership averages 3,512 riders on Route 307; 1,436 riders on Route 303; and 152 riders on Route 831.

c. Future Development Plans

There are significant brownfield issues in the industrial area west of Archer and east of the Des Plaines River. The Metropolitan Water Reclamation District (MWRD) owns most of the industrial land and the industry in the corridor is expected to stay. Current businesses include a truck wash, a distribution center, Corn Products, Mack Trucks, warehousing facilities and a lumber store. Summit has a TIF district, which is set to expire in 2006. The community expects that land within the district will be available for redevelopment and is thinking about new housing possibilities.

Summit has additional development plans for the Harlem station area. Sites are available along Harlem Avenue at 57th and 61st Streets. The community is interested in developing senior housing in the first block east of Archer on 63rd Street and is hoping for a new drugstore at the corner of 63rd and Harlem.

3. Land Use Scenarios

This section describes the process and development of future land use scenarios. The first step in developing future land use scenarios was the identification of potential development and redevelopment sites. These sites were used to generate discussion at the PLACE^{3}S workshops. The next step was to create two future land use scenarios – the base scenario and the transit oriented development (TOD) scenario – to use as discussion starters during the community workshop process. At the workshop the community created a preferred scenario. Finally, some policy changes that can assist with implementing TOD are identified.

a. Potential Development and Redevelopment Plans

Brief descriptions of possible development sites are below and the sites shown in Exhibit 33. Most of the redevelopment opportunity sites are located within the Village of Summit, on the west side of Harlem Avenue. Some have redevelopment proposals pending.

Properties within ½ mile of the station

- *Site SC1* is a 72,000 square-foot industrial building on a 3-acre site. It is for sale at $2.39 million. Because of its visibility from Harlem Avenue and its location just south of the ICS right-of-way (60th and Harlem), it may have non-industrial redevelopment potential. Priority 1.

- *Site SC2* is also located near 60th and Harlem. It is currently vacant, with pending plans for a fast food restaurant. The sales price of the parcel was $20 per square foot. Priority 1.

- *Site SC3*, at 5940 S. Harlem, is planned for a tire store. Priority 1.

- *Site SC4*, at 60th Place and Harlem (west) is a former 9,000 square-foot warehouse being converted to a car wash. The property sold for $440,000. Priority 1.

- *Site SC5*, on the west side of Harlem near 57th Street, is currently zoned for general business. Summit would like to see this area redeveloped, but has no definite plans. Priority 1.

Site SC6, at 63rd and Harlem in Summit, is currently zoned for general business. The village is interested in a pharmacy or drug store, but the site has potential for other retail use as well. Priority 1.

- *Site SC7* is in an industrial area on the east side of Harlem Avenue in Chicago. It consists of a former newspaper printing plant. The existing building (130,000 SF) is on the market at $25 per square foot. Priority 2.

- *Site SC8* is located on 59th Street, north of the ICS right of way. It was occupied by an industrial user and is partially boarded. The property also includes a large parking lot not currently in use. The site is not listed for sale at the present time, but would have industrial redevelopment potential. Priority 2.

- *Site SC10*, on the west side of Harlem between 60th Place and 63rd Street, consists of lower-quality commercial and industrial buildings that could be redeveloped for a mix of retail and multi-family residential uses. Priority 3.

- *Site SC11* is an American Legion hall on the west side of Harlem at 61st Street in Summit. This two-acre site also offers potential for re-use as higher-quality retail, service or multi-family residential. Priority 3.

Properties between ½ and one mile of the station

- *Site SC9* is located on the 7600 block of 63rd Street in Summit. The village would like senior housing at this location. The village owns a portion of the site, which is currently vacant. Priority 2.

- *Site SC12* is at the northeast corner of Archer and Harlem Avenues in Chicago. This busy corner offers commercial / retail redevelopment possibilities. Priority 3.

b. Workshop Scenarios

The PLACE^{3}S workshop provided the format for developing and refining future land use scenarios. Representatives selected by the village, such as community leaders and interested residents, participated in this workshop. Based on the potential development opportunities, two initial scenarios were presented to the community at the workshop.

The first scenario (Exhibit 34 - Base Scenario) assumed all development opportunities within the ½ mile station area would be developed to the intensity allowed under current zoning. The second scenario (Exhibit 35 - TOD Scenario), assumed all land within the ½ mile area was open for redevelopment and that any development would use TOD principles.

These scenarios were used to generate discussion in the workshops about improving conditions for transit and community character. Using the two scenarios, community participants discussed ideas for alternative land uses around a station and developed a community preferred scenario.

At the workshop representatives from Chicago discussed possible redevelopment around the station area. Summit representatives were contacted later, as they were unable to attend the workshop. Summit representatives recommended that redevelopment be focused on Harlem and incorporated mixed use, small commercial and live-work opportunities. Chicago representatives proposed creating additional housing opportunity north of the station area along Harlem Avenue. The community preferred scenario is Exhibit 36.

c. Recommended Policy Changes

Summit did not provide a zoning code, while Chicago is in the process of updating its zoning code. A recommendation for Summit would be to update and publish a comprehensive plan and supporting zoning code, to facilitate some community desired guidelines for both developers and the community.

Exhibit 33: Summit / Chicago Station Area and Development Sites

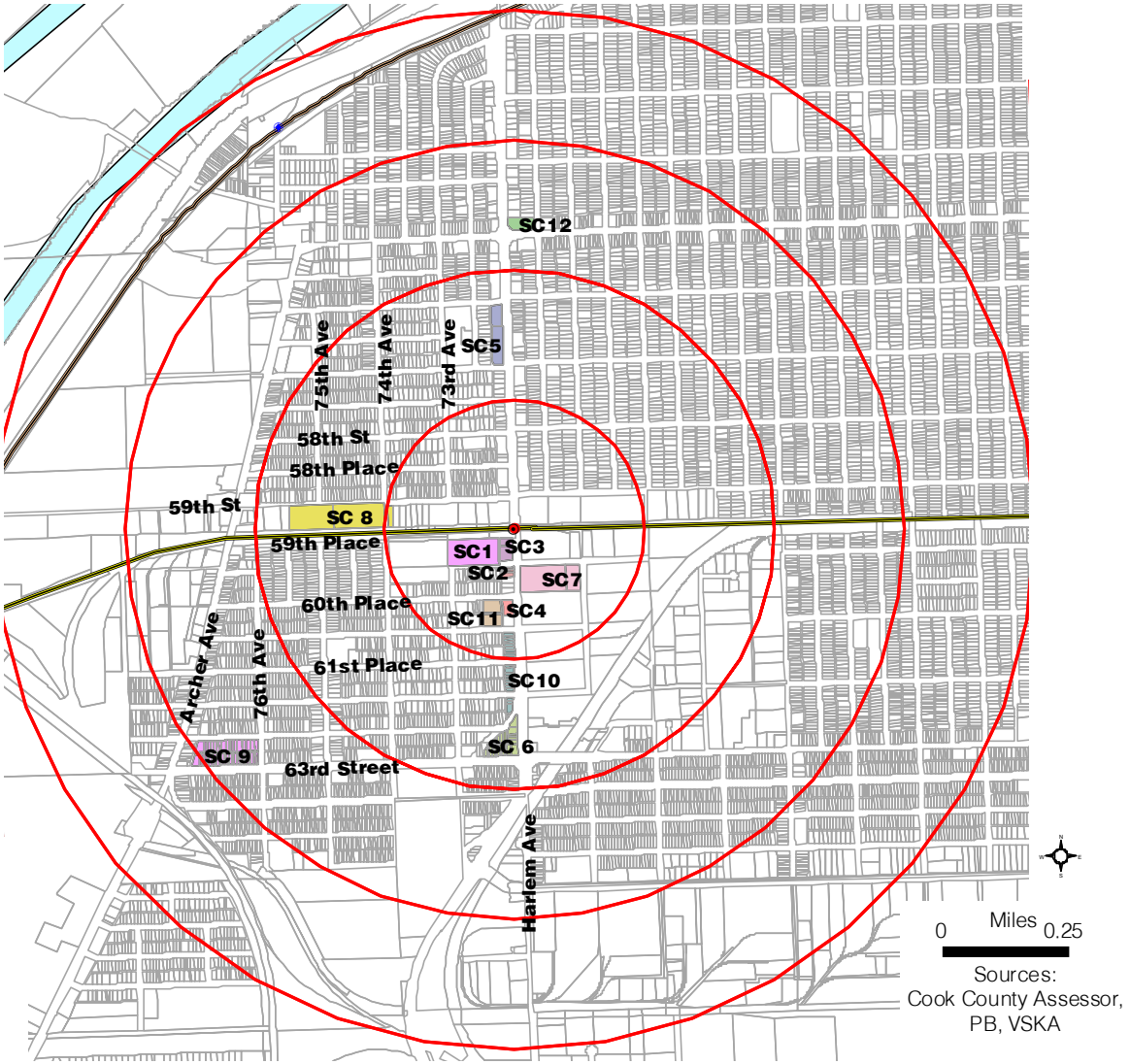


Exhibit 34: Summit / Chicago Base Scenario

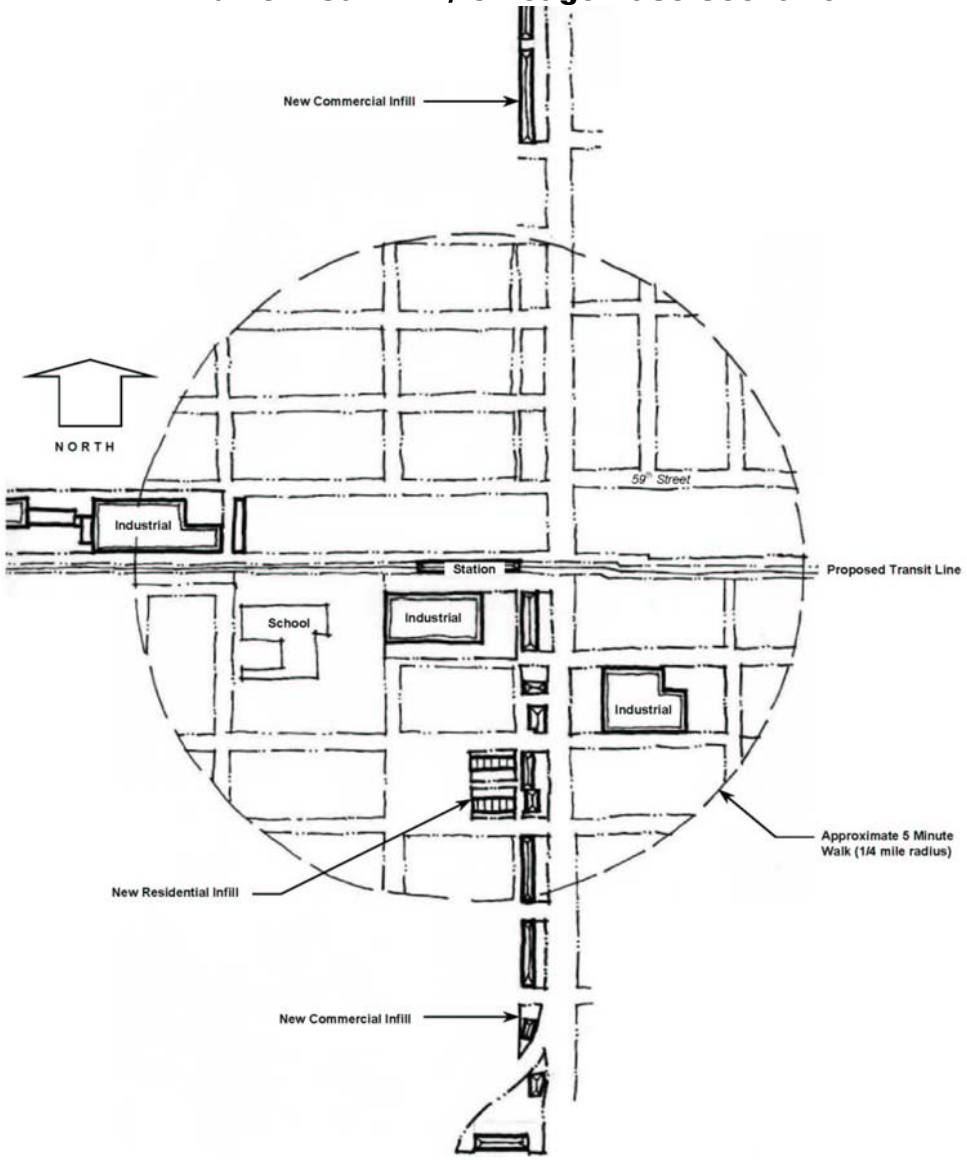


Exhibit 35: Summit / Chicago TOD Scenario

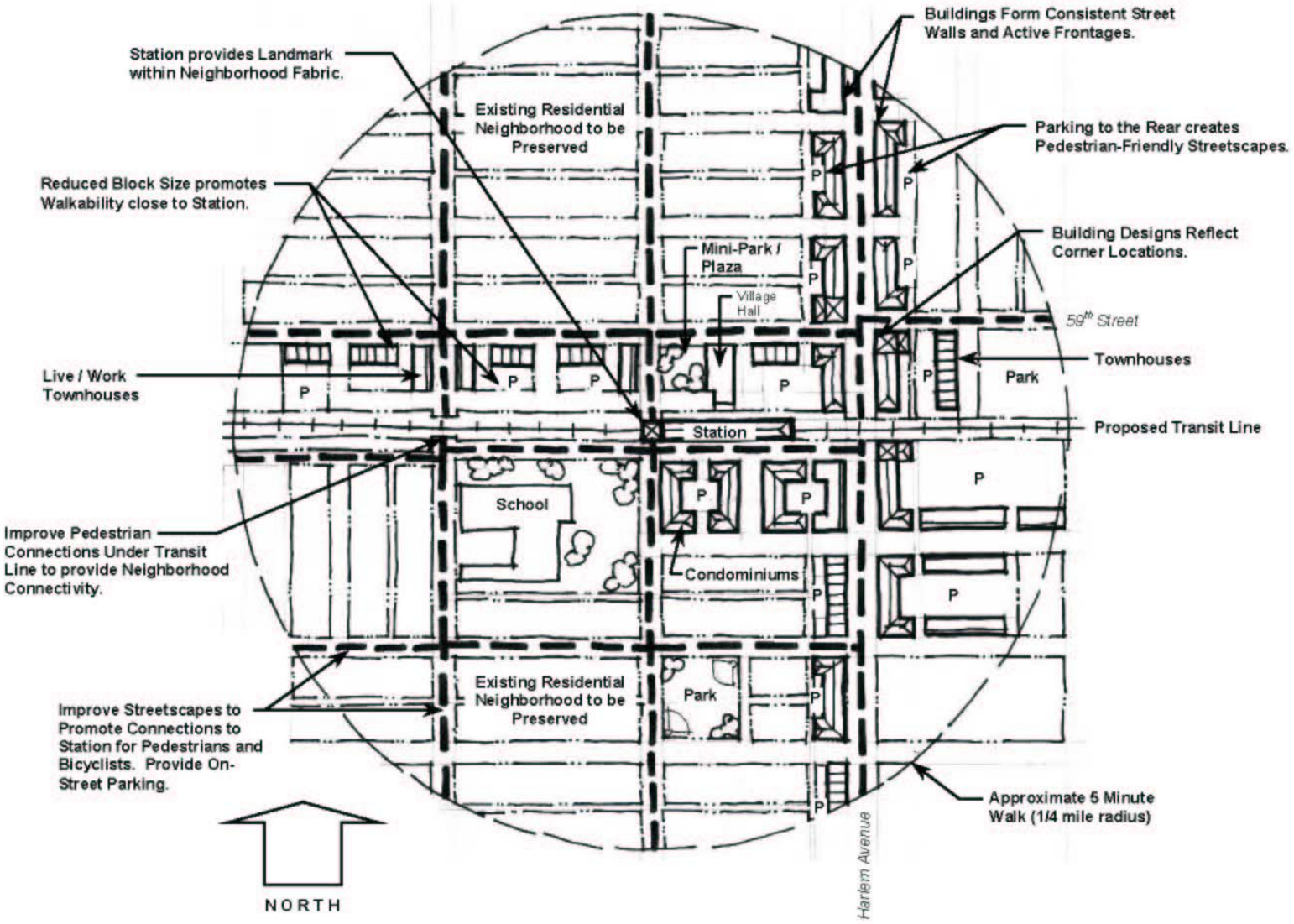
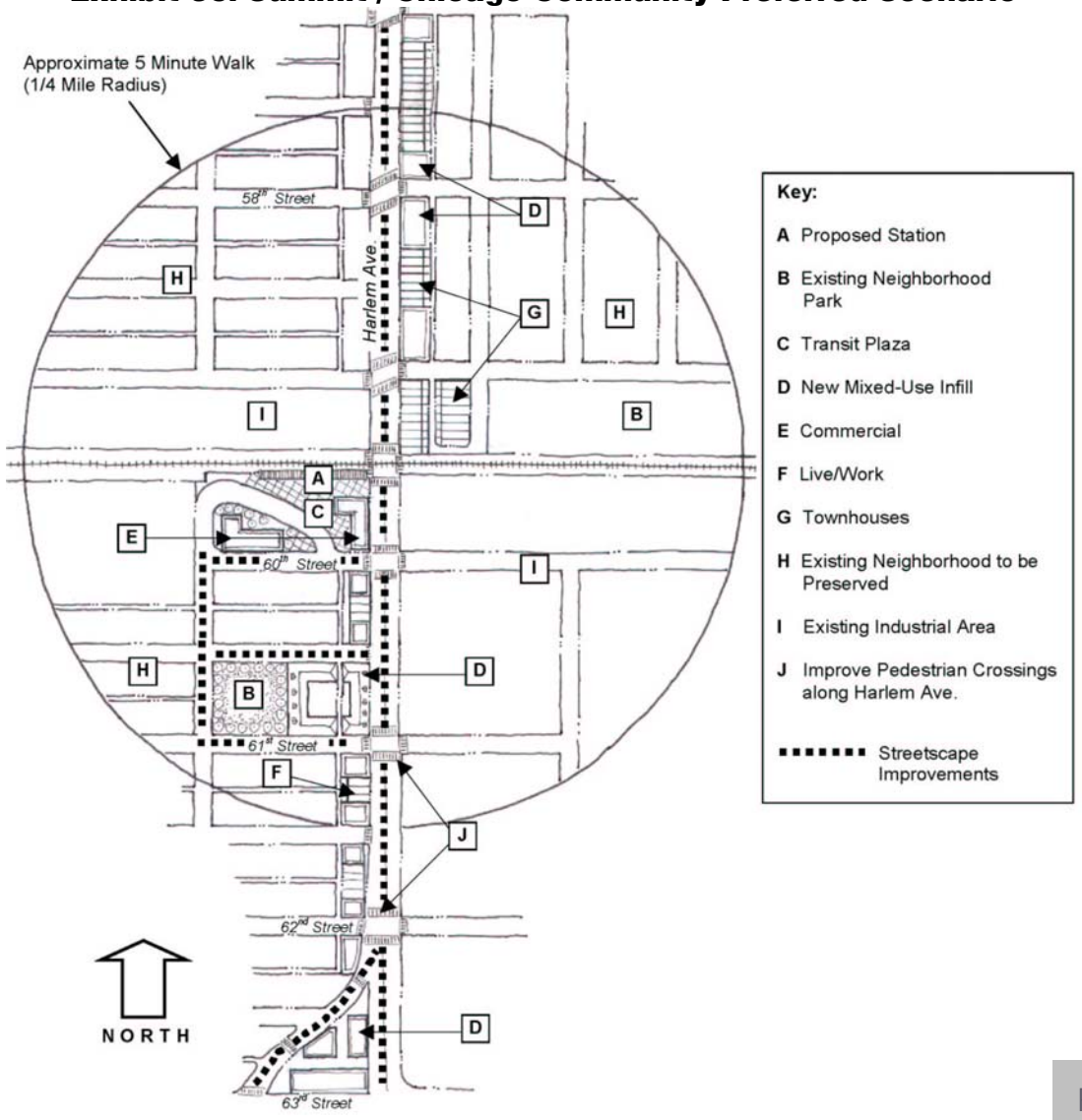


Exhibit 36: Summit / Chicago Community-Preferred Scenario



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6. STATION AREA PLANS ANALYSIS

Indicators for the community preferred scenario were developed at two levels of analysis: study area indicators and transit station area indicators. The study area indicators, shown in Table 6, encompass an area of slightly more than a one-mile radius from the station. The transit station area indicators, in Table 7, include all parcels found within the quartersections that are within a half-mile radius. The half-mile radius reflects about a 10-minute walk to the station, based on an estimated average walk speed of 20 minutes per mile. Transit typically has its biggest impact within a quarter-mile from the station, but due to the overall industrial nature of the corridor, the area was expanded to the larger half-mile range.

Table 6: PLACE^{3}S Indicators by Study Area

Study Area Indicator	Franklin Park	Melrose Park	Bellwood	Broadview	LaGrange Park	LaGrange	Summit / Chicago
Number of New Dwelling Units	1,411	474	1,762	218	1,621	1,364	1,021
Number of New Jobs	(24)	43	1,309	774	183	(1,460)	(90)
Percent Change in Residents / Acre	14%	8%	8%	0%	14%	9%	12%
Percent Change in Dwelling Units / Acre	13%	0%	6%	0%	13%	13%	11%
Percent Change in Employees / Acre	5%	0%	12%	10%	17%	-8%	no change
Percent Change in Annual Vehicle Miles of Travel (VMT)	-1%	2%	-1%	0%	-1%	no change	-1%

Table 7: PLACE^{3}S Indicators by Station Area

Transit Station Indicator	Franklin Park	Melrose Park	Bellwood	Broadview	LaGrange Park	LaGrange	Summit / Chicago
Number of New Dwelling Units	1,371	474	1,762	218	1,233	1,010	1,021
Number of New Jobs	(24)	43	1,309	774	372	(1,457)	(90)
Percent Change in Residents / Acre	42%	12%	20%	5%	37%	8%	21%
Percent Change in Dwelling Units / Acre	33%	17%	18%	14%	29%	11%	30%
Percent Change in Employees / Acre	6%	6%	26%	25%	26%	-13%	5%*
Percent Change in Annual Vehicle Miles of Travel (VMT)	-4%	-1%	-2%	1%	-1%	-2%	-2%

* Although this appears to be an error due to the decrease in the number of new jobs, the preferred land use scenario increases the density of employees in the study area, freeing up additional land for housing development.

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7. SUMMARY

One of the characteristics that helps makes transit successful is access to large number of potential riders within easy access to the stations. This access can be on foot, bicycle, other transit services or automobile. Access to a transit station is affected by a number of issues, with land use being a key factor. Nearby employment or housing with sidewalks that provide access to the station will encourage more walking trips, while large surface parking lots without pedestrian amenities leading to the station will foster more automobile trips. Station area access is therefore directly affected by the land use decisions that are made by a community.

For the LUICS, this exercise in station area land use planning provides insight into the implications of land use decisions. Since land use is one of the many criteria that the FTA uses when funding its New Starts program, the decisions a single community makes regarding to how it develops can influence the opportunity for the entire project. Land uses that are considered to be more "transit supportive" score higher and can increase the overall rating for the entire project. The communities affected by this potential transit line will need to continue their station area planning efforts to ensure that future development is transit supportive, so that the communities gain all the benefit of the transportation investment.

The plans generated in this effort were not reviewed for real estate marketability of the preferred land uses. Although municipalities have the ability to regulate the types of desired land use, developers play an important role in making the municipal vision come to fulfillment. Developers look for some level of profit, which can be obtained through a variety of means, including approval process certainty and timeliness, incentives, market demand and others.

As each community develops and/or redevelops the potential station areas, it is likely that these plans will change, due to marketability, changes in other parts of the community, changing population and employment needs and other factors. However, the transit-oriented development lessons demonstrated in this exercise – mixing uses, increasing the density of housing and employment within the station area, ensuring pedestrian access to the station – remain important and transferable to future plans.

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APPENDIX A -- PLACE^{3}S

PLACE^{3}S DESCRIPTION

The PLACE^{3}S GIS modeling software combines a variety of data sources to visually display different output themes (environmental, socio-economic, or housing types as examples) or different geographies. Data sources can include physical aspects (topography, infrastructure), legal aspects (ownership), planning information (zoning, future plans, population, employment) and images.

For the LUICS, parcel data came from the Cook County Assessors Office. This data included orthophotography of the study area, and assessment, cadastral (legal) and planimetric (physical) data. The assessment data provided information on development types, a key component of determining the existing land uses. (The data was stripped of owner / taxpayer information to ensure confidentiality). Zoning and future development data came from the communities. Population and employment came from the Northeastern Illinois Planning Commissions quartersection allocation (July 2002) of the 2000 Census. Information on possible redevelopment sites and real estate and market conditions came from survey work completed by the consultant team.

From this information, the development types (C.1 through C.8 in the main report) were created for use during the workshops. Existing conditions in the area helped define housing, commercial and industrial development types for the PLACE^{3}S model. These development types were used in the workshop to design the station areas.

LUICS ASSUMPTIONS

The PLACE^{3}S model, like any mathematical model that attempts to model real life behavior, makes a number of assumptions. These assumptions relate to a number of socio-economic, financial and development variables. The assumptions used community real estate and market conditions data as available, plus regional data about population and employment. The primary assumptions are detailed in the following sections.

The assumptions listed in Table A-1 are used for the larger study area. Table A-2 reflects household size assumptions used for the respective station area. The PLACE^{3}S model, with its differing residential development types, requires conservative assumptions to avoid the overestimation of the future population in the corridor.

Table A-1: LUICS Corridor PLACE^{3}S Assumptions

Variable	Value Used
People per Household (Detached)	2.80
People per Household (Attached)	2.00
Ratio of Accessory Units (Detached)	2.4%
Costs per Above Ground Parking Stall	$5,000
Costs per Under Building Parking Stall	$8,000
Costs per Tuck-Under Parking Stall	$7,500
Costs per Below Grade Parking Stall	$19,605
Underbuild Percentage	0.00
Gross-To-Net Percentage	75.00
Demolition Cost as Percentage of Construction Costs	12.00
Maximum Percentage of Monthly Wage Paid for Rent	30%
Wage Multiplier for Owner-Occupied Affordability	2.50
Average Number Workers per Household	1.70
Very Low Income Level	$37,700
Lower Income Level	$45,240
Moderate Income Level	$54,400
Median Income Level	$75,400

Table A-2: Average Household Size

Station Area	Overall	Owner Occupied	Renter Occupied
Franklin Park	2.8	3.0	2.3
Melrose Park	3.3	3.5	2.9
Bellwood	3.3	3.5	3.0
Broadview	2.8	2.9	2.4
LaGrange Park	2.4	2.6	1.9
LaGrange	2.6	2.8	2.0
Summit / Chicago	2.8	2.9	2.6

Gross to Net and Underbuild Percentages

The PLACE^{3}S model has several factors that interact with each other to create the estimated effective density for a particular development type, which is measured in dwelling units per acre or employees per acre. These factors include the Underbuild Percentage, the Gross to Net Percentage, the Landscape Set Back Percentage (lot coverage) and the amount of surface parking required for a particular development type. The Underbuild Factor and the Gross to Net Percentage are the two factors that are the easiest to control and that produce the most intuitive changes in PLACE^{3}S model outputs.

The Underbuild Percentage was designed to address another factor related to the actual density at which development occurs. The development types used in PLACE^{3}S represent an average building that can be constructed within a particular zoning category. Zoning ordinances establish the maximum density that is permitted in a particular zone. In reality, an analysis of the density actually produced reveals that the densities achieved are usually less than the maximum permitted density. For example, an analysis done a few years ago in Portland, Oregon showed that the actual residential densities of new development were on average 14% less than the maximum density permitted by zoning. The Underbuild Percentage is used to allow the PLACE^{3}S model to address the effect of this situation when local information is available. However, because local information related to actual building density was not available for the LUICS corridor, the workshop scenarios were constructed using Underbuild Percentage set at 100%.

The Gross to Net Percentage is a factor that accounts for the amount of land that is consumed by "public uses" such as street rights of way and parks. Typical values for this factor are in the 20% to 25% range. For the LUICS station scenario planning process, an assumed factor of 25% was used as the Gross to Net Percentage.

Redevelopment and Building Rents / Sale Price

The PLACE^{3}S model contains a real estate performance model that can be used to predict which parcels of land will redevelop based on existing market conditions. This redevelopment model requires the following information for each development type:

- Sale price or rent
- Construction costs
- Demolition costs
- Operating costs
- Expected annual return on investment

With this information, the redevelopment module will estimate which parcel will redevelop. These parcels can then be assigned to new development types to produce a market driven redevelopment scenario. This type of scenario can be very useful in a corridor

where there is a substantial variation in the real estate market. In the LUICS corridor, limited data for the residential real estate market precluded the extensive use of this module. Table A-3 details the residential prices used for each station area.

TABLE A-3: Residential Rates (Dollars / Square Foot)

Station Area	Typical New House Sale Price / Square Foot	Typical New Condominium Sale Price / Square Foot	Monthly Residential Rental Rates / Square Foot
Franklin Park	N/A	N/A	$1.25
Melrose Park	N/A	$180 to $210	$1.25
Bellwood	N/A	N/A	$1.00 to $1.10
Broadview / Westchester	N/A	N/A	$1.25 to $1.50
LaGrange Park	N/A	N/A	$1.40 to $1.50
LaGrange	$200	$215	$1.65 to $1.75
Summit	N/A	N/A	$1.00 to $1.10
Summit (Harlem Ave)	N/A	$140	$1.00 to $1.10
Chicago (Harlem Ave)	$127 to $145	$135 to $160	$1.00 to $1.10

N/A = Not available

In all communities, soft costs associated with construction (e.g., insurance, contingency, interest) will vary depending upon community.

Transit and Pedestrian Friendliness Ratings

Another set of assumptions relates to a development type's accessibility or friendliness to pedestrians or transit. These assumptions have been determined through an iterative process involving opinions from planners and transportation engineers and are assigned to each development type. The ratings are as follows:

1= Poor
2= Fair
3= Average accessibility
4= Good
5= Excellent

During scenario planning, the rankings are combined and the resulting rating indicates how well the scenario addresses accessibility from a pedestrian's or transit provider's point of view. Higher scores indicate that a scenario is better for fostering walking or transit use.

INDICATORS AND MEASURES

Indicators and measures are the ending outputs that help to determine how successful a scenario is in meeting community goals. The PLACE^{3}S indicators are based on attributes of the individual development types such as the average number of persons per household for a particular type of dwelling or the average number of employees per square foot of building by type of building. Some indicators – such as "Overall Pedestrian Friendliness" – are based on a qualitative rating system created as part of an expert panel process. Qualitative indicators show the relative ranking of different development types. Quantitative indicators are based on large-scale empirical studies, often done on a national scale. One example of this is the "Rail Boardings" indicator, which estimates the number of daily rail boardings anticipated at a new rail station. Table A-4 provides a partial list of indicators that PLACE^{3}S can be programmed to calculate.

TABLE A-4: PLACE^{3}S Indicators (Partial List)

Indicator Availability	Entire Study Area	Study Sub-Areas
Dwelling Unit Totals	Yes	Yes
Employment Totals	Yes	Yes
Dwelling Units per Acre	Yes	Yes
Employee per Acre	Yes	Yes
Employees per Dwelling Unit	Yes	No
Percentage Change in VMT from Base Case	Yes	No
Transit Line Dwelling Unit Density	Yes	No
Transit Line Employment Density	Yes	No
Overall Pedestrian Friendliness	Yes	No
Overall Transit Friendliness	Yes	No

PLACE^{3}S DEVELOPMENT TYPE DESCRIPTIONS

Development types are the building blocks of the PLACE^{3}S model. A development type is defined as a "typical" example of a building type such as a single-family detached dwelling on a 5,000 square foot lot or a one story commercial (retail / office) building. Each development type is associated with a set of physical, financial, transportation and energy characteristics. The GIS software application uses development types on individual lots to describe land use and related characteristics and to calculate the indicators associated with a particular land use pattern.

For the LUICS, a number of development types were used. A summary description is found in Table A-5 at the very end of this appendix, while specific descriptions and common characteristics of the various development types follow.

Single Family Residential (Development Types = 1)

1-01: 10,000 Square Foot Lots (Standard Suburban Single Family)



Development type 1-01 represents a standard suburban single-family residential development type. This type of housing tends to command the highest price per unit in the LUICS corridor. These residence types are not generally constructed in a TOD redevelopment area. They may be part of the TOD designated area if they predate the redevelopment and if the economics of the redevelopment process are such that it is not feasible to replace the existing units with higher density housing units or non-residential uses.

Physical and financial parameters for this class of development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	2,200
Required parking spaces:	2
Effective units per acre:	3.27
Number of bedrooms:	4
Floor to area ratio:	0.17
Return on investment:	8.3%
Transit friendliness:	1
Pedestrian friendliness:	3
Average construction cost:	$106.18 per square foot
Average sales price:	$127 to $200 per square foot
Average total build cost:	$223,600; includes construction and other soft costs.

1-02: 5,000 Square Foot Lots (Standard Urban Single Family)

Development type 1-02 is defined as a standard urban single-family residential property. This development type is located on urban lots that average 5,000 square feet and are most common in areas when land was divided prior to 1950 or in new smart growth / neo-traditional areas. This development type is used to identify areas of existing standard lot single-family housing. New housing projects that use this development type can be found in areas where new housing commands market rate or higher prices.

These types of residences may be constructed in a TOD redevelopment area depending on the local market conditions. Existing development of this type may be retained in a TOD area, if the economics of the redevelopment process are such that it is not practical to replace the existing units with higher density housing units or non-residential uses.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	2,200
Required Parking Spaces:	2
Effective units per acre:	6.53
Number of bedrooms:	4
Floor to area ratio:	0.33
Return on investment:	8.3%
Transit friendliness:	2
Pedestrian friendliness:	3

Average construction cost:	$106.18 per square foot
Average sales price:	$127 to $200 per square foot
Average total build cost:	$223,600; includes construction and other soft costs.

1-03: 5,000 Square Foot Lots with Accessory Unit (Standard Single Family with AU)

Development type 1-03 is defined as standard urban single family residential with an accessory dwelling unit (AU). This development type is located on urban lots that average 5,000 square feet and are most common in areas when land was divided prior to 1950 or in new smart growth / neo-traditional areas. The chief difference between development type 1-02 and 1-03 is the addition of an accessory dwelling unit (e.g., guest house, coach house, above garage rental unit) to development type 1-02. This development type is also used to categorize existing single-family dwellings with accessory dwelling units.

This development type is assumed to have transit-oriented development properties and will most commonly be found in a TOD redevelopment area, depending on local market conditions.

Physical and financial parameters for this class of development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	2,600
Required parking spaces:	3
Effective units per acre:	6.66
Number of bedrooms:	5
Floor to area ratio:	0.39
Return on investment:	8.3%
Transit friendliness:	2
Pedestrian friendliness:	3

Average construction cost:	$106.18 per square foot
Average sales price:	$127 to $200 per square foot
Average total build cost:	$276,100; includes construction and other soft costs.

1-04: 3,200 Square Foot Lots (Small Lot Single Family)

Development type 1-04 is defined as small lot urban single family residential. This development type is located on urban lots that average 3,200 square feet and are most common in new smart growth / neo-traditional areas. These housing products can be included in a TOD area, based on local market conditions. This housing type may be part of the existing land use pattern, if development has been previously allowed on small lots.

Physical and financial parameters for this class of development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	2,000
Required parking spaces:	2
Effective units per acre:	10.21
Number of bedrooms:	3
Floor to area ratio:	0.47
Return on investment:	8.3%
Transit friendliness:	3
Pedestrian friendliness:	3
Average construction cost:	$106.18 per square foot
Average sales price:	$127 to $200 per square foot
Average total build cost:	$212,400; includes construction and other soft costs.

1-05: Townhouses



Development type 1-05 represents single-family townhouse development. This development type marks the transition between attached and detached dwelling units. Townhouses are the most densely developed types classified as single-family units and are a common component of TOD development scenarios. This development type may also be used to designate existing units that were previously constructed in a townhouse or row house configuration.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	1,500
Required parking spaces:	2
Effective units per acre:	13.07
Number of bedrooms:	2
Floor to area ratio:	0.45
Return on investment:	8.3%
Transit friendliness:	3
Pedestrian friendliness:	3
Average construction cost:	$88.04 per square foot
Average sales price:	$135 to $215 per square foot
Average total build cost:	$132,100; includes construction and other soft costs.

Multifamily Residential – Condominiums and Apartments (Development Types = 2)

2-01: Garden Style Apartments – Conventional (2 Stories)



Development type 2-01 is defined as conventional garden style apartments. These low-rise apartments commonly account for a substantial portion of the existing multifamily units in a suburban area. This auto-oriented multifamily use is seldom associated with TOD development. This development type is used to represent most existing low rise / garden style apartments in a study area.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	900
Required parking spaces:	1.75
Effective units per acre:	24.6
Number of bedrooms:	2
Floor to area ratio:	0.51
Return on investment:	8.3%
Transit friendliness:	3
Pedestrian friendliness:	3
Average construction cost:	$59.79 per square foot
Average rental price:	$1 to $1.75 per square foot per month
Average unit build cost:	$53,900; includes aggregate unit construction and other soft costs.

2-02: Garden Style Apartments / Condominiums – TOD (2 to 3 Stories)



Development type 2-02 is defined as TOD garden style apartments / condominiums. This development type is a relatively new form of low-rise (two to three story) multifamily units, and tends to be built near existing transit lines. This development type is similar to type 2-01 but has slightly large units and is required to have slightly less parking due to the close proximity to transit. The result is a slightly more dense low-rise development pattern, which is appropriate for some TOD areas.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	1,000
Required parking spaces:	1.5
Effective units per acre:	30.45
Number of bedrooms:	2
Floor to area ratio:	0.7
Return on investment:	8.3%
Transit friendliness:	4
Pedestrian friendliness:	3
Average construction cost:	$59.79 per square foot
Average rental price:	$1 to $1.75 per square foot per month
Average sales price:	$135 to $215 per square foot
Average unit build cost:	$59,800; includes aggregate unit construction and other soft costs.

2-03: Low Rise Apartments / Condominiums – Conventional (3 Stories)



This development type is defined as conventional low-rise apartments or condominiums. This class of multifamily development is typical of newer large conventional suburban apartment complexes or low rise condominium projects. The auto-oriented use is similar in scale to the units created by development type 2-02. However, the higher parking requirements result in a lower effective density for this development type. This type of development would not normally be built within a TOD redevelopment area.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	900
Required parking spaces:	1.75
Effective units per acre:	28.64
Number of bedrooms:	2
Floor to area ratio:	0.59
Return on investment:	8.3%
Transit friendliness:	4
Pedestrian friendliness:	5
Average construction cost:	$59.79 per square foot
Average rental price:	$1 to $1.75 per square foot per month
Average sales price:	$135 to $215 per square foot
Average unit build cost:	$53,900; includes aggregate unit construction and other soft costs.

2-04: Medium Rise Condominiums / Apartments – TOD (5 Stories)



This development type is defined as TOD medium rise condominiums or apartments. This five story urban multifamily residential development functions well within a TOD.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	1,000
Required parking spaces:	1.75
Effective units per acre:	68.36
Number of bedrooms:	2
Floor to area ratio:	1.57
Return on investment:	8.3%
Transit friendliness:	5
Pedestrian friendliness:	5
Average construction cost:	$88.66 per square foot
Average rental price:	$1 to $1.75 per square foot per month
Average sales price:	$135 to $215 per square foot
Average unit build cost:	$88,700; includes aggregate unit construction and other soft costs.

2-05: High Rise Condominiums / Apartments – TOD (10 Stories)

This development type is defined as urban high-rise condominiums or apartments. This type of structure is seldom found outside of the urban core or high-density suburban centers. This is the densest of all residential development types used in the PLACE^{3}S process.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	100%
Square feet per unit:	1,100
Required parking spaces:	1.75
Effective units per acre:	85.34
Number of bedrooms:	2
Floor to area ratio:	2.16
Return on investment:	8.3%
Transit friendliness:	5
Pedestrian friendliness:	5
Average construction cost:	$88.66 per square foot
Average rental price:	$1 to $1.75 per square foot per month
Average sales price:	$135 to $215 per square foot
Average unit build cost:	$97,600; includes aggregate unit construction and other soft costs.

Commercial – Office and Retail (Development Types = 3)

3-01: Small Commercial – Conventional (One Story)

Development type 3-01 is defined as conventional small commercial; this means that the development type represents a mixture of existing single story commercial building, small multi-user strip commercial buildings and small, one story retail or office buildings. This use is ubiquitous along arterial and collector roads in most urban and suburban settings. These low-density auto dependant commercial uses are one of the classic symbols of what is often identified as "sprawl". This type of land use is seldom included in a TOD development area.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	50%
Square foot per employee:	300
Required parking spaces:	5 per 1,000 square feet

Use type:	Office
Development percentage:	50%
Square foot per employee:	250
Required parking spaces:	4 per 1,000 square feet

Effective employees per acre:	37.22
Floor to area ratio:	0.23
Return on investment:	9.1%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$69.59 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$695,900 for 10,000 square feet

3-02: Small Commercial – TOD (One Story)

This development type is defined as small commercial TOD. This is a new land use in the LUICS ½ mile corridor. There are numerous examples of this type of development in the Chicago metropolitan region including downtown LaGrange, which is built around the existing Metra BNSF line. It is similar in size to the uses in 3-01 but can be used to meet certain limited commercial needs in a TOD development area. However, extensive use in the normal TOD development area would eliminate other opportunities. It has reduced parking requirements when compared to Type 3-01, in recognition of the accessibility obtained from the transit system.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	50%
Square feet per employee:	300
Required parking spaces:	3 per 1,000 square feet

Use type:	Office
Development percentage:	50%
Square feet per employee:	250
Required parking spaces:	2 per 1,000 square feet

Effective employees per acre:	45.25
Floor to area ratio:	0.25
Return on investment:	9.2%
Transit friendliness:	3
Pedestrian friendliness:	3

Average construction cost:	$75.58 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$755,800 for 10,000 square feet

3-03: Medium Commercial – Conventional (2 Stories)



This development type is defined as conventional medium commercial. This mid-sized commercial use fills a variety of roles in both the suburban and urban settings. These auto dependant uses are common along arterial streets and in commercial districts in both urban and suburban settings. In some older urban centers, this development type can be used to represent existing commercial developments.

Physical and financial parameters for this class of new development include:

Use Type:	Retail
Development percentage:	40%
Square feet per employee:	300
Required parking spaces:	5 per 1,000 square feet

Use Type:	Office
Development Percentage:	60%
Square feet per employee:	250
Required parking spaces:	4 per 1,000 square feet

Effective employees per acre:	47.28
Floor to area ratio:	0.29
Return on investment:	9.2%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$81.56 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$815,600 for 10,000 square foot

3-04: Medium Commercial – TOD (2 Stories)



Development type 3-04 is defined as TOD medium commercial. This development type is comprised of mid-sized commercial uses within a TOD development area. Due to its proximity to transit, this development type has reduced parking requirements. The commercial uses that occupy this development type may be similar to the uses in type 3-03, but they are more pedestrian-oriented, rather than auto-oriented. Accordingly, not all of the uses that are normally associated with 3-03 would function successfully in a TOD setting, due to the reduced parking. This development type should be considered the predominate form of TOD commercial in urban and higher density suburban settings.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	40%
Square feet per employee:	300
Required parking spaces:	3 per 1,000 square feet

Use type:	Office
Development Percentage:	60%
Square feet per employee:	250
Required parking spaces:	2 per 1,000 square feet

Effective employees per acre:	95.11
Floor to area ratio:	0.58
Return on investment:	9.2%
Transit friendliness:	5
Pedestrian friendliness:	1

Average construction cost:	$89.58 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$895,800 for 10,000 square feet

3-05: Large Commercial – Conventional (3 Stories)



Development type 3-05 is conventional big-box commercial. The commercial uses in this category include a variety of suburban shopping centers, conventional urban commercial centers, large store retailers and large auto-oriented commercial areas in both suburban and urban settings. These auto dependant uses are most common along high-volume arterial streets, especially near the intersection of two arterials streets. This development type – because of parking requirements in most communities – is antithetical to TOD. The existence of this type of land use in a TOD area can impact all of other effort to create a compact transit friendly development that encourages walking.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	25%
Square feet per employee:	300
Required parking spaces:	5 per 1,000 square feet

Use type:	Office
Development percentage:	75%
Square foot per employee:	250
Required parking spaces:	4 per 1,000 square feet

Effective employees per acre:	55.02
Floor to area ratio:	0.33
Return on investment:	8.2%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$91.59 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$915,900 for 10,000 square feet

3-06: Large Commercial – TOD (3 Stories)

Development type 3-06 is defined as large commercial TOD. These commercial centers are integrated with transit and are located in urban area and high-density suburban shopping centers. This is a new development type in the LUICS corridor and represents the most intense commercial use. In some urban areas with adequate transit access, this development type can be used to describe existing commercial development.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	25%
Square feet per employee:	300
Required parking spaces:	3 per 1,000 square feet

Use type:	Office
Development percentage:	75%
Square feet per employee:	250
Required parking spaces:	2 per 1,000 square feet

Effective employees per acre:	135.17
Floor to area ratio:	0.81
Return on investment:	9.2%
Transit friendliness:	5
Pedestrian friendliness:	3

Average construction cost:	$91.59 per square foot
Average lease rates:	$1.16 to $2.83 per square foot per month (default = $1.25)
Average build cost:	$915,900 for 10,000 square feet

Office Only (Development Types = 4)

4-01: Medium Office – Conventional (Two Story)



Development type 4-01 is defined as conventional medium office. These two story office buildings are common in many suburban locations and along the edge of urban commercial centers. This development type represents a substantial portion of suburban office park development and is very auto oriented. This development type can be used to describe existing office uses in many areas including TOD redevelopment areas, but is seldom used with new development in TOD areas.

Physical and financial parameters for this class of new development include:

Use type:	Office
Development percentage:	100%
Square feet per employee:	250
Required Parking Spaces:	4 per 1,000 square feet

Effective employees per acre:	55.02
Floor to area ratio:	0.32
Return on investment:	9.5%
Transit friendliness:	4
Pedestrian friendliness:	3

Average construction cost:	$81.56 per square foot
Average lease rates:	$0.96 to $1.67 per square foot per month (default = $1.25)
Average build cost:	$815,600 for 10,000 square feet

4-02: High Office – Conventional (Five Story)



Development type 4-02 is defined as conventional high office. These five story office buildings represent the high-density form of office development in suburban locations and suburban office parks. This development type is also common in urban commercial centers, and is fairly auto oriented. It can be adapted to function well in new development in TOD areas through the use of parking structures. This development type generally describes existing office uses in many areas including TOD redevelopment areas.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	10%
Square feet per employee:	300
Required parking spaces:	5 per 1,000 square feet

Use type:	Office
Development percentage:	90%
Square feet per employee:	250
Required parking spaces:	4 per 1,000 square feet

Effective employees per acre:	133.61
Floor to area ratio:	0.78
Return on investment:	9.5%
Transit friendliness:	5
Pedestrian friendliness:	4

Average construction cost:	$94.93 per square foot
Average lease rates:	$0.96 to $1.67 per square foot per month (default = $1.25)
Average build cost:	$949,300 for 10,000 square feet

4-03: Very High Office – Conventional (10 Story)



Development type 4-03 is defined as conventional very high office. These 10 story office buildings represent the high-rise form of office development that is found most typically in urban commercial centers. It can also be found in a limited number of suburban office centers. Any concentration of this development type will probably be served by transit. Despite this fact, the overwhelming majority of suburban examples of this development type are auto oriented. This type of development can be adapted to function well in new TOD development areas with parking structures. This type can be used to describe existing office uses in many areas including TOD redevelopment areas.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	5%
Square feet per employee:	300
Required parking spaces:	5 per 1,000 square feet

Use type:	Office
Development percentage:	95%
Square feet per employee:	250
Required parking spaces:	4 per 1,000 square feet

Effective employees per acre:	256.54
Floor to area ratio:	1.48
Return on investment:	9.5%
Transit friendliness:	5
Pedestrian friendliness:	5

Average construction cost:	$94.93 per square foot
Average lease rates:	$$0.96 to $1.67 per square foot per month (default = $1.25)
Average build cost:	$949,300 for 10,000 square feet

Mixed Use – Commercial / Office / Residential (Development Types = 5)

5-01: Two Story Commercial / Residential – Mixed Use



Development type 5-01 is defined as two story mixed use commercial / residential. This development type is both old and new. Many urban and older suburban commercial areas have examples of this development type, especially in town centers and areas developed prior to 1950. Recently use of this type has been in smart growth / neo-traditional developments and in TOD redevelopment areas. This use has relatively limited amounts of parking.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development Percentage:	50%
Square feet per unit:	600
Required parking spaces:	1.75
Average construction cost:	$59.79 per square foot
Average build cost:	$35,900 per unit
Default monthly rent:	$1.00 per square foot

Use types:	Retail and Office
Development percentage:	25% for each use
Square feet per employee:	300 / 250
Required parking spaces:	3 / 2 per 1,000 square feet
Average construction cost:	$69.59 per square foot
Average build cost:	$695,900 for 10,000 square feet
Default monthly lease rate:	$1.25 per square foot

Effective residential units per acre:	15.04
Effective employees per acre:	33.09
Floor to area ratio:	0.41
Return on investment:	9.0%
Transit friendliness:	3
Pedestrian friendliness:	3

5-02: Four Story Commercial / Residential – Mixed Use

Development type 5-02 is defined as four story mixed use commercial / residential. This development type is both an old and a new type of development. Typically, this type of development has one story of commercial capped by three stories of residential. Recent examples of this development type are found in large condominium and apartment projects. This development is commonly included in new TOD developments.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	75%
Square feet per unit:	1,000
Required parking spaces:	1.75
Average construction cost:	$76.21 per square foot
Average build cost:	$76,250 per unit
Default monthly rent:	$1.05 per square foot

Use type:	Retail and Office
Development percentage:	12.5% for each use
Square feet per employee:	300 / 250
Required parking spaces:	3 / 2 per 1,000 square feet
Average construction cost:	$81.56 / $94.93 per square foot
Average build cost:	$882,500 for 10,000 square foot
Default monthly lease rate:	$1.25 per square foot

Effective residential units per acre:	25.93
Effective employees per acre:	31.7
Floor to area ratio:	0.79
Return on investment:	9.0%
Transit friendliness:	5
Pedestrian friendliness:	5

5-03: Six Story Commercial / Residential Mixed Use

Development type 5-03 is defined as six story mixed use commercial / residential. Many urban commercial areas have example of this type of development, especially if built prior to the 1950s. Newer versions of this development type are most common in urban areas with good transit or in the core of a TOD development.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	84%
Square feet per unit:	1,000
Required parking spaces:	1.75
Average construction cost:	$76.21 per square foot
Average build cost:	$76,210 per unit
Default monthly rent:	$1.10 per square foot

Use types:	Retail and Office
Development percentage:	8% for each use
Square feet per employee:	300 / 250
Required parking spaces:	3 / 2 per 1,000 square feet
Average construction cost:	$88.66 / $94.93 per square foot
Average build cost:	$917,900 for 10,000 square feet
Default monthly lease rate:	$1.25 per square foot

Effective residential units per acre:	31.61
Effective employees per acre:	22.08
Floor to area ratio:	0.86
Return on investment:	9.0%
Transit friendliness:	5
Pedestrian friendliness:	5

5-04: Live / Work (Three Story)



Development type 5-04 is defined as three story, live / work mixed use. This development type is found in both new development and in older urban and suburban areas but is not a common development type. The most common traditional form of this development is small commercial on the first floor with a residence above and can be found scattered in older urban and suburban communities. More recently, this development type has been called "loft" development and can be found in smart growth / neo-traditional development and in TOD redevelopment areas.

Physical and financial parameters for this class of new development include:

Use type:	Residential
Development percentage:	60%
Square feet per unit:	1,600
Required parking spaces:	1.75
Average construction cost:	$76.21 per square foot
Average build cost:	$122,000 per unit
Default monthly rent:	$1.00 per square foot

Use types:	Retail and Office
Development percentage:	20% for each use
Square feet per employee:	300 / 250
Required parking spaces:	1.5 per 1,000 square feet
Average construction cost:	$88.66 / $94.93 per square foot
Average build cost:	$917,900 for 10,000 square feet
Default monthly lease rates:	$1.25 per square foot

Effective residential units per acre:	18.8
Effective employees per acre:	71.12
Floor to area ratio:	1.11
Return on investment:	8.9%
Transit friendliness:	4
Pedestrian friendliness:	4

Industrial (Development Types = 6)

6-01: Light Industrial – Conventional (One Story)



Development type 6-01 is defined as conventional light industrial. This development type represents a large variety of existing and new uses that range from warehouse to light manufacturing. These development types tend to be auto and truck oriented in most areas and rail oriented in order suburban areas and urban areas. A substantial portion of the value of an industrial development type is contained in the equipment installed for use in a particular industrial process. The density of employment in this development type is the lowest in the industrial category.

Physical and financial parameters for this class of new development include:

Use type:	Industrial
Development percentage:	100%
Square feet per employee:	1,000
Required parking spaces:	1 per 1,000 square feet

Effective employees per acre:	15.73
Floor to area ratio:	0.36
Return on investment:	9.5%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$44.49 per square foot
Average lease rates:	$0.20 to $0.67 per square foot per month (default = $0.45)
Average build cost:	$444,900 for 10,000 square feet

6-02: Medium Industrial – Conventional (One Story)



Development type 6-02 is defined as conventional medium industrial. This development type represents a variety of existing and new manufacturing uses. These uses tend to be very stable, with infrequent change. In older area, this development type is rail oriented, while newer developments are auto and truck oriented. A substantial portion of the value of an industrial development type is contained in the equipment installed for use in a particular industrial process.

Physical and financial parameters for this class of new development include:

Use type:	Industrial
Development percentage:	100%
Square feet per employee:	1,000
Required parking spaces:	1 per 1,000 square feet

Effective employees per acre:	21.78
Floor to area ratio:	0.5
Return on investment:	9.5%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$44.49 per square foot
Average lease rates:	$0.20 to $0.67 per square foot per month (default = $0.45)
Average build cost:	$444,900 for 10,000 square feet

6-03: Heavy Industrial – Conventional (One Story)



Development Type 6-03 represents conventional heavy industrial uses. This development type represents a variety of existing and new manufacturing uses. These uses tend to be the most place-bound of the industrial uses, and like the other industrial examples, are auto and truck oriented in most areas with older facilities serviced by rail. A substantial portion of the value of an industrial development type is contained in the equipment installed for use in a particular industrial process. This type of use is generally considered to provide "basic" employment in a regional economy.

Physical and financial parameters for this class of new development include:

Use Type:	Industrial
Development percentage:	100%
Square feet per employee:	1,000
Required parking spaces:	1 per 1,000 square feet

Effective employees per acre:	21.78
Floor to area ratio:	0.5
Return on investment:	9.5%
Transit friendliness:	1
Pedestrian friendliness:	1

Average construction cost:	$44.49 per square foot
Average lease rates:	$0.20 to $0.67 per square foot per month (default = $0.45)
Average build cost:	$444,900 for 10,000 square feet

6-04: Live / Work Light Industrial – TOD (Two Story)

Development type 6-04 is defined as two story, live / work, light industrial. This is a new type of development and is not a common use. In some areas, this development type could be considered as "loft" development. This development type has been most recently used in smart growth / neo-traditional developments and in TOD redevelopment areas.

Physical and financial parameters for this class of new development include:

Use Type:	Residential
Development percentage:	25%
Square feet per unit:	1,000
Required parking spaces:	1.75
Average construction cost:	$76.21 per square foot
Average build cost:	$76,210 per unit
Default monthly rent:	$1.00 per square foot

Use types:	Retail and Office
Development percentage:	12.5% for each use
Square feet per employee:	300 / 250
Required parking spaces:	1 per 1,000 square feet
Average construction cost:	$52.92 per square foot
Average build cost:	$529,200 for 10,000 square feet
Default monthly lease rates:	$1.25 per square foot

Use type:	Industrial
Development percentage:	50%
Square feet per employee:	800
Required parking spaces:	1 per 1,000 square feet
Average construction cost:	$44.49 per square foot
Average build cost:	$444,900 for 10,000 square feet
Default monthly lease rate:	$0.45 per square foot

Effective residential units per acre:	7.58
Effective employees per acre:	46.76
Floor to area ratio:	0.7
Return on investment:	9.5%
Transit friendliness:	3
Pedestrian friendliness:	3

6-05: Commercial / Industrial – TOD (Two Story)

Development type 6-05 is identified as TOD commercial / industrial. This development type represents a variety of newer facilities located in commercial centers or in industrial centers / parks. Even if designed with a transit-oriented focus, these development types tend to be more auto and truck oriented than other TOD land uses. They are more commonly located in the suburbs than in the older urban areas. Like all industrial development types, a substantial portion of the value of an industrial development type is contained in the equipment installed for use in a particular industrial process.

Physical and financial parameters for this class of new development include:

Use type:	Retail
Development percentage:	5%
Square feet per employee:	300
Required parking spaces:	3 per 1,000 square feet
Default monthly lease rate:	$1.25 per square foot

Use type:	Office
Development percentage:	45%
Square feet per employee:	250
Required parking spaces:	2 per 1,000 square feet
Default monthly lease rate:	$1.25 per square foot

Use type:	Industrial
Development percentage:	50%
Square feet per employee:	800
Required parking spaces:	2 per 1,000 square feet
Default monthly lease rate:	$0.45 per square foot

Effective employees per acre:	59.11
Floor to area ratio:	0.52
Return on investment:	9.5%
Transit Friendliness:	2
Pedestrian Friendliness:	2

Average construction cost:	$59.52 per square foot
Average build cost:	$595,200 for 10,000 square foot

Special Uses (Development Types = 7)

7-01: Civic and Community Uses (Three Story)



Development type 7-01 represents the various community and civic uses needed for and found in a community. Some of these uses (community offices and courts) are found in concentrations of urban centers, while in newer suburban communities, these uses may or may not serve as the community center. Scattered examples of these uses include police and fire stations.

Physical parameters for this class of new development include:

Use type:	Public
Development percentage:	100%
Square foot per employee:	800
Required parking spaces:	2 per 1,000 square feet

Effective employees per acre:	17.71
Floor to area ratio:	0.41
Return on investment:	8.0%
Transit friendliness:	3
Pedestrian friendliness:	3

7-02: Hospital / Medical Center (10 Story)

Development type 7-02, Hospital / Medical Center, is a fairly standard development type. This development type is adaptable for TOD areas, especially with the use of parking structures.

Physical parameters for this class of new development include:

Use type:	Public
Development percentage:	100%
Square feet per employee:	400
Required parking spaces:	2 per 1,000 square feet

Effective employees per acre:	612.56
Floor to area ratio:	5.63
Return on investment:	9.0%
Transit friendliness:	4
Pedestrian friendliness:	3

7-03: Limited Service Hotel (Up to Five Story)

Development type 7-03, Limited Service Hotel, is a fairly standard development type. In most cases, this development type is auto dependent, but can be adapted for TOD areas, especially with the use of parking structures. Use of this development type should be limited in TOD redevelopment areas.

Physical parameters for this class of new development include:

Use type:	Office
Development percentage:	100%
Square feet per employee:	900
Required parking spaces:	5 per 1,000 square feet

Effective employees per acre:	15.7
Floor to area ratio:	0.32
Return on investment:	11.6%
Transit friendliness:	2
Pedestrian friendliness:	2

7-04: Full Service Hotel (Five to 10 Story)

Development type 7-04, Full Service Hotel, is a fairly standard development type. In most cases, this development type is auto dependent, but can be adapted for larger TOD areas, especially with the use of parking structures. Use of this development type should be limited in TOD redevelopment areas.

Physical parameters for this class of new development include:

Use type:	Office
Development percentage:	100%
Square feet per employee:	600
Required parking spaces:	5 per 1,000 square feet

Effective employees per acre:	52.89
Floor to area ratio:	0.73
Return on investment:	11.5%
Transit friendliness:	3
Pedestrian friendliness:	3

7-05: Conference / Convention Facility – Conventional (Three Story);
7-06 Conference / Convention Facility – TOD (Three Story)



Development type 7-05 describes standard conference, convention or large-scale activity facilities. This development type is common; it requires a large area and is highly auto dependent. Due to the large footprint of the facility and the fact that most activities take place inside the facility, this development type – by design – is usually inhospitable to pedestrians and transit users.

In contrast to the auto dependent convention facility, newer convention facilities (identified as development type 7-06 for PLACE^{3}S) can be designed with transit and the pedestrian in mind, and these can be included in TOD redevelopment areas. An example of a TOD large activity facility is the Oregon Convention Center in Portland.

Differences between 7-05 and 7-06 are found in the physical parameters for this class of development and include:

Use type:	Public
Development percentage:	100%
Square feet per employee:	1,080

For conventional developments (7-05)

Required parking spaces:	5 per 1,000 square feet
Effective employees per acre:	12.96
Floor to area ratio:	0.32
Return on investment:	9.0%
Transit friendliness:	1
Pedestrian friendliness:	1

For TOD developments (7-06)

Required parking spaces:	4 per 1,000 square feet
Effective employees per acre:	36.73
Floor to area ratio:	0.91
Return on investment:	9.0%
Transit friendliness:	3
Pedestrian friendliness:	3

7-07: Arena – Conventional;
7-08: Arena – TOD

Development types 7-07 and 7-08 are often facilities limited to large spectator events. Most recent arena development has been of the conventional (7-07) type, which is highly auto dependent and lacking in pedestrian and transit user amenities. However, there are examples of TOD arenas; one need not look further than Wrigley Field in Chicago's Lakeview neighborhood. Other examples include the MCI Arena in Washington, DC, and the new Kodak Theatre in Los Angeles, Calif.

Differences between 7-07 and 7-08 are found in the physical parameters for this class of development and include:

Use type:	Public
Development percentage:	100%
Square feet per employee:	600

For conventional developments (7-07)

Required parking spaces:	5 per 1,000 square feet
Effective employees per acre:	23.24
Floor to area ratio:	0.32
Return on investment:	9.0%
Transit friendliness:	1
Pedestrian friendliness:	1

For TOD developments (7-08)

Required parking spaces:	4.5 per 1,000 square feet
Effective employees per Acre:	52.89
Floor to Area ratio:	0.73
Return on Investment	9.0%
Transit Friendliness	3
Pedestrian Friendliness	3

Parks, Open Space and Vacant Land (Development Types = 8)

8-01: Parks and Open Space



Parks and open space, development type 8-01, are uses that add to the quality of life for community residents. These uses can fit into TOD areas as long as they are small in size (e.g., pocket parks) or serve as connectors (e.g., linear parks) between areas. In general, parks and open space are zones without employees or residents. The term open space includes wet lands as well as government owned property that lies fallow.

Use type: Other
Development percentage: 100%

8-02: Vacant Land


For PLACE^{3}S, land is classified as vacant (development type 8-02) when it is under private ownership and is not classified as agricultural land, wetlands, open space or park land according to tax rolls. Vacant land represents opportunities for development and should be changed during station area scenario planning.

Use type: Other
Development percentage: 100%

Table A-5
Summary of Selected Assumptions for PLACE^{3}S Development Types

	% Residntl	% Retail	% Office	% Industrl	% Public	% Other	Average Dwelling Size Sq Ft	Sq Ft / Retail Emplyee	Sq Ft / Office Emplyee	Sq Ft / Industrl Emplyee	Sq Ft / Other Emplyee	FAR	DU / Acre	Emplyees / Acre	Required Parking / 1,000 Sq Ft of Building
Single Family Residential															
1-01 10,000 Sq Ft Lot	100	--	--	--	--	--	2,200	--	--	--	--	0.17	3.27	--	0.91
1-02 5,000 Sq Ft Lot	100	--	--	--	--	--	2,200	--	--	--	--	0.33	6.53	--	0.91
1-03 Accessory Unit, 5,000 Sq Ft Lot	100	--	--	--	--	--	2,600	--	--	--	--	0.39	6.66	--	1.15
1-04 3,200 Sq Ft Lot	100	--	--	--	--	--	2,000	--	--	--	--	0.47	10.21	--	1.00
1-05 Townhouse, 2,500 Sq Ft Lot	100	--	--	--	--	--	1,500	--	--	--	--	0.45	13.07	--	1.17
Condo / Multi- Family Residential															
2-01 Garden Style Conventional	100	--	--	--	--	--	900	--	--	--	--	0.51	24.60	--	1.94
2-02 Garden Style TOD	100	--	--	--	--	--	1,000	--	--	--	--	0.70	30.45	--	1.50
2-03 Low Rise Conventional	100	--	--	--	--	--	900	--	--	--	--	0.59	28.64	--	1.94
2-04 Medium Rise TOD	100	--	--	--	--	--	1,000	--	--	--	--	1.57	68.36	--	1.75
2-05 High Rise TOD	100	--	--	--	--	--	1,100	--	--	--	--	2.16	85.34	--	1.59
Commercial															
3-01 Small Conventional	--	50	50	--	--	--	--	300	250	--	--	0.23	--	37.22	4.50
3-02 Small TOD	--	50	50	--	--	--	--	250	300	--	--	0.28	--	45.25	2.50
3-03 Medium Conventional	--	40	60	--	--	--	--	300	250	--	--	0.29	--	47.83	4.40
3-04 Medium TOD	--	40	60	--	--	--	--	300	250	--	--	0.58	--	95.11	2.40
3-05 Large Conventional	--	25	75	--	--	--	--	300	250	--	--	0.33	--	55.02	4.25
3-06 Large TOD	--	25	75	--	--	--	--	300	250	--	--	0.81	--	135.17	2.25
Office															
4-01 Medium Conventional	--	--	100	--	--	--	--	--	250	--	--	0.32	--	55.02	4.00
4-02 High Conventional	--	10	90	--	--	--	--	300	250	--	--	0.78	--	133.61	4.10
4-03 Very High Conventional	--	5	95	--	--	--	--	300	250	--	--	1.48	--	256.54	4.05

	% Residntl	% Retail	% Office	% Industrl	% Public	% Other	Average Dwelling Size Sq Ft	Sq Ft / Retail Emplyee	Sq Ft / Office Emplyee	Sq Ft / Industrl Emplyee	Sq Ft / Other Emplyee	FAR	DU / Acre	Emplyees / Acre	Required Parking / 1,000 Sq Ft of Building
Mixed Use															
5-01 2-Story	50	25	25	--	--	--	600	300	250	--	--	0.41	15.04	33.09	2.71
5-02 4-Story	75	13	13	--	--	--	1,000	300	250	--	--	0.79	25.93	31.70	1.94
5-03 6-Story	84	8	8	--	--	--	1,000	300	250	--	--	0.86	31.61	22.08	1.87
5-04 Live/Work	60	20	20	--	--	--	1,600	300	250	--	--	1.11	18.18	71.12	1.26
Industrial															
6-01 Light Conventional	--	--	--	100	--	--	--	--	--	1,000	--	0.36	--	15.73	1.00
6-02 Medium Conventional	--	--	--	100	--	--	--	--	--	1,000	--	0.50	--	21.78	1.00
6-03 Heavy Conventional	--	--	--	100	--	--	--	--	--	1,000	--	0.50	--	21.78	1.00
6-04 Live/Work Light TOD	25	13	13	50	--	--	1,000	300	250	800	--	0.70	7.58	46.76	1.19
6-05 TOD with Commercial	--	5	45	50	--	--	--	300	250	800	--	0.52	--	59.11	2.05
Civic and Special Uses															
7-01 Civic and Community Uses	--	--	--	--	100	--	--	--	--	--	1,000	0.41	--	17.71	3.00
7-02 Hospital/Medical Center	--	--	--	--	100	--	--	--	--	--	400	5.63	--	612.56	--
7-03 Limited Hotel	--	--	100	--	--	--	--	--	900	--	--	0.32	--	15.70	5.00
7-04 Full Hotel	--	--	100	--	--	--	--	--	600	--	--	0.73	--	52.89	5.00
7-05 Conference Facility Conventional	--	--	--	--	100	--	--	--	--	--	1,080	0.32	--	12.96	5.00
7-06 Conference Facility TOD	--	--	--	--	100	--	--	--	--	--	1,080	0.91	--	36.73	4.00
7-07 Arena Conventional	--	--	--	--	100	--	--	--	--	--	600	0.32	--	23.34	5.00
7-08 Arena TOD	--	--	--	--	100	--	--	--	--	--	600	0.73	--	52.89	5.00
Parks and Vacant Lands															
8-01 Parks & Open Space	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--
8-02 Vacant Land	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--

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APPENDIX B –Workshop Presentations and Attendees

Land Use and Community Planning Study For the Proposed Inner Circumferential Commuter Rail Line Corridor

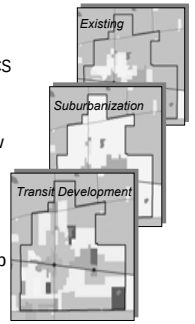
July 30, 2002

Study Purpose

- Develop land use and community development scenarios in and around proposed ICS commuter rail stations
- Use transit-oriented development land use strategies
- Quantify scenarios for input to the CATS travel forecasting models

Why?

- To better position the ICS project to compete for federal dollars
- To improve the FTA New Start criteria ratings for land use
- Transit supportive development typically leads to greater ridership

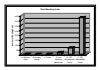


Project Approach

KEY STEPS

Data Collection

Station Area Concept Plans



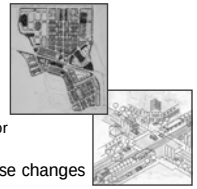
Quantify Concept Plans

Data Collection - Completed

- Municipal meetings for proposed ICS stations
- Cook County Assessor GIS data
- Situation review

Station Area Concept Plans

- Today's activity
- Focus on TOD
- FTA evaluates
  - Containment of sprawl
  - Focus growth on corridor
  - Transit-friendly zoning
- "Self-executing" land use changes strategy



Land Use & Community Planning Study

Inner Circumferential Commuter Rail Corridor

July 30, 2002

Parsons Brinckerhoff

Study Purpose

- Develop land use and community development scenarios in and around proposed ICS commuter rail stations
- Use transit-oriented development land use strategies
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Parsons Brinckerhoff

Why?

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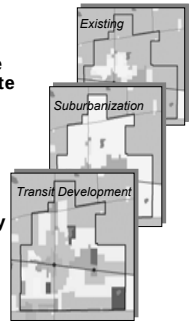

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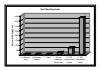
Project Approach

KEY STEPS

Data Collection

Station Area Concept Plans



Quantify Concept Plans

Parsons Brinckerhoff

Data Collection - Completed

- Municipal meetings for proposed ICS stations
- Cook County Assessor GIS data
- Situation review

Parsons Brinckerhoff

Station Area Concept Plans

- Today's activity
- Focus on TOD
- FTA evaluates
  - Containment of sprawl
  - Focus growth on corridor
  - Transit-friendly zoning
- "Self-executing" land use changes strategy

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Transit-Oriented Development & Chicago's ICS Corridor

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The six elements of TOD definition

- Moderate to higher density
- Within an easy walk
- A mix of uses
- Designed for the pedestrian
- New construction or redevelopment
- Increases transit ridership

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Two Models for TOD

- Transit Oriented Development

  or

- Transit Adjacent Development

Orenco, Portland

Hudson-Bergen, NJ

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Transit Adjacent Development

- Proximity to transit – within an easy walk
- Development not reshaped by transit

Cisco Systems, San Jose

Parsons Brinckerhoff

Transit Oriented Development

- Proximity to transit – within an easy walk
- Development shaped by transit – mix of uses, building orientation, density, parking

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Forces Driving TOD Renaissance

- Congestion driving inner city sites
- Increased "move back in" to cities
- Demographic shifts
- Support for "smart growth"
- New in federal policy

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Demographics of TOD

- 64% h-holds no children under 18
- 32% h-holds rent
- 24% age 55+ prefer townhome in the city
- 40% age 25 to 34 prefer other than SF Home
- +$50k income h-holds fastest growing renter segment

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TOD & Property Values

- Washington, DC
  - + $2 to $4 per foot for commercial
- San Francisco
  - + $2 per foot for residential
- Portland
  - + 10% rent premiums

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Arlington Heights, IL

- Downtown Redevelopment
- Performing Arts Ctr
- Structured Parking
- Mainstreet retail
- High Density Condo's
  - Retail below
- New Station
  - McDonalds & Newsstand

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Holly Street Village Pasadena

- $56m Urban Infill
- $16m subsides
- 374 units
- 55 DU acre
- Podium parking
- Built over future Pasadena LRT
- 11,000 SQ Ft retail

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Uptown District San Diego

- Former Sears Bldg
- City of San Diego lead, owned land
- 14 acre "Bus TOD"
- 4 bus lines
- 318 units - 43 DU/acre
- 145k retail, office

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EmeryStation Emeryville, CA

- 20 acre brownfield
- Wareham Development
- Amtrak Initiated
- 550k mixed-use
- 100 units residential

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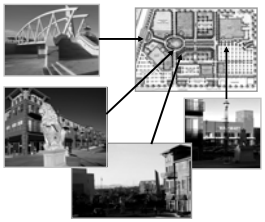
Englewood Colorado



- Failed mall
- Assembled by city
- 55 acre site
- TOD plan
- New City Hall
- 900+ park & ride

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Mockingbird Station, Dallas

- 10 acre mixed-use
- 220 lofts
- Hotel
- Movie theatre
- Virgin superstore
- $6m unneeded parking

Parsons Brinckerhoff

Gresham Central Gresham, OR

- 2.6 acres site, vacant ROW & old industrial
- 90 units
- 35 DU's Acre
- TEA-21 $ for gables, porches & esplanade
- Parked @ 1.5 per unit
- 100% occupied

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Density Matters

- 6 to 7 DU acre for bus
- 9 to +25 DU acre for rail
- +50 DU acre: auto & non-auto trips are equal
- 10% more density = 5% more transit trips

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Recipe for TOD Success

- Supportive real estate market
- Transit system design
- Community partnerships
- Understanding real estate
- Planning for growing smart
- Right mix of incentives

Portland

Parsons Brinckerhoff

Some TOD Conclusions

- Record number of TODs
- Market trends positive for TOD
- Benefits of TOD are real
- More TADs than TODs
- Works with bus or rail
- Barriers real & significant
- Partnerships essential for success
- Link to communities vision
- Design for the Pedestrian

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Transit-Oriented Development: State-of-the Practice

Parsons Brinckerhoff

PLACE³S: An Urban Planning Method and GIS Tool

PLAnning for Community Energy, Economic, and Environmental Sustainability

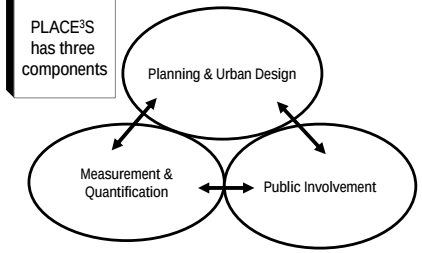
Parsons Brinckerhoff

PLACE³S IS....

- Information-based, participatory planning method
- Supported by public domain GIS software
- Educational tool for involvement with local officials, citizens and stakeholders
- Measures impacts of planning choices

Parsons Brinckerhoff

PLACE^{3}S has three components



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PLANNING & URBAN DESIGN

PLACE^{3}S applies Smart Growth techniques

- **Land use mix and redevelopment**
- **Linking land use & transportation**
- **Uses land & infrastructure efficiently**
- **Protects natural resources**
- **Creates choices in housing & transportation**
- **Pays attention to livability & design details**
- **Saves energy**

Parsons Brinckerhoff

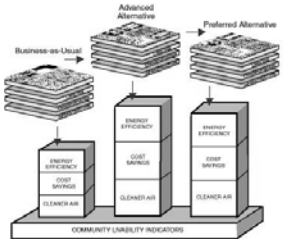
MEASUREMENT & QUANTIFICATION

PLACE^{3}S Uses the Analytical & Mapping Power of GIS

Parsons Brinckerhoff

MEASUREMENT & QUANTIFICATION

PLACE^{3}S Compares and Analyzes Alternative Scenarios



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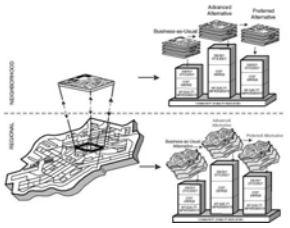
MEASUREMENT & QUANTIFICATION

PLACE^{3}S Performs Regional and Local Level of Analysis



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MEASUREMENT & QUANTIFICATION

PLACE^{3}S ICS Indicators:

- **Total Jobs & Dwelling Units**
- **Density**
- **Vehicle Miles Traveled**
- **Transit Boardings**
- **Total Jobs & Housing Near Transit**
- **Redevelopment Potential**
- **Air Pollution**
- **Transportation Energy Use**
- **Parks, Open Space Acres/Capita**

Parsons Brinckerhoff

PUBLIC INVOLVEMENT

PLACE^{3}S Supports Public Involvement

- **"Information-Based Planning"**
- **Helps citizens visualize & understand alternatives & develop informed opinions**
- **Helps develop consensus, constructive involvement, and partnerships**
- **Increases learning about range of choices and long term effects**
- **Advances implementation**

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PUBLIC INVOLVEMENT

Parsons Brinckerhoff

PUBLIC INVOLVEMENT

Parsons Brinckerhoff

LAND USE AND COMMUNITY PLANNING STUDY
INNER CIRCUMFERENTIAL COMMUTER RAIL CORRIDOR

Community Workshop

Wednesday, July 31, 2002

~~6:00 p.m. to 9:00 p.m.~~ 3-6

~~Village of La Grange Auditorium~~ Melrose Park

PLEASE PRINT

Name	Affiliation (if any)	Address	City	Zip	Phone
Jon Ferguson	Broadview	2356 S. 25th Ave	Broadview	60155	681-3600
JOHN TERNEY	"	"	"	"	"
PAT WILLIAMS	"	"	"	"	"
JEFF WHALEY	"	"	"	"	"
HENRY VICENIK	"	"	"	"	"
JOHN CROIS	WESTCHESTER	10300 ROOSEVELT	WESTCHESTER	60154	345-0020
ROGER KUBITZ	MELROSE PK	1951 15TH AVE	MELROSE PK	60160	865-8747
MARK WHITTINGTON	BROADVIEW	2700 S. 17th Ave	BROADVIEW	60155	786-5060
LARRY OWENS	BELLWOOD	345 27th AVE	BELLWOOD	60104	544-6751
A. BRUNO	Melrose Pk	1951 N. 15th Ave	Melrose Pk	60160	865-8747
Barbara Morrison	Bellwood	3524 St Paul Ave	Bellwood	60104	544-5432
Beth McCluskey	NCCOM	18300 Roosevelt	Westchester	60154	345-0020
Jeff Eder	Franklin Park	9500 Belmont	Franklin Park	60131	847-671-8300
Laura Yaffee	Cook Co	69 W. Washington St	Chicago	60601	312 603 1013
Michele Caccinelli	BOSCH	2800 S 25th	Broadview	60155	865 [illegible] 6488
Roy J. McCampbell	Bellwood	3200 Washington	~~Schiller Park~~	60104	708/547-3500

LAND USE AND COMMUNITY PLANNING STUDY
INNER CIRCUMFERENTIAL COMMUTER RAIL CORRIDOR

Community Workshop

Wednesday, July 31, 2002
6:00 p.m. to 9:00 p.m.
Village of La Grange Auditorium

PLEASE PRINT

Name	Affilliation (if any)	Address	City	Zip	Phone
√ Tom Hemrich	La Grange Park	1530 Cleveland	LaGrange Pk	60526	708-352-2502
√ Ken Watkins	La Grange	205 Dundee	Lockport	60441	708-579-3324
√ Charlene Vickery	Richport YMCA	124 7th Avenue	LaGrange	60525	708/352-6522
√ Nadine Carlson	LGP (Plan Comm)	717 N. Waiola	LGP	60526	708/352-3137
√ Martha Dutton	The Doings	Hinsdale	LG/LGP		708 971-6526
√ Tim Hansen	La Grange	74 Seventh Ave	La Grange	60525	708-579-2318
√ Jerry Reich	LaGrange	19 Drexel	LaGrange	60525	708 352 2403
√ Colleen Potter	LGP	1426 Forest	LGP	60526	7083545402
√ Patrick Benjamin	LaGrange	535 S. LaGrange Rd.	LaGrange	60525	708-579-2320
√ Michael Bogent	LG Park	306 N. LG Road	LG Park	60526	(708)352-2329
√ Melissa Taylor	Vg. of LaGrange Park	447 N. Catherine	LP	60527	(708)354-0225
√ John Curin	Brookfield/W SUB MASS TRST	8450 Heathcroft	Burr Ridge	60527	630-230-9767
√ Bill Volpe	Teska Associates, Inc.	[illegible] Grove Street	Evanston, IL	—	—
√ Mike Zeleznik	La Grange Park	1100 Beach	La Grange Park	60526	708 352 3141

LAND USE AND COMMUNITY PLANNING STUDY
INNER CIRCUMFERENTIAL COMMUTER RAIL CORRIDOR

Community Workshop

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6:00 p.m. to 9:00 p.m.
Village of La Grange Auditorium

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Name	Affilliation (if any)	Address	City	Zip	Phone
John DiGiovanni	F.N.B. of Brookfield	9136 Washington	Brookfield	60513	485-2770
Brenda McGruder	Metra				
Edie Cavanaugh	W.L.C.C	3525 W. 63rd St	Chicago	60629	773/735-7683
Greg DiDimenico	Rich Port Hotel	31 E Ogden Ave	LA Grange	60625	708/215-2617
Richard Catron	LGP	1209 Beach Ave	Lagrange Pk	60526	708-352-0800
Steve Baldwin	Labrange Park	418 N. Labrange Rd	Labrange Park	60526	708 354-8804
Jack Ryder	LaGrange Park	629 Bradisdale	LaGrange Park	60526	708-352-7632
John Donlon	LGP	1425 Stonegate	LaGrange Park	60526	708/352-8119
Jill Leary	WCMC				
Ruth Ann Blyth	Village of Brookfield	8820 Brookfield Brookfield	Brookfield	60513	708 485-7344
Vincent Fucarino	Brookfield/Prairie	3730 Prairie Ave.	Brookfield	60513	708 387-7100
Ellen Shubart	campaign for Sensible	25 E. Washington Suite 1600	Chgo	60602	312-863-6009
Ken Eastman	Village Board	66 S. Bluff Ave LG.	La Grange	60525	708-579-5114
Pierre Rowen	Tesla				
Mike Bojovic	Village of LaGrange	320 East Ave	LaGrange	60525	708 579-2326

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Name	Affilliation (if any)	Address	City	Zip	Phone
✓ MARLIES PERTTITZ	Village of LAGRANGE	53 S. LaGrange Rd	LA GRANGE	60525	708-579-2318
✓ CHRIS HILL	PARK DISTRICT of LaGrange	141 N. LaGRANGE ROAD #506	La Grange	60525	708 482-9811
✓ MIKE SABELLA	LAGRANGE PK	447 N. Catherine	LAGR PK	60526	-
✓ Angela Mesaros	Village of LaGrange	53 S. La Grange Rd	La Grange	60525	708-579-2320
✓ STEVEN CAMPBELL	Brookfield EDC	9211 Ogden	Brookfield	60513	708.363.7700
✓ Anita Cummings	United Bus. Assoc of Midway		Chgo	60638	773/586-4180
✓ Nodi Mariano.	TESKA	627 GROVE.	EVANSTON	60201	847 869 2015
✓ CHUCK JOERN	VILLAGE OF LGPK	550 N. EDGEWOOD	LA GRANGE PK	60526	
✓ WERNER [illegible]	" " "	522 [illegible]	L.P	60526	579-9327
✓ Jim CAPRARO	GREATER S.W. DEVELOPMENT CORP	2601 W. 63RD St	CHICAGO IL	60629	(773) 436-1006 x 111
✓ Ken [illegible]	City of Chicago	121 N. LaSalle St.	Chgo. Il.	60602	312 744 9616
✓ ROMAN DOUBEK	LAGRANGE PARK, IL	102 STONEGATE	LAGRANGE PARK	60526	352-7281

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APPENDIX C – Study Presentations

Land Use and Community Planning Study For the Proposed Inner Circumferential Commuter Rail Line Corridor

Inner Circumferential Commuter Rail Task Force

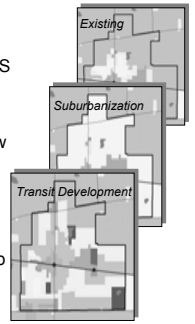
October 15, 2001

Study Purpose

- Develop land use and community development scenarios in and around proposed ICS commuter rail stations
- Use transit-oriented development land use strategies
- Quantify scenarios for input to the CATS travel forecasting models

Why?

- To better position the ICS project to compete for federal dollars
- To improve the FTA New Start criteria ratings for land use
- Transit supportive development typically leads to greater ridership



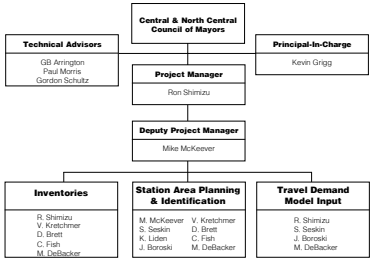
Project Team

Parsons Brinckerhoff Quade & Douglas, Inc.

FTG Fish Transportation Group, Inc.

VSK Valerie S. Kretchmer Associates, Inc.

Project Organization

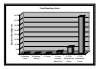


Project Approach

KEY STEPS

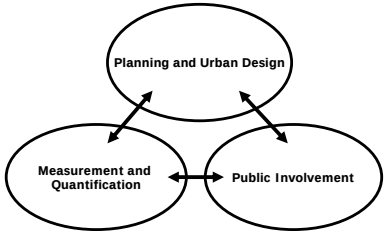
Data Collection

Station Area Concept Plans



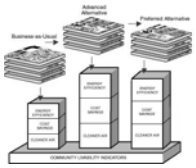
Quantify Concept Plans

PLACE³S *PLAnning for Community Energy, Economic, and Environmental Sustainability*

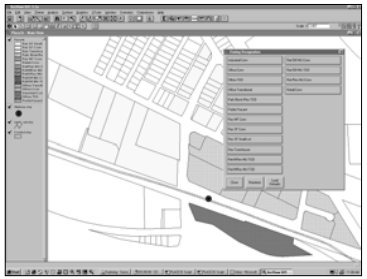


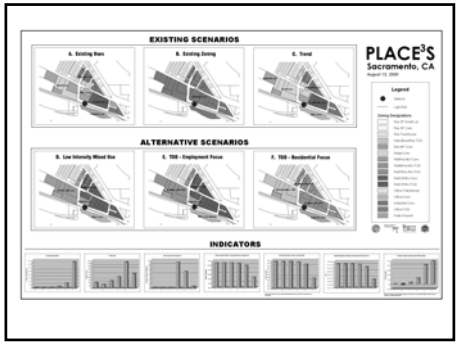
PLACE³S Method = Five Steps

- Document Existing Conditions
- Quantify Business-as-Usual Future
- Quantify & map alternatives including Transit Oriented Development
- Develop & adopt Preferred Alternative
- Implement and track

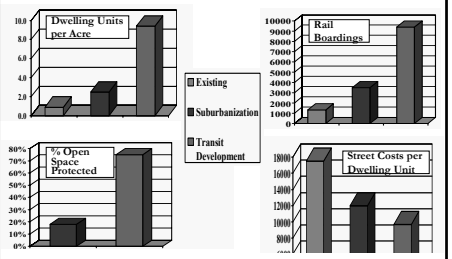


PLACE³S Uses GIS

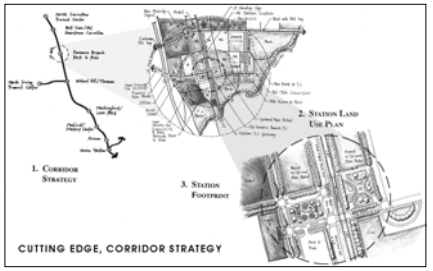




Indicators to Compare Alternatives

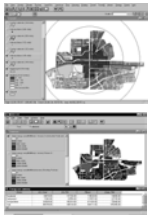


Station Area Concept Plans



Station Area Concept Plans

- Station area scenarios (One-mile radius)
  - Trend (Business as usual)
  - Aggressive TOD scenario
  - Communities define other scenarios
- Quarter-section population & employment inputs to CATS travel model for recommended scenario



Project Scoping Meeting

Project Schedule

Task	Months from Contract Start																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1. Data Collection																		
2. Station Concept Plans																		
3. Quantify TOD Plans																		
4. Travel Model Input																		
5. Final Report																		
Task Force Meetings				▲		▲			▲				▲			▲		▲

Land Use and Community Planning Study For the Proposed Inner Circumferential Commuter Rail Line Corridor

Inner Circumferential
Commuter Rail Study Committee
Westchester

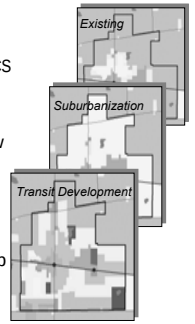
June 4, 2002

Study Purpose

- Develop land use and community development scenarios in and around proposed ICS commuter rail stations
- Use transit-oriented development land use strategies
- Quantify scenarios for input to the CATS travel forecasting models

Why?

- To better position the ICS project to compete for federal dollars
- To improve the FTA New Start criteria ratings for land use
- Transit supportive development typically leads to greater ridership



Transit Oriented Development

- Moderate to higher density
- Within an easy walk
- A mix of uses
- Designed for the pedestrian
- New construction or redevelopment
- Increases transit ridership

Transit Oriented Development - Successful Implementation

- Supportive real estate market
- Transit system design
- Community partnerships
- Understanding real estate
- Right mix of incentives
- Planning for growing smart

Transit Oriented Development - Barriers to Implementation

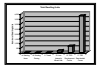
- Transit system design
- Local community concerns
- Lack of transit friendly zoning
- Higher developer cost and risk
- Financing difficult to obtain
- Lack of built examples

Project Approach

KEY STEPS

Data Collection

Station Area Concept Plans



Quantify Concept Plans

Data Collection

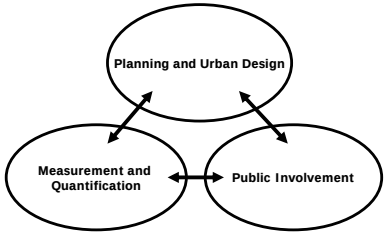
- Municipal meetings for proposed ICS stations
- Cook County Assessor GIS data
- Situation review

Data Collection – Four Areas

- Socio-economic data review
- Zoning code analysis
- Existing land use analysis for proposed station area
- Travel pattern review

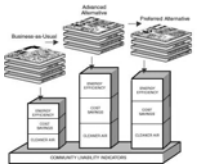
PLACE³S

PLAnning for Community Energy, Economic, and Environmental Sustainability



PLACE³S Method = Five Steps

- Document Existing Conditions
- Quantify Business-as-Usual Future
- Quantify & map alternatives including Transit Oriented Development
- Develop & adopt Preferred Alternative
- Implement and track



Land Use: FTA New Starts

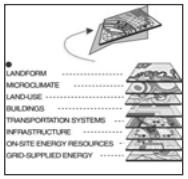
- Base Case evaluation
- Federal Funding Incentives for TOD
- FTA evaluates
  - Containment of sprawl
  - Focus growth on corridor
  - Transit-friendly zoning
- "Self-executing" land use changes strategy

Land Use: Transit-Supportive

- Inventory of Barriers & Opportunities
- TOD Workshop
- PLACE³S model

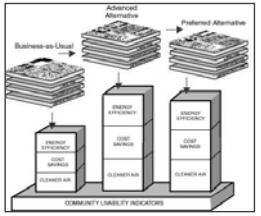
Land Use: PLACE³S

- Alternative TOD plans developed with PLACE³S



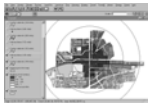
For specific stations

PLACE³S Alternatives Analysis: Instant Comparison



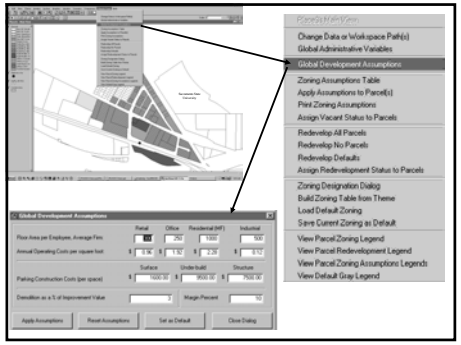
Station Area Concept Plans

- Station area scenarios (One-mile radius)
  - Trend (Business as usual)
  - Aggressive TOD scenario
  - Communities define other scenarios
- Quarter-section population & employment inputs to CATS travel model for recommended scenario



PLACE³S Sample Initial Indicators

- Parks, open space acres/capita
- Total jobs and dwelling units
- Density by land use type
- Mix of uses
- VMT, transit boardings
- Air pollution
- Infrastructure cost
- Transportation energy use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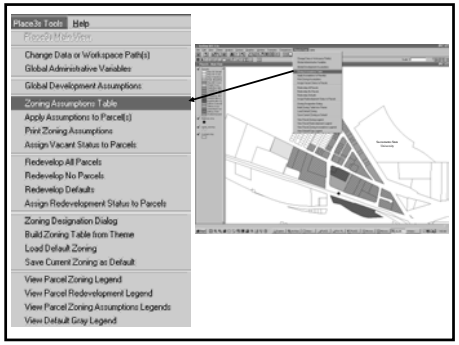
Global Administrative Variables
Global Development Assumptions
Zoning Assumptions Table
Apply Assumptions to Parcel(s)
Print Zoning Assumptions
Assign Vacant Status to Parcels
Redevelop All Parcels
Redevelop No Parcels
Redevelop Defaults
Assign Redevelopment Status to Parcels
Zoning Designation Dialog
Build Zoning Table from Theme
Load Default Zoning
Save Current Zoning as Default
View Parcel Zoning Legend
View Parcel Redevelopment Legend
View Parcel Zoning Assumptions Legends
View Default Gray Legend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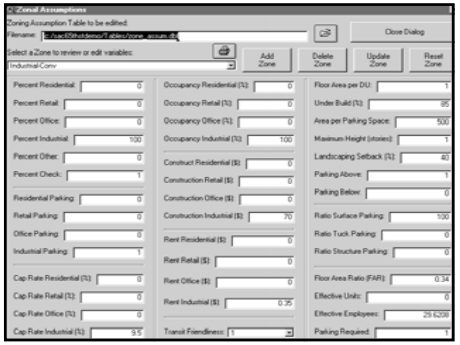
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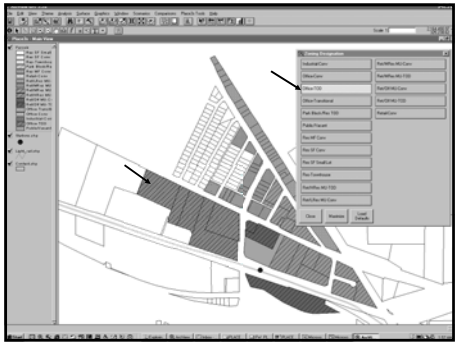
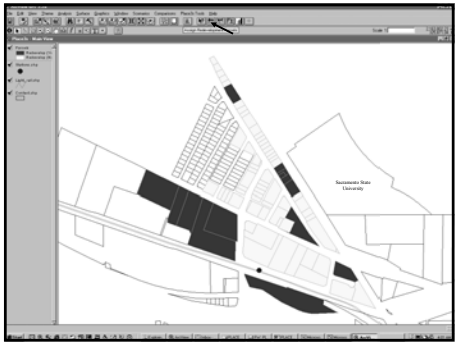
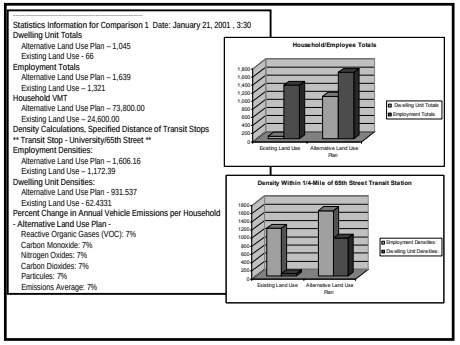
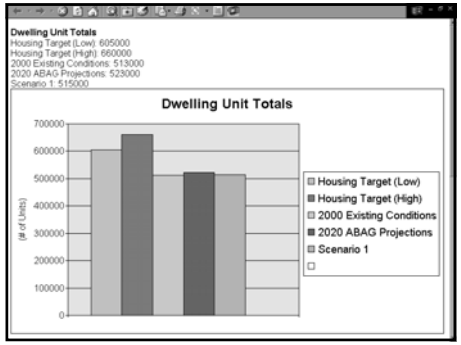
Close Dialog
Add Zone
Delete Zone
Update Zone
Reset Zone



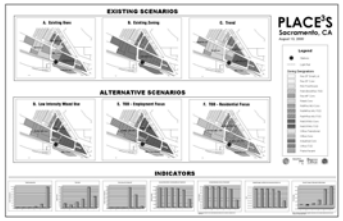



New Scenario
OK
Cancel


Statistics Information for Comparison 1 Date: January 21, 2001 , 3:30
Dwelling Unit Totals
Alternative Land Use Plan – 1,045
Existing Land Use - 66
Employment Totals
Alternative Land Use Plan – 1,639
Existing Land Use – 1,321
Household VMT
Alternative Land Use Plan – 73,800.00
Existing Land Use – 24,600.00
Density Calculations, Specified Distance of Transit Stops
** Transit Stop - University/65th Street **
Employment Densities:
Alternative Land Use Plan – 1,606.16
Existing Land Use – 1,172.39
Dwelling Unit Densities:
Alternative Land Use Plan - 931.537
Existing Land Use - 62.4331
Percent Change in Annual Vehicle Emissions per Household
- Alternative Land Use Plan -
Reactive Organic Gases (VOC): 7%
Carbon Monoxide: 7%
Nitrogen Oxides: 7%
Carbon Dioxides: 7%
Particules: 7%
Emissions Average: 7%
Household/Employee Totals
Existing Land Use
Alternative Land Use Plan
Dwelling Unit Totals
Employment Totals
Density Within 1/4-Mile of 65th Street Transit Station
Existing Land Use
Alternative Land Use Plan
Employment Densities
Dwelling Unit Densities



Station Area Alternative Scenarios



Key Elements for Success

- Active Participation by Local Officials
- Best Technical Information
- Building Long Lasting Local Knowledge and Capacity

Key Element: Local Officials

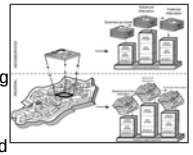
- Tailors study to needs of each community
- Builds community support and commitment
- Addresses financial needs and transit supportive policies in the entire corridor

Key Element: Technical Information

- National experiences brings best policies for communities and unique funding opportunities to meet New Starts criteria
- Good decisions require the best information

Key Element: Local Knowledge

- Implementation and subsequent stages of project requires:
  - Understanding of financing strategies
  - Knowledge of multiple interaction of land use and transportation



Discussion

- Reactions to the approach
- Stakeholders to invite to workshops
- Alternative scenarios

Land Use and Community Planning Study for the Proposed Inner Circumferential Commuter Rail Line Corridor

Inner Circumferential Commuter Rail Task Force

February 21, 2003

Study Purpose

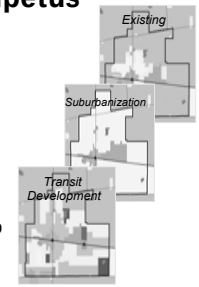
- Develop land use and community development concept plans in and around proposed ICS stations
- Use transit-oriented development (TOD) land use strategies

Transit Oriented Development

- Moderate to higher density
- Within an easy walk
- A mix of uses
- Designed for the pedestrian
- New construction or redevelopment
- Increases transit ridership

Study Impetus

- Better position the project to compete for federal dollars
- Improve the FTA New Start criteria ratings for land use
- Transit supportive development typically leads to greater ridership



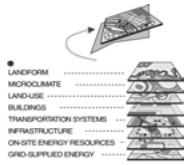
Study Approach

- Develop a series of land use scenarios for proposed ICS commuter rail stations
- Scenarios developed pursuant to the desire of the host community
- Scenarios should employ transit oriented development (TOD) strategies
- Quantify scenarios for input into CATS travel models

PLACE^{3}S

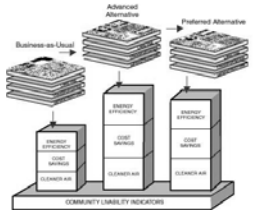
PLACE^{3}S: PLAnning for Community Energy, Economic, and Environmental Sustainability

- Information based planning method using GIS
- Supported by public domain software
- Educational tool for local officials/citizens
- Measures impacts of planning choices



PLACE^{3}S Land Use Analysis

Comparison of Alternatives



Station Area Concept Plans

- Station area scenarios
  - Trend (Business as usual)
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  - Communities define other scenarios
- Quarter-section population & employment for recommended scenario

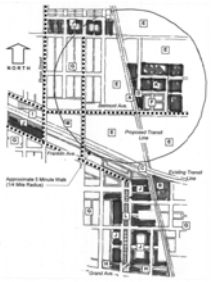
PLACE^{3}S Sample Indicators

- Total jobs and dwelling units
- Density by land use type
- Change in VMT
- Change in transit boardings

Community Workshops

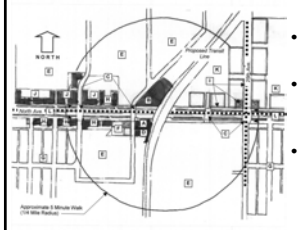
Two workshops held in July 2002

Franklin Park



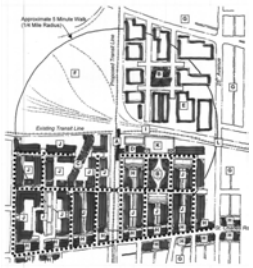
- Employment focus
- Housing outside of ¼ mile radius, but increases in density
- Modest change

Melrose Park



- Employment focus
- Improved pedestrian connections
- Modest change

Bellwood



- Good TOD example
- Employment
- Housing
- Other uses
- Improved access

Broadview / Westchester

- Good TOD example
- Employment
- Housing
- Other uses
- Hotel / meeting facility

La Grange Park

- Good TOD example
- Increase in housing intensity
- Employment
- Mix of uses
- Hotel

La Grange / Brookfield

- Building off existing TOD
- Housing replaces existing employment
- Mix of uses
- Park retained
- Adds parking

Summit / Chicago

- Enhances existing community
- Improved pedestrian access
- Modest change

Next Steps

- Finalize indicators: February 28
- Finalize report: comments by March 14
- Print and distribute reports

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