

Cumberland Station Area TOD Plan: Design Guidelines

Cumberland Station Area TOD Plan: Volume 2 of 3



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Executive Summary

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

The plan is organized into three volumes:

- Volume 1 includes the plan background, station area history, existing conditions summary, Master Plan, and Implementation Plan.
- Volume 2 provides the Design Guidelines for the Study Area and is intended to serve as a standalone book for use by stakeholders, developers, residents, and building and planning staff.

- Volume 3 compiles the findings of work completed during the plan process, including existing conditions analyses and key feedback from the public input process.

The Station Area

This plan focuses on a quarter-mile core Study Area roughly bounded by State Street on the north, Broadway Street to the east, Golf/Wolf Road to the south, and the private railroad spur on the west. This radius contains all commercial properties easily accessible from Cumberland Station and is

within the area that most commuters will walk, regardless of weather conditions. As defined, the Study Area contains a mix of institutional, commercial and industrial uses, with some multi-family structures and upper-floor residential. Figure 1 depicts the Study Area, building uses, and analysis subareas.

The Study Area is bisected from southeast corner to northwest corner by the Union Pacific Northwest rail line and from the southwest corner to the northeast corner by the grade-separated convergence of Golf and Wolf Roads.

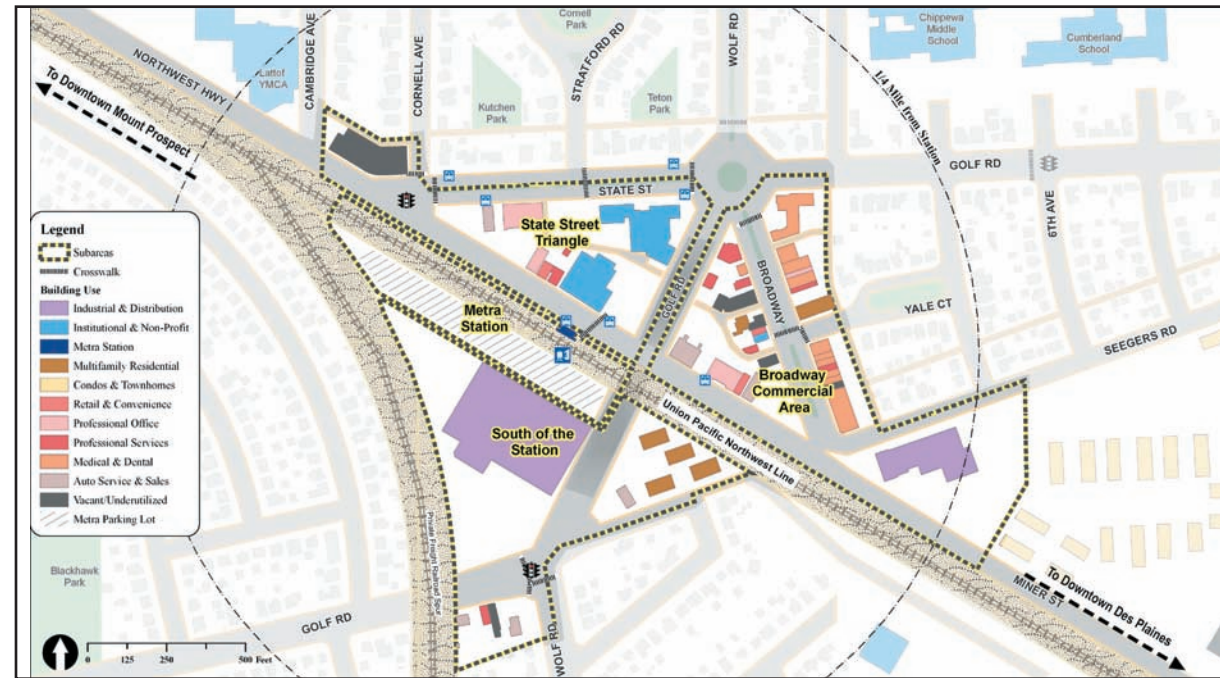


Figure 1: Cumberland Station Area Overview

Section 1: Master Plan Executive Summary

These two features strongly subdivide the Study Area and create vehicular and pedestrian access challenges. Northwest Highway parallels the rail line at grade and is the main grade-level connector through the Study Area. For analysis and discussion, the core Study Area was divided into four key subareas: Metra Station, State Street Triangle, Broadway Commercial Area, and South of the Station. These are outlined in Figure 1.

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

Findings

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

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

Figure 2: Cumberland Area Walking Tour - Key Lessons Learned

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

- Ridership at Cumberland Station and on Metra’s Union Pacific Northwest Line was declining since the mid-1990’s, but has been minimally increasing since 2005.
- Pedestrian and vehicular circulation within the Study Area need significant improvements to facilitate the safe and efficient flow of both types of traffic. Specific improvements discussed in the Master Plan and Design Guidelines include additional pedestrian crossings and intersection improvements.
- Two recent large developments (a church and a truck/equipment rental service) have been largely auto-oriented. Future developments should better support transit and a pedestrian environment.
- Des Plaines is a demographically stable community with well-established market for the types of attached housing

products (condominium, townhome, and multi-family rental apartments) that are generally recommended for transit-supportive development.

- The Study Area has a predominance of service-oriented businesses and medical offices, and, according to analysis of similar stations, may be able to support additional restaurants, specialty retail stores, and a drycleaner/laundromat.

The Master Plan and Design Guidelines

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

- Private sector redevelopment of key parcels/anchor sites at entrance points into the Study Area, with an emphasis on larger commercial footprints and incorporation of multi-family residential buildings.

- Enhancements to the identity and condition of the Study Area including building façade improvements and landscaping, upgraded streetscaping, coordinated signage, and gateway elements.
- Improvement of the pedestrian environment and circulation with enhanced pedways, additional crosswalks and pedestrian signals, pedestrian bridges, prominent pedestrian warningsignals where necessary, incorporation of Americans with Disabilities Act (ADA) compliant access where needed, and addition of pedestrian bridges.
- Consolidation of existing parking lots and curb-cuts to lead to more efficient and attractive parking within the Study Area.
- Improvements to and modernization of intersections at Northwest Highway/State/Cornell and Seegers/Broadway, Golf/Wolf/Seegers, and the existing traffic circle at Wolf and Golf Roads.
- Over time, assisting with business-initiated relocation of non-transit supportive users within the Station Area to business parks located within Des Plaines in order to transition land near the station to transit-supportive uses.

- Addition of a new, well-illuminated and heated stationhouse that improves customer convenience with transit service and local information displays.

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

Implementation Plan

The implementation plan reviews the roles of key actors, funding tools, phasing of initiatives, and action steps to achieve the goals of the plan. It divides the Master Plan’s initiatives into key functional areas: Regulatory Policies and Programs, Capital Improvements, and Site-Specific Development Facilitation. Potential funding strategies, both overall and for specific initiatives, are indicated and defined. Finally, an Implementation Matrix offers a summary of action items/areas, phasing priority, lead actors, general cost level, and implementation tools and funding sources. Key Initiatives by time frame include:

SHORT-TERM:

- 1) Streetscaping and pedestrian accommodation on Northwest Highway (including additional pedestrian signage and crossings, creation of a pedestrian walkway in the alley between Maine Insurance

Agency and the Romanian Baptist Church, and realignment of bus stops and crosswalks at the stationhouse).

- 2) Streamlining of inefficient parking and loading areas.
- 3) Reconfiguration of the Golf/Wolf/Seegers intersection.
- 4) Initiation of the Cumberland Station redesign and reconstruction.

LONG-TERM:

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

Section 1: Master Plan Executive Summary

SHORT-TERM MASTER PLAN: KEY ELEMENTS

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





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

Section 2: Area Access + Circulation

Station Area Connections

As indicated by the results of the public input and field review analyses described in the Master Plan, connections between the Cumberland Train Station and surrounding commercial blocks and residential neighborhood should be a major priority in the redevelopment of the area. Such connections should serve pedestrians, bicyclists, vehicles and buses with emphasis on providing safe and direct routes. Pedestrian access should especially be considered within a half-mile radius from the station site.

The following plan objectives should be achieved:

- Driveway curb cuts should be minimized whenever possible.
- Main entry drives should be planned with open views into a site and adequate stacking room for vehicles waiting to exit or enter the site.
- Streets and driveways within a Transit Oriented Development should be designed to minimize pavement widths and include sidewalks and convenient street crossings for pedestrians. Lawn parkways, wide sidewalks, trees, planters, bicycle lanes and/or on-street parking should be considered where feasible to buffer pedestrians from traffic.

- Streets near transit stations should provide clear, understandable routes that provide safe, fluid, and efficient movement of pedestrian and vehicular traffic. They should facilitate access for buses and autos dropping off/picking up transit users.
- A coordinated directional signage system should be incorporated to guide motorists, bicyclists and pedestrians to key destinations.



Parkways, sidewalks, trees and planters should be considered where feasible.

Metra Development Guidelines

Metra is currently planning for improvements at Cumberland Station and is working to obtain the necessary funding for a new stationhouse and improved platform. A new transit station will require careful planning to ensure vehicular and pedestrian circulation needs are met. Metra has standard guidelines that will more specifically determine the access, circulation and parking needs of a future station. These guidelines should be used in conjunction with the City's standards to ensure that platform, sidewalk and parking components meet the objectives of Metra as well as the City.

Metra's parking design guidelines address:

- Site utilities and geotechnical considerations.
- Landscaping of parking lots
- Parking stall dimensions and layout.
- Vehicular and pedestrian access:
 - Adjacent roadway level of service
 - Distance to nearest intersections
 - Ingress and egress points of adjacent land uses
 - Existing curb cuts
 - Access points opposite the proposed facility
 - Physical features of adjacent roadways
 - Operating speed on adjacent roadway
 - One-way streets

- Projected traffic volumes.
- Commuter parking facility size/shape/usage:
 - Proposed access locations should not increase congestion on roadway network adjacent to the transit/parking site.
 - Access points and at-grade railroad crossings should be at least 150 feet apart.
 - Sight distances for at-grade crossings and intersections should be provided in accordance with IDOT standards, Federal Highway Authority Railroad-Highway Grade Crossing Handbook, and Federal Manual on Uniform Traffic Control Devices (MUTCD).
- Internal circulation:
 - Two-way aisles with 90 degree parking is preferred.
 - Pace Development Guidelines should be used when designing a commuter station/parking lot serviced by buses.
 - Parking lot layout should consider snow plowing, sweeping, and maintenance.

For further details regarding Metra's Design Guidelines, they can be found at <http://www.metra.com/techservices/>

Pace Development Guidelines

Within a TOD area any roadway planned as a bus route should incorporate the Pace Development Guidelines to accommodate future bus transportation. The Pace guidelines include design standards for:

- Lane widths:
 - For any roadway to accommodate transit vehicles, 12 foot lanes are recommended.
- Roadway grade:
 - Roads serviced by Pace vehicles should be grades of 6% or less.
- Curb height:
 - 6 inch curb heights are recommended for vehicle clearance, wheelchair lift platforms, and better rider access.
- Intersection radii:
 - Intersection designs should facilitate bus turning movements and minimize lane encroachment.
 - Intersection radii should be determined by intersection angle, on-street parking configurations, transit vehicle turning radii, width of lanes, and traffic speeds.
- Bus turnouts:
 - Minimum standards/dimensions are identified for bus bays, tapers, and acceleration/deceleration lanes.

- Bus berths:
 - Bus berths should be clearly marked and identified with signs.
 - Berths should be 15 feet wide.
- Bus turnarounds:
 - Turnarounds should be designed for the bus to be turned in a counter-clockwise direction to maximize the driver's vision.
 - "Jug handle" turnarounds are appropriate for mid-block terminal locations.



Passenger shelters are recommended in areas with high volumes of riders.

Section 2: Area Access + Circulation

- Bus stop spacing:
 - Bus stop spacing is based on population density and land use characteristics.
- Bus stop location:
 - Stops are located either before intersections, after intersections or mid-block, depending on ease of operation, space availability, transfer situations, and traffic volumes.
- Passenger waiting area:
 - All corner curbs should have an access ramp for accessibility.
 - Passenger shelters are recommended in areas with high volumes of riders.
 - Benches, lighting, and landscaping should all be incorporated to increase security and comfort at waiting areas.
 - Bicycle storage facilities are encouraged near bus stops, including bike racks and enclosed bike lockers.

Pedestrian Circulation

Area residents and stakeholders have strongly expressed the need for improved pedestrian access in the Station Area. A successful transit-oriented development considers pedestrian activity and safety a top priority. Within a TOD, streets and driveways should be laid out in a grid-like network with small blocks. Such layouts shorten walking distances, slow traffic and provide a safer pedestrian environment.

The following general guidelines address pedestrian circulation:

- Establish a pattern of development with streets and sidewalks that provide clear, convenient, direct and safe linkages to transit, open spaces, schools, institutions and commercial uses.
- Create a pattern of vehicular, bicycle and pedestrian circulation that links housing with commercial and community uses.
- Lay out streets and pedestrian routes to permit continuous and multiple connections within a development. Cul-de-sacs and dead ends should be minimized. Due to the number of railroad crossings and grade-separated road, the Station Area provides particular challenges in this area.
- Provide clear directional signage from commercial blocks to open spaces, transit facilities and streets.

- Gangways and narrow alleys between buildings are discouraged unless necessary for pedestrian access to and from parking areas to building entrances or to sidewalks. Specifically, the Master Plan recommends conversion of the alley/driveway between the Maine Insurance Agency and the Romanian Baptist Church to a pedestrian path leading to the station.
- Where gangways and narrow alleys between buildings exist, they should be enhanced with decorative fencing, arches, light fixtures and signage.



Gangways should be enhanced with decorative fencing, lights and signage. This image provides an example of the conversion of an alley to a pedestrian path.

Bicycle Travel

Creating a convenient, safe circulation system and environment for bicycles is also important for transit-oriented development. In the public input process, area stakeholders have indicated that there is a need for improved bicycle access as well as more secure, visible storage at the station. The following guidelines should be considered:

- Encourage bicycle use by commuters by providing where feasible separate and continuous access routes within a two-to-four mile radius of the transit facility.
- Provide at least 1 bicycle parking space for every 10 vehicle parking spaces in parking lots and garages.
- Incorporate bike racks at key locations near transit facilities and within commercial areas.
- Bike racks or bike parking should be located in convenient, easily accessible locations and where ample lighting is provided.
- Use American Association of State Highway and Transportation Officials design standards for shared roadways, signed shared roadways, bike lanes and shared use paths.
- Linkages to City and regional bicycle routes, such as those identified in the Northwest Municipal Council Bike Routes Plan, should also be considered when planning new, large scale developments near transit stations.



Incorporate bike racks at key locations. Improved bicycle storage was a key concern of stakeholders.



Use design standards for shared roadways and bike lanes.

Section 3: Building Massing + Site Design

Building Massing

Building design in the Cumberland Station area should be oriented toward pedestrians and transit. The following are general guidelines regarding building design, however all new development or building rehabilitation/renovations shall follow the requirements and standards defined within the City's Draft Unified Development Ordinance (UDO). Stakeholders also indicated their wish that new development, particularly residential, reflect the character of the existing neighborhood.

- To maintain an active pedestrian environment, buildings should be oriented toward streets, sidewalks and/or public plazas.
- Architectural design should articulate and enhance buildings, especially those at street corners or with prominent views from the train tracks because of their prominence and visibility. Where appropriate, features such as a cupola, atrium, clock tower and/or varying roof lines should be considered to add visual interest
- Solid, windowless walls should be avoided wherever possible. If such walls are a necessary part of a building's function, they should include arches, piers, murals, planters, awnings or other elements that reduce building scale and add visual interest.
- Display windows should be installed on the sides of buildings adjacent to pedestrian paths, plazas and outdoor cafes where feasible.
- Architectural design at the ground level should reflect and preserve the retail street character of Des Plaines.
- Where possible, buildings should include a low knee wall at the ground level with clear glass and open window displays to allow views into building interiors from streets and sidewalks.
- Building walls along streets and pedestrian paths should include glass at ground level.



Building walls along streets should include at least 60% glass at ground level.

- Building entries for mixed-use buildings should be clearly defined and articulated to decipher between residential and retail entrances.
- Rear building entrances and facades should be designed in a manner consistent with the front and side facades, especially when the rear of a building faces the tracks, a street or parking located behind buildings.
- Buildings that attempt to use the building as “advertising” are discouraged, particularly where the proposed architecture is a “corporate” or franchise style.



Buildings should be oriented toward streets, sidewalks, and/or public plazas.

Building Materials/Color

- Buildings should be constructed of high-quality materials such as brick, stone and glass.
- Tinted or reflective glass is discouraged.
- Concrete block, stucco, metal, plywood, exterior finish insulation systems, unfinished pre-cast concrete or poured-in-place concrete should not be used on building facades or on walls that are visible from streets, driveways, sidewalks, train tracks and/or parking lots.
- The number of materials on an exterior building face should be limited to prevent clutter and visual overload.
- Decorative block, synthetic stone, smooth/textured synthetic plaster and wood trim should be used only for decorative accent purposes and limited in use on building facades and visible walls.
- Primary, bright or excessively brilliant building colors are discouraged unless used sparingly for subtle trim accents.

Building Scale/Massing

Building scale and massing should be determined by the relationship of the subject site to adjacent structures. Structures should maintain a building "streetwall" along streets and sidewalks.

- Rehabilitations and additions to existing buildings should contribute to the overall continuity of the streetwall.
- Recessing residential components of multi-story, mixed-use developments is encouraged to break up building mass.
- New development should be designed to provide a seamless transition between differing uses and adjacent buildings through the use of step-backs, varying roof lines, landscaping and/or screening.



The number of materials on an exterior building face should be limited.



Buildings should be constructed of high-quality materials.

Section 3: Building Massing + Site Design

Site Design

As described in the station area history in the Master Plan, recent developments near the station have been auto-oriented. The guidelines below will help to promote a more pedestrian-oriented, TOD-supportive environment. Site design should take into consideration adjacent properties, surrounding context, building setbacks, parking, site amenity and building function. The following are key elements that should be considered, however all new development or building rehabilitation/renovations shall follow the requirements and standards defined within the City's Draft Unified Development Ordinance (UDO).

Building Setback

- New development should be located within the Build To Zone (BTZ), which is designated and set by the standards in the Draft UDO, to reinforce the streetwall. Existing buildings set back from the sidewalk should include landscaping and fencing to maintain the streetwall and enhance the pedestrian experience.
- Corner buildings should be located within the BTZ to hold or frame site corners along both street frontages. Interesting architectural elements at corners and in locations with prominent views from the train tracks should be encouraged.
- New development should have a zero-setback from the interior side property line unless necessary for pedestrian access through the site.

Parking Areas

- Parking spaces and lots should be located at the rear of a building where possible. Off-street parking areas in front of buildings are discouraged. Shared parking between businesses and uses in lots and decks is encouraged wherever possible. Key opportunities for shared parking exist behind the businesses along Northwest Highway and along the State and Broadway Street areas.
- Dedicated parking for single businesses is discouraged. Shared parking should be considered to reduce parking needs, provide parking more efficiently and minimize the visual impact of land devoted to parking. Strategies for existing areas are outlined in the Master Plan.
- Parking curb cuts along the street should be minimized and businesses encouraged to share access points. The Master plan outlines several opportunities to remove and consolidate existing curb cuts.



Building color should be compatible with the character of Des Plaines.



New development should be built within the "build to zone" to reinforce the streetwall.



Building articulations, recesses and setbacks.

- Parking areas should be screened with fencing and landscaping and shall meet the requirements and standards within the City's Draft Unified Development Ordinance.
- Parking lot lighting should be designed to City standards to minimize impact to surrounding properties.
- Parking areas should be designed to accommodate snow removal and storage.

Service/Loading Areas

- Loading, trash, and utility areas should be enclosed and screened from street, sidewalk and train views. Screening materials should complement adjacent buildings and be effective in every season and shall meet the requirements and standards within the City's Draft Unified Development Ordinance.
- Loading, trash and utility areas adjacent to a building should be designed as an integral component of the building.
- Individual loading, trash and utility areas for businesses are discouraged. Shared service areas between businesses should be considered for ease of maintenance and improved aesthetics.
- Loading, trash and utility areas should be designed to accommodate snow removal and storage.



Parking areas should be screened with fencing and landscaping.



Masonry walls should be considered where landscape material is not feasible.



Masonry walls and decorative fencing used for service and trash receptacle screening.



Materials should be complimentary to adjacent buildings

Section 4: Streetscape

Streetscape

An attractive and effective streetscape will provide visual continuity from block to block and define the Cumberland Station Area as a "special place". As noted in Existing Conditions Analysis and Master Plan, the station area does not currently have a cohesive streetscape, with particular need for improvement on Northwest Highway.

The current streetscape along Northwest Highway needs improvement and a consistent design theme. Areas for pedestrians need to be clearly defined with parkways or street tree plantings. A conceptual plan is provided on the following page.

As a streetscape plan is defined for Northwest Highway, it should be continued on other area streets, especially those

with commercial use and those that provide important pedestrian links to activity generators.

Streetscape elements such as street furniture, planters and lighting can enhance and unify an area's image and character, while improving the pedestrian experience. Within transit-oriented developments and mixed-use commercial areas, streetscape elements to consider include: benches, trash receptacles, bicycle racks, bollards, decorative planters, ornamental fencing, paving materials, newspaper corrals, decorative street lighting and other design elements. These elements provide a distinct, consistent streetscape theme for a district, reinforcing its character and enhancing its viability.



An attractive streetscape will provide visual continuity.



Streetscape elements can enhance and unify an area's image and character.



Streetscape elements provide a distinct, consistent theme for a district.

Conceptual Streetscape Plan

| LEGEND | |
|----------|--|
| A | Entrance Monument / Gateway Feature |
| B | On-Street Parking |
| C | Street Trees in Grates |
| D | Pedestrian Promenade |
| E | Curb Bump Outs |
| F | Commuter Parking |
| G | New Transit Station |
| H | Painted and/or Paved Crosswalk with Signal |
| I | Relocated Bus Drop Off |



Decorative benches, trash receptacles, and bike racks should be provided.

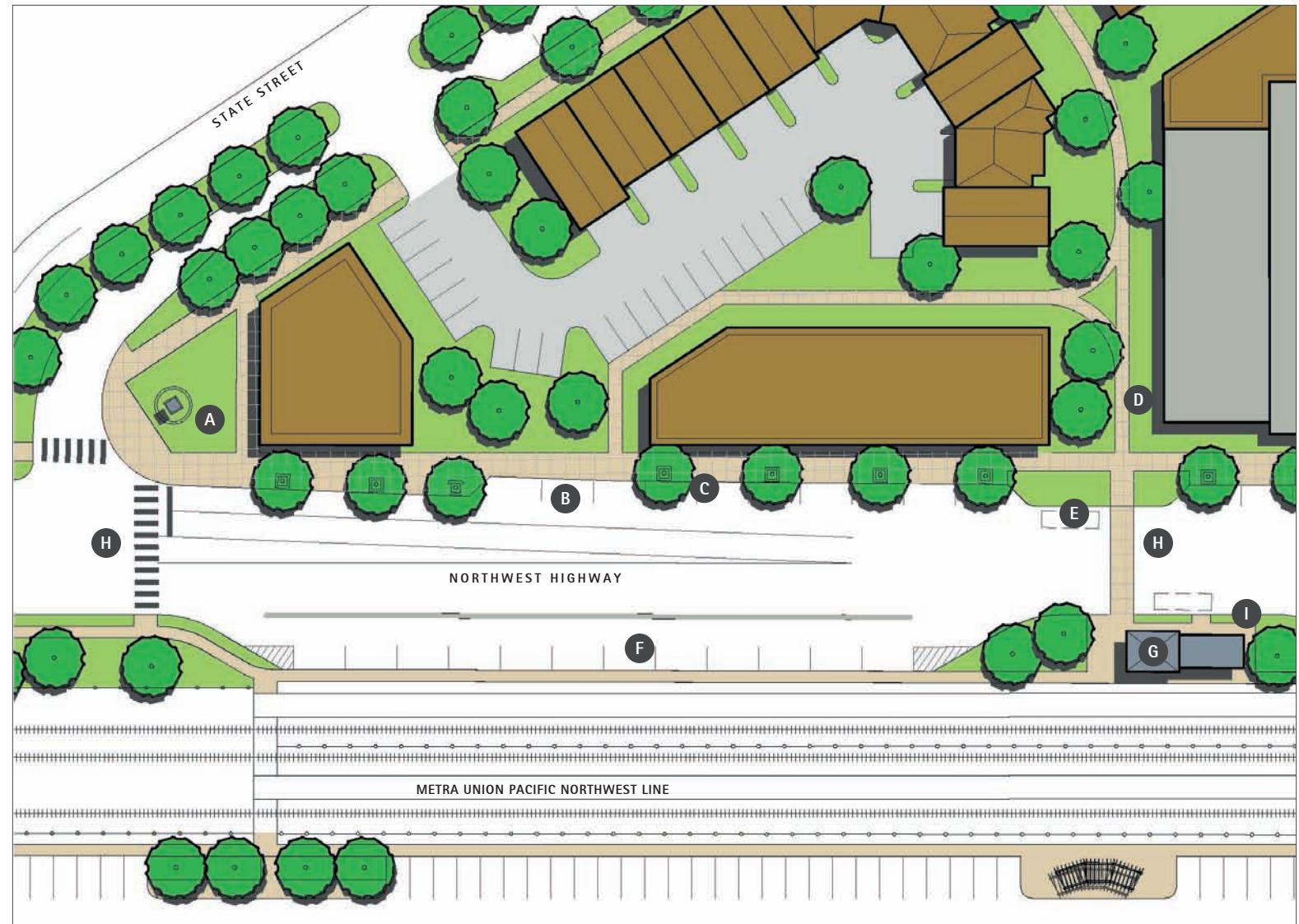


Figure 5.1: Cumberland Station Conceptual Streetscape Plan

Section 4: Streetscape

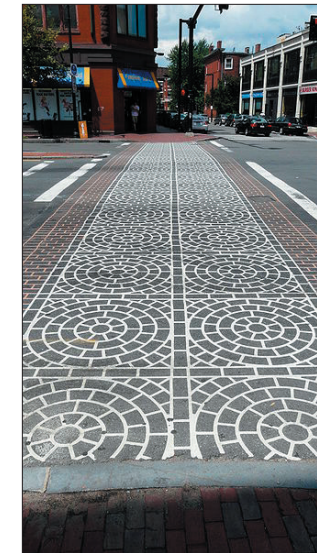
The following guidelines should be considered for streetscapes in mixed-use and commercial areas:

- An efficient, decorative street lighting system consistent with the character of the community is encouraged.
- Painted and/or paved crosswalks should be provided at important intersections.
- Pedestrian bump-outs should be installed at key intersections, such as State/Northwest Highway and Broadway/Northwest Highway as well as a mid-block ped crossing with potential for a pedestrian island/refugee on Northwest Highway inline with the train station. Bump-outs slow traffic and shorten crossing distance for pedestrians, adding to a pedestrian-friendly walking environment.
- The mid-block pedestrian crossing across Northwest Highway to the station area should be clearly defined with painted stripping in the roadway and new signage potentially with a lighted warning system that indicates the presence of people to vehicles approaching the area.
- Decorative metal benches, trash receptacles and bike racks should be provided at high-activity pedestrian areas through-out the Station area.

- Decorative stands for newspaper vending machines should be considered to consolidate clutter.
- Pedestrian paths and bicycle routes are encouraged throughout the Station Area to provide strong connections to activity generators. These paths should incorporate decorative pavers, lighting and seating.
- Streetscape elements should be constructed of durable, vandal-resistant, low-maintenance, high-quality materials and conform to ADA and City code requirements.
- Streetscape elements should especially be located and clustered in locations with high pedestrian traffic.
- Streetscape furnishings should be located where they will least impede pedestrian movement and snow removal.
- Decorative directional, identity and informational signs should be strategically located within the Cumberland Station area and in and around the transit station.



Painted and paved crosswalks should be provided at important intersections.



Painted and applied vinyl graphics at crosswalks/crossings help designate pedestrian usage and presence.



Pedestrian bump-outs should be installed at key intersections.

- Efforts should be made to address “sign clutter” and coordinate with IDOT to assure that all signage, particularly pedestrian warnings, is integrated with the streetscape design and easily visible to motorists.
- Sidewalks should be a minimum of 15 feet in width with street trees in tree grates or raised planters.
- Sidewalks should have a minimum five foot wide unobstructed path of travel that is clear of street furniture and landscape.
- Decorative streetlights should be considered for all streets, parking lots and pedestrian paths.
- Outdoor cafes and seating areas should be incorporated where feasible along sidewalks and plazas, and between buildings to enhance and activate streetscapes.
- They should not inhibit or impede pedestrian circulation along sidewalks. They should be placed either along the street/curb side or adjacent to the building in unobtrusive locations and in open spaces such as front setbacks and plazas.
- Outdoor eating areas should be considered in front of the L & L Snack Shop or near the proposed gateway element at the corner of State and Northwest Highway.

- Outdoor cafes should be defined with temporary/seasonal, decorative fencing, pavers, walls and/or landscaped planters.



Sidewalks should be a minimum of 15 feet in width with street trees.



Sidewalks should have a minimum five foot unobstructed path.



Decorative streetlights should be considered for all streets.

Section 5: Open Space

Open Space

A variety of open spaces should be incorporated into Transit Oriented Developments to serve area residents as well as commuters and shoppers. Open space elements could include:

- Pocket parks and plazas.
- Central "greens" and "commons."
- Greenways and trails.

Locations that should be considered for new open spaces based on the Cumberland Station Master Plan include:

- The corners of Northwest Highway and State Street.
- The northwest corner of Northwest Highway and Broadway Street.
- Central promenade connecting State Street and Northwest Highway in line with Stratford Road
- Large scale or major development projects within the Station area.



Open spaces should be highly-visible, well lit and easy to use.



Decorative paving should be considered for new plazas and open spaces.



Open spaces should be strategically located to facilitate access and use.



Special features such as fountains, artwork and gardens should be considered.

- Open spaces should be designed to help create a sense of place for a district, neighborhood or station location, as focal points, activity nodes and "identity markers."
- They should be strategically located to facilitate access and use, pedestrian circulation and social interaction.
- They should be highly-visible, well lit and easy to use.
- They should be designed with low-maintenance elements and natural landscape plant materials.
- Open spaces should include seating and bicycle parking.
- Special features such as fountains, artwork and gardens should be considered.
- Perimeter fences should not completely enclose an open space. Fences should provide pedestrian access at regular intervals.

- Decorative planters should be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians.
- Decorative paving such as brick clay pavers, stone or stamped concrete should be considered when designing the hardscape for new plazas and open spaces.
- All plazas and open space must be designed to meet ADA requirements.



Decorative planters should be placed in plazas and along pedestrian paths.



Open spaces should include seating.



Open spaces should be designed to help create a sense of place for a district.

Section 6: Wayfinding + Signage

Wayfinding + Signage

A clear, identifiable signage system that incorporates a special design theme will increase visibility and recognition of the Cumberland Station area and facilitate travel by motorists, bicyclist and pedestrians. The program should include the following types of signs:

- **AREA GATEWAY|IDENTITY SIGNS:** Placed at key area entrances and intersections.
- **DIRECTIONAL SIGNS:** Placed at key locations to guide visitors and shoppers to parking lots, plazas and activity generators.
- **INFORMATION KIOSKS:** Sign boards that provide transit/business/event information and area maps.
- **SPECIAL DECORATIVE STREET SIGNS:** To reinforce the Cumberland Station area identity.

In addition, Metra presents sign guidelines in it's parking design, station building and site design documents. They can be found at <http://www.metrarr.com/techservices/>

Area Gateway | Identity Signs

Area gateway signs should use high-quality materials such as stone, masonry and/or metal. These signs should provide a sense of arrival into a special area within the community. Where space permits, landscaping and lighting should be incorporated into gateway features.

Potential locations for gateway signs include:

- The southeast corner of Northwest Highway and State Street
- The northwest corner of Northwest Highway and Broadway Street
- The west side of the Golf/Wolf Road intersection..

Directional Signs

Directional signs should be placed along streets and pedestrian zones. They should be designed as part of a larger streetscape theme and signage that "brands" the Cumberland Station area. Placement of directional signs should be focused along Northwest Highway, Wolf and Golf Roads.

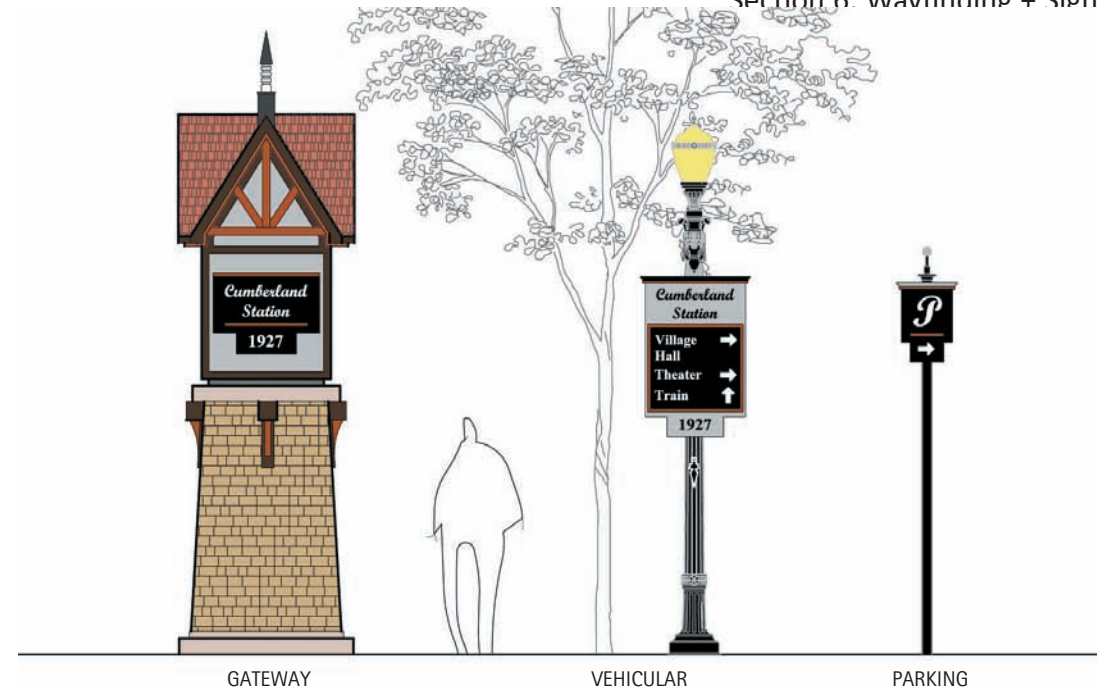


Area gateway signs should use high-quality materials.

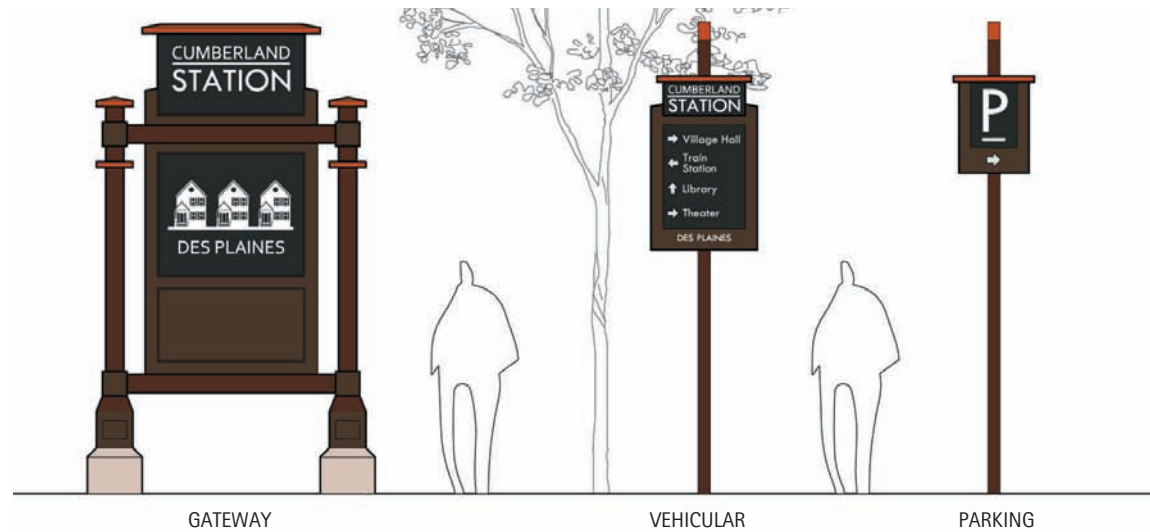
Information Kiosks

Information kiosks should be considered for special locations in the Station area to provide information on special events, notices, businesses and places of interest.

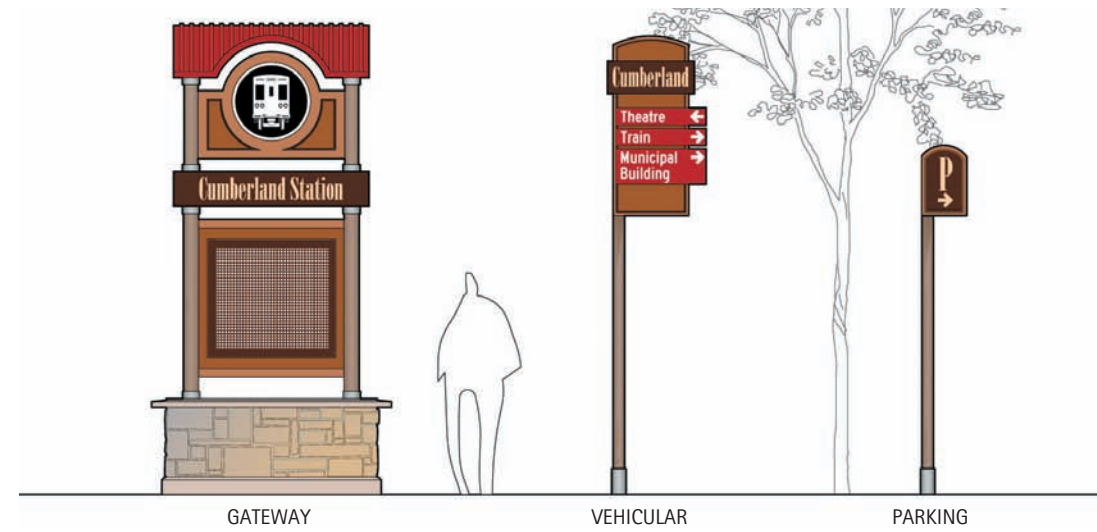
Kiosks should be scaled for pedestrian use and could include maps, business and open space locations, event listings and historical information.



Signage Package Concept A



Signage Package Concept B



Signage Package Concept C

Section 6: Wayfinding + Signage

Business Signs

The Master Plan outlines multiple opportunities for new commercial development. As these businesses are incorporated into the station area, the following should guide their signage. Business identity signs can take a variety of forms, and a range of business signage options is encouraged, including:

- Wall or Building Mounted Signs
- Window Lettering
- Small Overhanging or Blade Signs

Business signs that are discouraged include:

- Neon Signs
- Fabric Banners
- Backlit Plastic Signs

- Business signs should be proportional to a building's facade and oriented toward viewing by pedestrians.
- Business signage should be simple and incorporated into a building's architecture. Such signs should serve to identify a business while contributing to the attractiveness of the Station area.
- Decorative overhanging or blade signs should be allowed in the Station area with the size controlled and coordinated with a building's façade design. Decorative "icon" signs such as coffee cups, barber poles, toothbrushes and ice cream cones should be considered.

- Decorative overhanging or blade signs should not exceed 6 square feet in size with a maximum height of 3 feet, placed at a minimum of 9 feet above the sidewalk. They should extend no more than 3 to 4 feet from the face of the building.
- Business signs that protrude from building facades should be oriented to pedestrians rather than vehicular traffic in size and placement.
- Overhanging signs should be limited to one sign per business, including "icon" signs, unless a building is located on a corner.



Decorative overhanging or blade signs should not exceed 6 square feet in size.



Business signs should be proportional to a building's facade.

- Signs should be constructed of high-quality, durable materials.
- Sign colors and materials should be consistent with the colors and materials of the building and awnings.
- Back-lit panel signs are discouraged. If direct lighting is used, glare, brightness, visible hardware and maintenance issues should be addressed. Strategically placed lamp fixtures that are compatible with the building and sign design are encouraged for illuminated signs.



Business signs should be oriented toward viewing by pedestrians.

