

SOUTH CHICAGO HEIGHTS STATION AREA MASTER PLAN



ADOPTED SEPTEMBER 8, 2009

Acknowledgements

Station Area Master Plan Steering Committee

David L. Owen, Mayor

Board of Trustees

Eugene Fazzini

Patrick J. DeFiore

Araceli H. Marrufo

Terry L. Matthews

John M. Ross

Michael Tilton

John Dolasinski, Finance Director

Paul E. Peterson, Village Administrator

Representatives from the Regional Transportation Authority of Northeastern Illinois (RTA), Pace, and Metra

Planning Consultant

Houseal Lavigne Associates, LLC

114 E. Van Buren Avenue

Naperville, Illinois 60540

(630) 305-0036

www.hlplanning.com

With Assistance Provided By:

McDonough Associates Inc.

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About the Station Area Master Plan

This illustrative document is designed to showcase the Village's vision for a vibrant towncenter and station area. The Station Area Master Plan is an ambitious, yet grounded plan. It is based on the desires of the community, the realities of the local and regional market, and the physical constraints and opportunities of the Station Area. A detailed existing conditions analysis and market study were performed prior to the creation of this plan.

As part of the planning process, a *Synthesis Report (Draft - January 2009)* was completed that identifies the existing conditions within the Station Area. The Synthesis Report contains the following components:

- *Community Outreach* - A description of community outreach efforts undertaken to promote community involvement and encourage citizen participation early on in the planning process.
- *Past Plans, Studies and Reports* - A review of the Village's previously prepared plans and studies that have "set the stage" for development and investment in the proposed station area.
- *Existing Land Use and Development* - An analysis of the existing built form and development patterns within the Station Area.
- *Demographic and Market Assessment* - An overview of the market potential for new development in the proposed Station Area.
- *Existing Transportation and Circulation* - An assessment of the existing transportation network.
- *Station Area Vision, Goals and Objectives* - A draft of the Vision Statement, Goals and Objective for the Station Area that have been revised and included in this Plan.
- *Issues and Opportunities* - A brief summary of issues and opportunities to be addressed by the Plan.

The Synthesis Report and other background materials can be found on file with the Village of South Chicago Heights.



Planning Background

Metra SouthEast Service

The proposed 33-mile rail line, known as the SouthEast Service (SES) Line, would operate along a series of four existing railroad rights-of-way (ROW). It would operate on the Union Pacific/CSX ROW from near Balmoral Park Race Track in Crete to Dolton Junction; on the Union Pacific ROW from Dolton Junction to Oakdale Junction; on the Chicago Rail Link ROW from Oakdale Junction to Gresham Junction; and Metra's Rock Island District ROW from Gresham Junction to LaSalle Street Station in Downtown Chicago. The SES would serve the existing Gresham station, a planned Rock Island District 35th Street Station in Chicago, and ten new stations. The Village of South Chicago Heights has been identified as a potential station location, along with the neighboring communities of Chicago Heights, Steger and Crete.

Introduction

Metra's SouthEast Service (SES) Line is proposed to operate between LaSalle Street Station and Crete Balmoral Park. Numerous transportation alternatives are being evaluated under the Federal Transit Administration's (FTA's) New Starts AA process, including different alignments and modal technologies (commuter rail, bus and roadway alternatives), thus a final transportation mode (e.g. Bus Rapid Transit (BRT) or commuter rail) has not been selected for the proposed SES corridor and the related potential station area in South Chicago Heights. The Village's recently adopted comprehensive planning established that should the proposed station be created, it would serve as the center of a vibrant mixed-use district to be enjoyed by the residents of South Chicago Heights and spur reinvestment in the community.

The Station Area Plan establishes appropriate guidelines for density, orientation, unit-type, location, and other items relating to the overall design and quality of new development in this area. Additionally, the Plan identifies gateway locations, streetscape enhancements, and beautification improvements for the Chicago Road and Sauk Trail corridors that will enable the Village to improve its image and distinguish itself from nearby communities.

The Station Area Plan provides a detailed set of implementation strategies that will present the Village with the administrative tools and policies to bring the Plan to fruition.

Alternatives Analysis

As of the adoption of this plan, Metra was currently conducting an Alternatives Analysis for the proposed SouthEast Service (SES) to study potential commuter alternatives including a no-build option, bus rapid transit option and rail option, including ridership and cost estimates and an assessment of land use and environmental effects. Along with eight other communities, the Village of Crete is situated along the proposed SES alignment from Downtown Chicago to Balmoral Park (see Figure 1). The final report for the SES Alternatives Analysis will document the planned transit service, including level of service and ridership. A critical funding consideration of the Alternatives Analysis is the project's evaluation based on the Federal Transit Administration's New Starts Criteria, which stress the importance of transit supportive land uses, plans and policies.

Community Planning Program

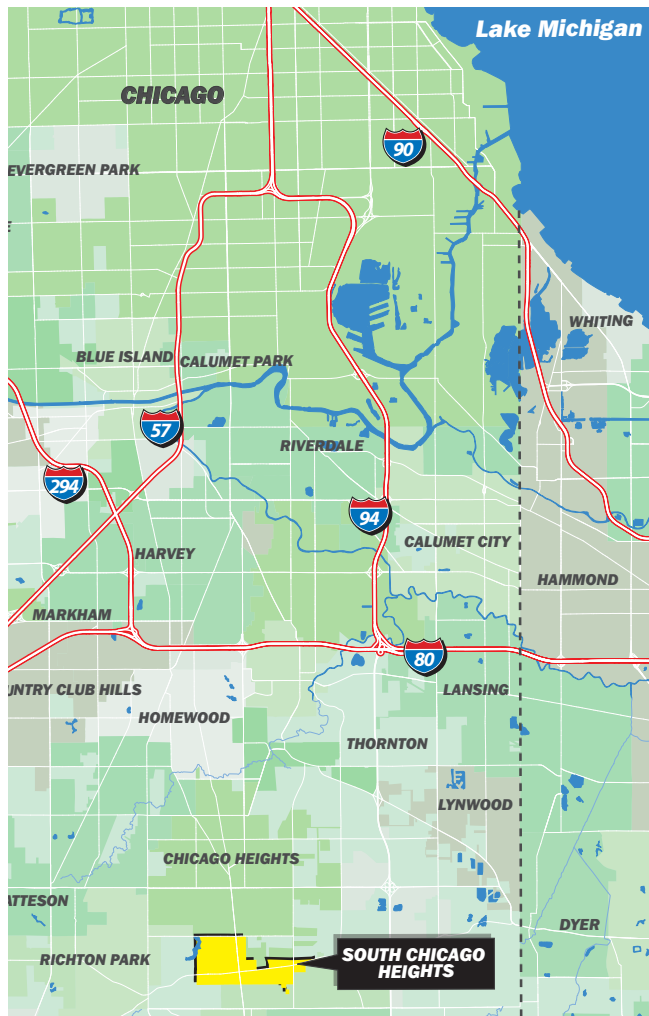
The South Chicago Heights Station Area Plan was funded through the Regional Transportation Authority's Community Planning Program (formerly known as the Regional Technical Assistance Program). The Community Planning Program provides funding and planning assistance to municipalities for planning projects that benefit both the local communities and the RTA transit system. The planning process used to create these plans brings local communities, the RTA and its Service Boards to the same table to ensure sure that recommendations are feasible.

South Chicago Heights

Study Area Boundaries

The study area for the Station Area Plan is comprised of the area located within ½ mile from the proposed station location at Sauk Trail and Union Pacific Railroad/CSX tracks. The study area includes most of the area bounded by 27th Place to the north, east to the abandoned rail right-of-way to the east of Holeman Avenue, 34th Street to the south, and Euclid Drive to the west. This represents the distance that a person could typically walk in approximately 10 minutes and the likely service area for businesses catering to transit users.

Figure 1 Shows the location of the Village of South Chicago Heights within the Chicagoland region.



Regional Context

The Village of South Chicago Heights is located at the southern end of Cook County, approximately 26 miles south of Downtown Chicago. The original settlement of the Village grew from the intersection of Chicago Road and Sauk Trail, along with 20th century neighborhood and commercial additions radiating from that center. South Chicago Heights measures just over two miles from east to west and less than one mile from north to south. The Village is bordered by the City of Chicago Heights to the north, the Village of Steger to the south, the Village of Sauk Village to the east, and the Village of Park Forest to the west.

Since its incorporation, the Village has grown to a population of 3,970 as recorded during the 2000 Census. The community is primarily residential, but includes a mix of commercial, institutional, and industrial uses.

Figure 2 Illustrates the Metra lines servicing southern and southwestern suburban Chicago.



South Chicago Heights...

...is a Village of nearly 4,000 conveniently located in southern Cook County approximately 26 miles south of Downtown Chicago.

The Village is centered on the intersection of Chicago Road and Sauk Trail, two significant corridors within the region. It is well-positioned within the Chicagoland area with excellent access to the Interstate System, a Pace Transfer Facility to the north in neighboring Chicago Heights, a potential future transit station along Metra's proposed SouthEast Service Line, and a large area of Cook County Forest Preserve bordering to the west.



The Village of South Chicago Heights has been identified as a potential station location along the SES which would serve as a direct transit connection for local residents to Downtown Chicago and other significant employment centers in the region.



Existing rail crossing at Sauk Trail.

...is the proposed location of a future transit station in the Chicago region, the nation's third largest metro area.

The potential future station would lie at the center of the community at the crossroads of the Village's two major thoroughfares, Chicago Road and Sauk Trail. This nearby intersection, with an estimated average traffic count of 34,000 to 35,000 cars per day, represents the commercial core of the community. The Village has decided that should the proposed station be created, it would serve as the focus of a vibrant mixed-use district to be enjoyed by the residents of South Chicago Heights and spur further reinvestment in the community.

...is a stable community poised for growth.

A population of over 31,000 lives within a five minute drive time of the potential future transit station. This population is projected to increase at an annual rate of 1.1% through the year 2013. It is anticipated that the median household income will grow at an annual rate of 4% over the same period. It is also projected that the number of households earning between \$75,000 and \$150,000 will have increased significantly in this area, particularly among households aged 35 to 54.

The steady, increasingly affluent population in the area surrounding the potential future transit station is complemented by a stable housing stock where the median owner occupied housing value has increased in recent years and is projected to continue to rise in the near future.

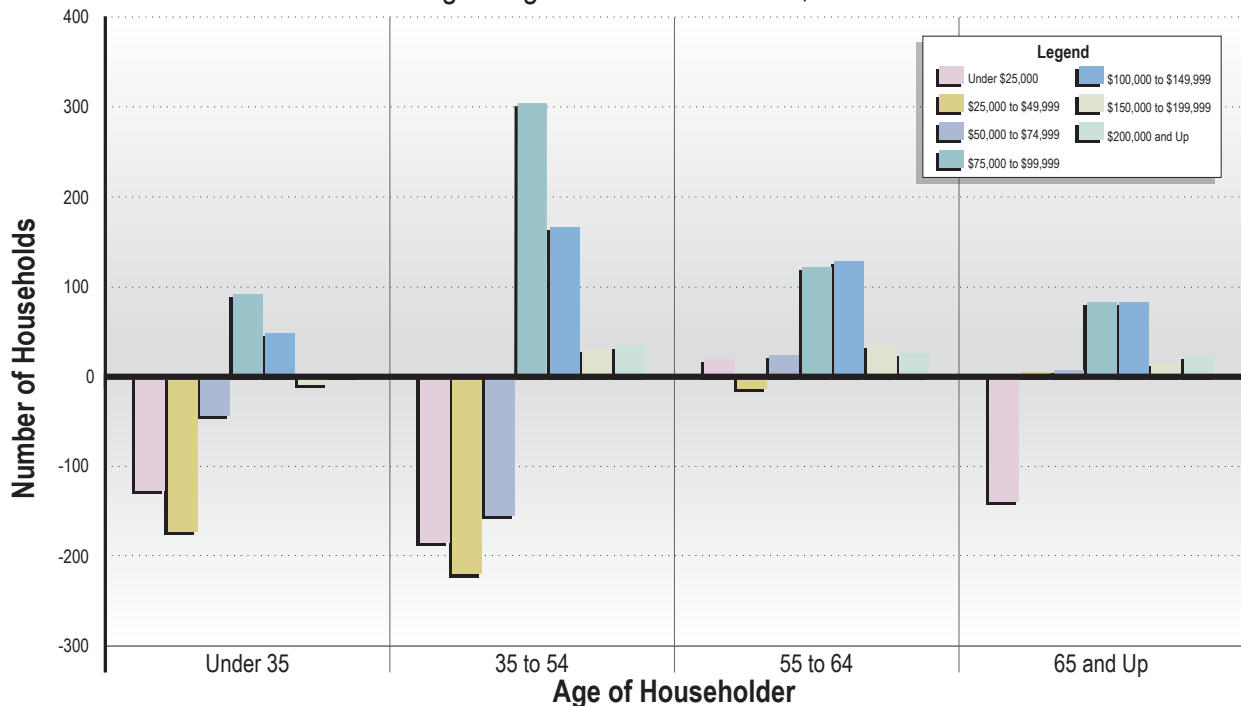


Single family homes within the Station Area.



The area surrounding the potential future transit station is complemented by a stable housing stock where the median owner occupied housing value has increased in recent years and is projected to continue to rise in the near future.

Table 1. Change in Households by Age and Income
South Chicago Heights TOD Market Area, 2008 - 2013



Source: ESRI Business Analyst; Houseal Lavigne Associates

UP/CSX right-of-way.



High traffic volumes on Chicago Road and Sauk Trail provide opportunities along these major traffic corridors, near the potential future transit station site.

Below: Existing commercial uses along Sauk Trail looking southeast.



...has existing demand for retail space.

The existing population surrounding the potential future transit station is underserved in several retail categories. There are indications of demand for smaller retailers dealing in furniture, electronics/appliances, clothing/accessories, and books/periodicals/music. There is also demand within the existing population for additional full- and limited-service restaurants. The addition of transit service to the area could further increase demand.



Existing commercial uses along Chicago Road, looking north near Sauk Trail.
 Below: Commercial and industrial uses currently located throughout the Station Area.



Transit Oriented Development (TOD)...

...is Transit Focused.

As the term implies, TOD is development focused on maximizing use and access of local and regional transit networks. In addition to providing convenient access to other employment centers in the region, a new transit hub would draw local residents as well as commuters from neighboring areas to the Village. The increased pedestrian and vehicular traffic associated with the transit station will serve to increase demand for goods and services in the Village's commercial core.

...is Intense.

In addition to a transit focus, the tenets of TOD espouse a mix of uses including residential, retail, and other commercial uses at a moderate to high densities within close proximity to the transit node. While typical TOD focuses development within a 10-minute walk or half mile of a transit station, the Village intends to significantly redevelop the area within a 5-minute walk or quarter mile of the potential future transit station. The preferred concept calls for the comprehensive redevelopment of several blocks of low density residential and commercial buildings into a mixed use district bordered by new multi-family development. The concentrated nature of development will help to maximize the value of property near the potential future station.



Flexible and active land uses located adjacent to potential transit station sites promote healthy lifestyles and encourage sustainable planning practices.

Left: Outbound Metra train at the Rock Island District Line station in Downtown Tinley Park, Illinois.

...is Pedestrian Friendly.

The station area development will also be pedestrian friendly with an emphasis on public spaces and pedestrian access. Such an environment will encourage walking throughout the station area and minimize the need for motorized transportation. Walkable, urbanized areas are increasingly in demand by home buyers. The combination of dense development in a pedestrian friendly setting also increases local demand for goods and services. The Village is seeking to promote retail development within convenient walking distance for residents and employees living and working in the station area.



...is Placemaking.

When implemented properly, TOD has the potential to improve many facets of local quality of life such as public health and environmental quality. Perhaps the most influential benefit of TOD is its power to transform and enhance a location's character. Emphasis on pedestrian scale and establishing a sense of place guides all facets of development form such as orientation, massing, entryway configuration, and building height. It is envisioned that the South Chicago Heights' station area will emerge as a destination within the region. The Village is seeking unique development that distinguishes the station area from the commercial districts of surrounding communities.

Station Area Vision, Goals and Objectives

The Comprehensive Plan adopted in April of 2008 includes a Vision Statement for the Village in the year 2025. The Vision Statement reflects the values of the Village as expressed by residents and describes community-wide goals and objectives. The Vision Statement for the Station Area Plan is meant to be an extension of the Comprehensive Plan Vision and speaks to the community's unique goals for the area surrounding the proposed transit station.

Station Area Vision

The Station Area is envisioned as a vibrant, safe and pedestrian friendly district with a healthy mix of storefronts, restaurants, offices, and housing. The mixed-use district is anchored by a heavily utilized transit station to the east and the bustling Chicago Road corridor to the west. The Station Area has become a destination for residents and nonresidents alike and has enhanced the image of the Village as a whole. The aging commercial properties along Chicago Road have gradually improved and now represent a continuation of the high quality development established in the Town Center. The Village was also successful in its efforts to relocate existing industrial businesses to other locations in the community and these businesses remain healthy and valued contributors to the local economy. Condominiums in the Town Center and townhomes and rowhomes in the neighboring residential neighborhoods provide a greater variety of housing options to local residents and people of all ages now call the Station Area home.



Goals and Objectives

Taken as a whole, the goals and objectives represent what the Village of South Chicago Heights wishes to accomplish with the Station Area Plan. This is similar in nature to how it has approached previous plans and ordinances. Those documents provide direction and guidance for evaluating specific land use alternatives within the Station Area.

Goals describe desired results toward which planning efforts should be directed. They are broad and long-range and represent an end to be strived for though they may never be fully attained.

Objectives describe more specific actions that should be undertaken in order to advance toward larger Station Area Plan goals. They provide more precise and measurable guidelines for planning action.

The goals and objectives presented below are based on input from Village staff, community workshops, and feedback and discussions at various public meetings.

The goals and objectives have been categorized by the following topics:

- Station Area and Village Image and Identity;
- Commercial Land Use Areas;
- Housing & Residential Neighborhoods;
- Industrial Land Use Areas;
- Transportation & Circulation.

Station Area and Village Image & Identity

Goal

Improve the community's image through public and private improvements in the Station Area that enhance various physical features and establish the Station Area as a unique destination within the region.



Gateway features may consist of signage, monuments, or architectural elements. Attractive landscaping, lighting, and other design features should complement gateways to help feature the Village.



Objectives

- Develop and enforce design guidelines for redevelopment projects that establish the Station Area as a unique, identifiable district within the Village and the region. These guidelines should be in addition to any SES design guidelines specifically intended for the proposed station and parking facilities.
- Adhere to the station and parking facility design guidelines established by Metra. These guidelines can be found at: www.metarr.com/techservices/.
- Establish gateway features at key locations in the Station Area that provide a visual sense of place and distinguish the Station Area as a unique district within the Village. These elements will also help to improve the larger Village's image for motorists entering into and passing through the Station Area.
- Build upon the Village's past as cultural and design elements within future Station Area developments.
- Encourage compatible and high-quality design and construction for all Station Area developments, with an emphasis on quality site design, building orientation, architecture, building materials, and site improvements.
- Improve the image and appearance of existing commercial areas within the Station Area with particular emphasis on the appearance of buildings, signage, site landscaping, and streetscape amenities.
- Maintain consistent and high quality improvement of all local streets, parkways, sidewalks, and other visible municipal infrastructure within the Station Area.
- Develop a program to bury utility lines along commercial corridors, namely Sauk Trail and Chicago Road.
- Explore the creation of civic uses near the potential transit station to set the tone for redevelopment along Chicago Road and the Station Area and to have a welcoming presence along the Village's main arterial.

Commercial Land Use Areas

Goal 1

Improve and organize existing commercial areas within the Station Area to provide various goods and services within the community and focus reinvestment and redevelopment efforts along arterials that maximize exposure to visitors from the greater region.

Objectives

- Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to façades, signage, and parking areas as well as encouraging the provision of additional site amenities.
- Implement more systematic and proactive property maintenance and code enforcement in the Station Area and other commercial areas of the Village.
- Promote and require landscaping within the Station Area and require the upkeep of parking lots, opaque screening of service areas, drives, buildings, and incompatible uses.



Many existing land uses within the potential future station area are incompatible with the TOD concept. Existing industrial land uses along Jackson Avenue should be relocated within the Village's primary industrial area. Multi-family housing, retail, and pedestrian amenities would be more appropriate in this location.



Programs should be initiated to encourage the improvement and rehabilitation of older commercial areas, including improvements to signage. Unified signage should be promoted along the Village's main corridors.

Goal 2

Focus efforts on the proposed Station Area redevelopment area as the Village's primary mixed-use pedestrian environment.

Objectives

- Promote a healthy and mutually reinforcing mix of commercial, office, and multifamily uses within the Station Area.
- Identify and prioritize economic strategies in conjunction with commercial property owners and managers to ensure economic vitality and stability in the pedestrian oriented, mixed-use area.
- Establish a consistent approach to providing attractive and functionally well placed pedestrian amenities throughout the mixed-use area.
- Promote shared parking facilities.

Goal 3

Develop an aesthetically pleasing and functionally well-designed, pedestrian-oriented retail and commercial shopping area.



To improve visibility and safety, pedestrian crosswalks should be made prominent and noticeable by employing a change in paving materials, texture, and color. Using a colored material will emphasize that pedestrians have the right-of-way.



Objectives

- Encourage high-quality development and redevelopment of sites, buildings, and amenities in the Station Area.
- Encourage the design of new commercial development to facilitate a system of pedestrian access and amenities.
- Establish a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.
- Ensure that new development and redevelopment of private property is designed in scale with, and complementary to, existing development.
- Establish Station Area design and development guidelines for appropriate scale, appearance, orientation, and overall character of new development.
- Ensure that all new, improved and existing commercial development is effectively screened and buffered from adjacent residential uses.



Pedestrian amenities such as kiosks with informational maps will be particularly useful in the Village's station area. They can inform people as to location of the popular destinations such as the Civic Center and the future transit station. Additionally, pedestrian elements contribute to the sense of place.



To promote sustainability and diversity, a variety of housing options should be provided with an emphasis on multi-family housing within the Station Area.

Housing & Residential Neighborhoods

Goal 1

Provide a diverse housing inventory and living environment which both supports the local population of the Village and serves to attract new residents.

Objectives

- Maintain and enhance the predominant single-family character of the Village.
- Ensure the Village's senior citizens have quality housing options through high quality new development or redevelopment of senior targeted, maintenance free housing choices.
- Promote appropriate condominium development in the Station Area as part of a new commercial/mixed-use area.
- Discourage "large-scale" apartment developments.

Goal 2

Maintain attractive and safe housing that reflects the desired character of the community.

Objectives

- Encourage the use of attractive architectural design and landscaping in the Station Area.
- Encourage new development and infill development/redevelopment which are complementary to the scale and character of surrounding residential uses.
- Promote removal or rehabilitation of deteriorating housing units.



The impacts of industrial activities on adjacent residential areas can be minimized through the use of screening and buffering with landscaping and fencing.



Small industrial uses currently located in the South Chicago Heights Station Area should be relocated to other industrial/business park locations in the Village. The Station Area Plan recommends creating a new cul-de-sac off of East End Avenue, where these businesses can relocate.

Industrial Land Use Areas

Goal 1

Improve existing light industrial areas near the Station Area and encourage/support the relocation of existing industrial uses near the proposed transit station to designated industrial/business park locations elsewhere in the Village.

Objectives

- Improve the appearance of the existing light industrial areas along Sauk Trail to be more reflective of the Station Area and Village's character and appearance.
- Encourage the rehabilitation and reuse of functionally obsolete industrial buildings to accommodate more appropriate and market viable uses that compliment the Village's vision for the Station Area.
- Encourage and promote the relocation of inappropriately located existing industrial uses to planned industrial park locations.
- Minimize the impact of industrial activities on neighboring residential areas through the effective use of screening and buffering with landscaping, fencing, or a combination of the two.
- Identify truck routes which provide convenient access to industrial areas and minimize the traffic passing through the Station Area.

Transportation & Circulation

Goal

Provide a balanced transportation system which ensures the safe and efficient movement of vehicles, pedestrians, and cyclists and maximizes access to multiple modes of transportation.

Objectives

- Protect and improve the function of the overall street hierarchy within the Station Area through effective access, land-use controls, and street/intersection design improvements.
- Identify and ensure adequate resources are made available for the maintenance of Station Area streets and public rights-of-way.
- Update the Capital Improvement Program to include new Station Area infrastructure maintenance and construction projects within the annual budget.
- Minimize curb cuts on Chicago Road and Sauk Trail and major collector streets to the most plausible extent and use intersecting side streets for access to properties.
- Implement traffic management strategies to reduce the impact of peak traffic flows in the Village and minimize delays due to at-grade train crossings.
- Correct localized traffic operational problems, including the placement of traffic signals and readability and placement of traffic related signage.
- Minimize non-local traffic within residential neighborhoods.
- Support the efforts of the Southeast Corridor Rail Development Board and coordinate development efforts with other communities on the SES line.



Along arterial streets, the number of curb cuts should be minimized to reduce traffic congestion problems and safety issues related to vehicular ingress and egress.

- Work with South Suburban Mayors and Managers Association and other necessary agencies to identify funding sources and implement the proposed commuter station and parking facilities, coordinating and assisting with necessary land acquisition and approvals.
- Work with Pace to further improve bus/shuttle service throughout the community, either through expanded Pace bus service or the addition of new shuttle/van service. Improvements could include the addition of Pace bus bays on Sauk Trail, the creation of kiss-and-ride facilities, passenger amenities (shelters, benches), information kiosks and traffic strategies such as transit signal priority and the establishment of far side stops to improve the flow of transit services and encourage the use of public transit.
- Coordinate median, parkway, pedestrian, residential screening and similar improvements along the Chicago Road and Sauk Trail corridors.
- Based on ridership projections to be completed in fall 2009, work with Pace and Metra to build the necessary facilities utilizing the station and parking facility design guidelines established by Metra. These guidelines can be found at: www.metra.com/techservices/.
- Preserve a minimum of 13 acres of land to accommodate approximately 1,250 commuter parking spaces for the potential full build-out of commuter parking. The exact minimum number of parking spaces needed at the beginning of SES Line service will be determined once ridership projections have been completed.
- As a community that intends to host a SouthEast Service Line station, the Village will need to enter into a Commuter Facility Agreement with Metra as the project moves into the construction phase.



Where Pace bus service is provided, safe locations for bus stops should be created at key curbside locations. The Village should continue to work with transit providers and property owners, to maintain attractive transit shelters.

Station Area Land Use

The existing land use pattern within the station area has two distinct areas:

1. A commercial corridor along Chicago Road that is buffered by a mix of single family and multi-family residences; and,
2. An industrial district comprised of dozens of local manufacturing, warehousing, and construction firms located to the southeast of Jackson Avenue and Sauk Trail. There are also several industrial users located between Jackson Avenue and the UP/CSX right-of-way.

The Village also owns several parcels within the Station Area including:

- The Village Hall located in a former retail building on Chicago Road, south of 33rd Street.
- The police and fire departments located on the east side of Jackson Avenue at 28th Street.

Figure 3 Illustrates the location of the Station Area within the Village of South Chicago Heights and the surrounding area.

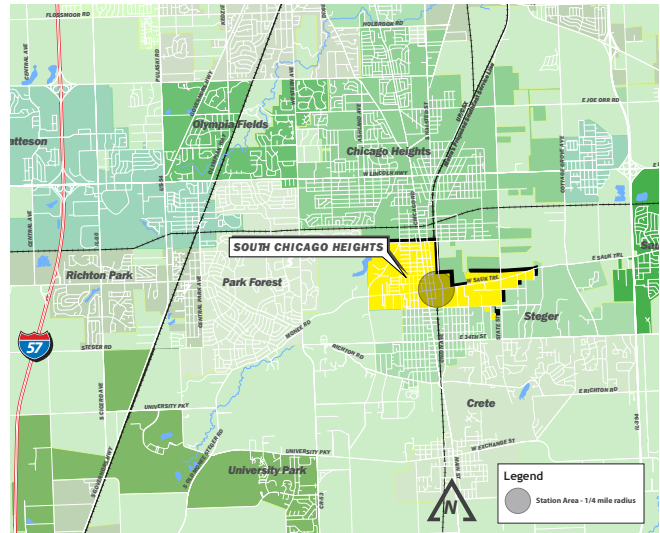












Figure 4 shows the existing land uses within the Station Area and surrounding areas of South Chicago Heights.





Legend

-  Future Transit Station Site
-  Transit Station & Civic Campus
-  Mixed Use Redevelopment
-  Industrial
-  Parks & Open Space
-  Commercial Redevelopment
-  Commercial Enhancement
-  Multi-Family Housing
-  Commuter Parking
-  1/4 mile radius

Preferred Station Area Concept

Building on an analysis of existing conditions and community outreach efforts, three different concepts were considered for the station area. The purpose of developing the concepts was to establish planning elements deemed acceptable and desirable by project representatives and Village officials. The concept plans indicated varying levels of development intensity and use. The preferred plan contains a combination of elements from all concepts. This figure illustrates the preferred concept plan which indicates type of use by subarea. A detailed development plan is shown in the following section.



Station Area Plan

- 1 Improved pedestrian crossings on Sauk Trail at East End Avenue and Chicago Road and an east-west railroad crossing.
- 2 Transit station with surface parking area.
- 3 Civic campus with village hall/police station/fire station. Limited access to Jackson Avenue or realignment south of Sauk Trail. The Civic Campus will be linked to a mixed use development/Town Center with potential for shared parking opportunities. Public open space amenities will be incorporated into the site.
- 4 Mixed use development/Town Center fronting Sauk Trail and Commercial Avenue with linkages to Civic Campus and shared parking opportunities. Public open space amenities will be incorporated into the site.
- 5 Multi-family (Condominiums, Rowhomes) redevelopment.
- 6 Commercial reinvestment with improved circulation and access, landscaping, façade and signage improvements.
- 7 Commercial redevelopment.
- 8 Improvement to existing development with improved circulation, landscaping, façade and signage improvements.



- 9** Commercial reinvestment with improved circulation and access, landscaping, façade and signage improvements. Walgreen's store to remain.
- 10** Commercial reinvestment with improved circulation and access, landscaping, façade and signage improvements.
- 11** Mixed use development with increased lot depth to accommodate larger scale development with appropriate parking and circulation standards.
- 12** Rowhomes/Townhomes of uniform depth fronting Jackson Avenue with new open space occupying the remainder of the block. Light industrial uses can be relocated to industrial area to the east. Jackson Avenue cul-de-sac with small open space north of Sauk Trail to improve traffic circulation and flow near train tracks.
- 13** Convenience/Neighborhood Commercial redevelopment with enhancements to existing commercial on the southeast corner of East End Avenue and Sauk Trail.
- 14** Commuter surface parking (app. 1,500).
- 15** Site of relocated light industrial users.
- 16** Kiss-and-Ride Locations

Station Area Subareas

The proposed transit station has great potential to serve as a catalyst for development activity within South Chicago Heights and bring reinvestment to the Village's aging core. Transit-oriented development (TOD) is a means of more fully capitalizing on this potential. TOD is typically located within a half mile, or 10-minute walk, of a transit station. TOD is comprised of a mix of uses including residential, retail, office, and other commercial uses at moderate to high densities.

TOD is also characterized by walkable development interspersed with parks and public spaces connected by an extensive network of sidewalks and trails. In addition to promoting the use of transit, this pedestrian-friendly environment provides residents and visitors with the option of safely walking, biking, or taking transit to a single destination where they can address all of their shopping, dining, entertainment, and employment needs. A TOD represents the opportunity to improve South Chicago Heights' economic and public health, enhance local sense of community, increase transit use, provide for a more sustainable future, and improve overall quality of life.

The proposed transit station has great potential to serve as a catalyst for development activity within South Chicago Heights and bring reinvestment to the Village's aging core.



TOD Planning Principles

Land use and development in the Station Area should be organized to support the goals of TOD goals while respecting surrounding development at the same time. Walkability, increased transit-use, higher density residential development, and commercial and employment opportunities should all be encouraged. In addition, land uses should provide should assist in creating a safe, vibrant, and economically viable development while remaining flexible to changing development context.

The following planning principles were used in crafting the Station Area Land Use and Development Plan:

- Assign more flexible and active land uses adjacent to the potential transit station.
- Integrate new or intensified land uses with the surrounding commercial development and existing neighborhoods.
- Create quality residential development that is located within convenient walking distance of shopping, dining, employment, and transit opportunities.
- Introduce a variety of housing options and land uses that encourage more sustainable design and development practices.

Strategic Implementation

Creating new transit oriented development in a previously developed area presents a unique set of planning challenges. When considering a new transit station location, transit agencies generally require a minimum of 13-acres to accommodate the station and related commuter parking. This area would include approximately 1,250 commuter parking spaces. The Station Area occupies a largely developed area at the center of the Village that is occupied by a mix of commercial, light industrial, civic and residential uses of moderate intensity.

The achievement of the Village's TOD vision hinges upon the ability to assemble and prepare significant sites for redevelopment. As stated throughout this report, the unknown variable of when and what type of transit will service South Chicago Heights has a significant impact on the ultimate timing, phasing, and scale of future redevelopment within the Station Area.

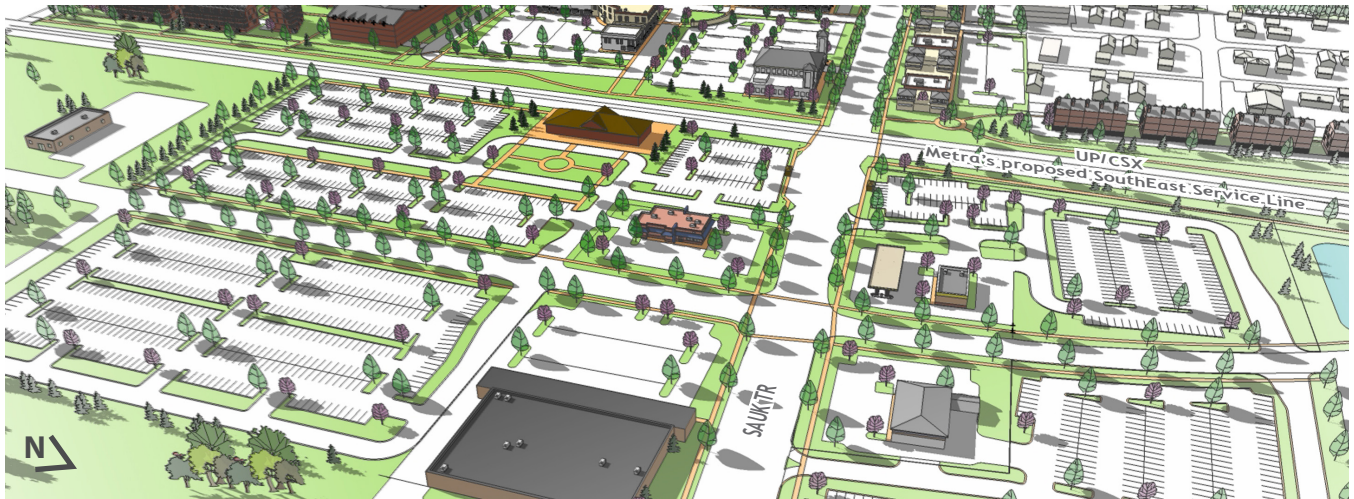
The Village of South Chicago Heights' Station Area Land Use and Development Plan is made up of several subareas which are presented in the following section:

- Station Area
- Civic Campus
- Town Center
- Neighborhood Commercial
- Jackson Avenue Townhomes
- New Multi-Family Residential
- Commercial Revitalization
- Corridor Commercial
- Industrial
- Parks and Open Space



Departing Metra train in Tinley Park, Illinois.





Station Area

The Transit Station Subarea includes the future potential transit station site and four parking areas that will eventually serve the transit station. The Village's future transit station will provide convenient access to Downtown Chicago and other communities throughout the region for South Chicago Heights residents and others nearby.

A review of siting and operational issues by Metra identified the area located to the southeast of the intersection of Metra's proposed SouthEast Service Line and Sauk Trail as the preferred site for potential future transit station. The transit station will be an activity generator that draws pedestrians and motorists into the Village and its revitalized commercial center. Intersection improvements and new pedestrian connections will provide easy access to the new Village Hall and Town Center development to the west, creating a vibrant TOD experience.

Planning Principles

- The transit facilities and commuter parking facilities will adhere to the design guidelines to be established by the South Suburban Mayors and Managers Association.
- The transit station facility will be easily visible from Sauk Trail.
- The station and parking facilities will follow requirements based on Metra's ridership projections and Metra's *Station Manual* and *Parking Manual*.
- Commuter parking should be easily visible from the station and within one-quarter mile of the station.

- Kiss-and-ride facilities will be built on both sides of the UP/CSX tracks. Bicycle parking facilities will be provided.

Transit-Oriented Development Parking Plan

It is recommended that the creation of commuter parking lots should be phased over a number of years as demand increases. It is important to preserve parcels for future parking to meet commuter parking requirements. As more parking is needed, the land should be converted as planned, pending further studies, including ridership and parking projections. The Village should continue to work with the transportation agencies to determine the appropriate timing and amount of parking desired.

Exact ridership and parking projections are unknown at this time until an Alternatives Analysis has been completed as part of the Federal Transportation Authority's New Starts process. For purposes of this study, Metra would require approximately 13-acres to accommodate a minimum of 1,250 commuter parking spaces and the potential station. The number of commuter parking spaces specified in this plan exceeds the minimum requirement by approximately 250 spaces. Sites of appropriate size and location need to be reserved in order to ensure growth of the potential rail line.

Transportation, Circulation and Parking

The existing street grid and roadway hierarchy will be enhanced to improve access to commercial development along Chicago Road and Sauk Trail and connectivity to the new transit station, Town Center, and neighboring residential areas. Curb cuts will be minimized along Chicago Road and Sauk Trail to improve traffic flow and pedestrian safety. New connections within existing blocks will be used to encourage a compact development pattern and improve access to transit services. Pedestrian connections and amenities will be provided throughout the Station Area to encourage walking and bicycling and increase opportunities for foot traffic in commercial areas. Parking areas will be established in the areas adjacent to the proposed transit station in addition to parking areas that will be incorporated throughout the new Town Center, Civic Campus, and residential areas.

Planning Principles

Parking

- Commuter parking will be provided in five surface parking lots located on the east side of the UP/CSX railroad tracks.
- The commuter parking areas to be created in the Station Area will provide approximately 1,500 dedicated commuter parking spaces. Metra's dedicated commuter parking minimum requirement for the station area is 1,250 spaces.
(NOTE: The number of stalls in each parking area, as illustrated in the Transportation and Circulation Plan figure, are after landscaping and detention areas have been taken into consideration.)
- A green space will be provided in front of the transit station and will feature an area for bicycle parking facilities as well as benches, landscaping, and other pedestrian amenities.
- Additional shared parking will be provided in the Town Center Civic Campus on the west side of the railroad tracks. These lots will be accessed from 33rd Street, Commercial Avenue, and a new east-west street. These shared parking facilities will also serve as an alternative lot for the transit station.

- Shared parking facilities will be restricted to use by commuters during weekday, morning hours and available to all others outside of that time frame. All parking spaces (90) within the shared parking facility located south of the Civic Campus will be reserved for commuters during this time. Approximately 50% of the parking spaces in the Civic Campus parking area (55) will be reserved for commuter. The remainder of the spaces (55) will be dedicated to functions at the City Hall including spaces for police and fire vehicles and Village personnel.

Access Enhancements

- Cross easement access will be created between neighboring properties and ingress and egress points to properties along Chicago Road will be consolidated.
- New commercial development on the north side of Sauk Trail, west of the UP/CSX right-of-way, will be accessed via Commercial Avenue and existing curb cuts will be eliminated.
- Commuter parking lots will have right in right out access on Sauk Trail in addition to a full turning movement access to be provided along East End Avenue.
- Access to new commercial development at Sauk Trail and East End Avenue will be provided through adjacent commuter parking areas.

Roadway Enhancements

- A new east-west street will split the two blocks currently bound by Sauk Trail, Jackson Avenue, 33rd Street and Chicago Road.
- Jackson Avenue will be vacated as it approaches Sauk Trail from both the north and south. A new park will be created to the north of Sauk Trail while the Civic Campus will occupy a larger site to the south.
- A new street and cul-de-sac will be created to access the interior of the block bounded by Sauk Trail, Butler Avenue, 30th Street, and East End Avenue. This new roadway will be aligned with ingress and egress to a new commuter parking area located to the west of East End Avenue and south of the station site.



Looking north across Sauk Trail at Chicago Road.

Transit Enhancements

- A kiss-and-ride area will be created in the parking area adjacent to the station facility to the east. The kiss-and-ride will allow automobiles and buses to pull-up and load in one lane while other vehicles exit and adjacent lane.
- Driving lanes within the station site parking area will be wide enough to accommodate bus and emergency vehicle turning radii.
- A kiss-and-ride area will also be provided in the parking area of the Civic Campus. This kiss-and-ride will be comprised of a turnout running parallel to Jackson Avenue as it approaches the Civic Campus site. Vehicles will be able to pull aside, load, and return to the local street. Passengers will be dropped off or picked up from a loading area located in the linear park that includes a path that parallels the tracks, outside of the UP/CSX right-of-way, and connects to the Sauk Trail at-grade crossing.
- Pace bus turnouts will be provided along Sauk Trail near the railroad tracks to accommodate eastbound and westbound routes.

Traffic Signals

- Pedestrian signalization will be provided at the intersections of Sauk Trail and Chicago Road and Sauk Trail and East End Avenue.
- A new signal, with pedestrian signalization, will be provided at Chicago Road and 33rd Street, which is to be the new access point for commercial properties on the west side of Chicago Road.
- Public sidewalks will be extended between Chicago Road and East End Avenue creating an east-west pedestrian crossing at the intersection of Sauk Trail and the UP/CSX tracks on both the north and south sides of Sauk Trail. This improvement would take place pending discussions with and approval by the UP and CSX Railroads and the Illinois Commerce Commission.



Civic Campus Subarea

A new civic campus incorporating the Village Hall, Police Station and Fire Station is situated to the west of the proposed transit station site, creating a destination magnet for community residents and establishing another activity generator within the Station Area. The new public building and public spaces will contribute to the vitality of the TOD, while creating gathering and recreational spaces for people to interact. Civic uses help reinforce a sense of an active public realm, and will attract a more diverse group of people to the Station Area. A combined TOD and civic campus creates a stronger identity for the project area.

The construction of a new civic campus in the vicinity of the proposed future transit station will also allow for redevelopment of the existing Village Hall site and surrounding properties along Chicago Road. The existing site is located along the Village's primary commercial corridor and offers greater benefit to the Village if occupied by tax generating uses. Redevelopment of the existing Village Hall site could act as a catalyst for additional redevelopment of other parcels along the Chicago Road corridor.

Planning Principles

- The joint Village Hall, Police Station, and Fire Station facility will occupy the northeast corner of the Civic Campus and front Sauk Trail.
- A linear park and trail will form the eastern edge of the Civic Campus, located outside of the UP/CSX right-of-way.
- An attractive monument sign and public space will anchor the southwest corner of the site, maintaining the Town Center's streetwall and enhancing the civic campus identity.
- Parking for Village employees will occupy the remainder of the site and provide spill-over parking for Town Center/Civic Campus visitors.
- A dedicated fire truck lane will provide fire trucks with direct access onto Sauk Trail.
- Shared parking will be provided in the Civic Campus subarea, serving as a dedicated lot for Village business as well as an alternative lot for the transit station. Approximately 50% of the parking spaces in the Civic Campus parking area (55) will be reserved for the Village Hall including spaces for police and fire vehicles and Village personnel.



Town Center Subarea

The Town Center is comprised of five city blocks surrounding the new Civic Campus that are to be redeveloped and transformed into a new vibrant commercial and residential district. The Town Center will become the new downtown district for the Village, serving as the community's hub of activity for shopping, dining, and entertainment while providing new employment opportunities and high quality homes. Visitors from outside of the Village will have easy access to the Town Center via Sauk Trail and Chicago Road as well as the adjacent transit station.

Planning Principles

- A new east-west street will split the two blocks currently bound by Sauk Trail, Jackson Avenue, 33rd Street and Chicago Road.
 - The intersection of the new Town Center street and Commercial Avenue will be bordered by four small public spaces forming a large central plaza in the Town Center.
 - Two- to three-story mixed-use buildings will front the new Town Center Street and Commercial Avenue with surface parking areas located behind. The ground floor of these buildings will be used predominantly for retail, with residential or office uses in the upper floors.
 - Parking Areas will front Chicago Road and Sauk Trail with access via 33rd Street, Commercial Avenue, and the new Town Center street.
- Single story commercial buildings will occupy the north side of Sauk Trail and the northeast corner of Sauk Trail and Chicago Road with access to rear parking via Commercial Avenue.
 - An attractive gateway sign will be displayed prominently on the corner of Sauk Trail and Chicago Road to welcome residents and visitors to the Station Area. The sign will be complemented with decorative lighting bollards and seasonal landscaping for year-round interest.
 - A centralized park and plaza is located in the center of the development and will serve as the focal point. A continuous streetwall will be maintained around the park to enhance the pedestrian atmosphere and additional pedestrian amenities will foster the creation of a gathering place for Village residents and visitors.



Neighborhood Commercial Subarea

The intersection of Sauk Trail and East End Avenue will serve as a new commercial area within the Village. The businesses here will provide commuters with access to convenient goods and services. While these properties will be designed for easy access by car, they will also feature safe pedestrian connections for those travelling through the commuter parking lots to and from the proposed future transit station.

Planning Principles

- New commercial development will occupy the northeast, northwest, and southwest corners of the intersection of Sauk Trail and East End Avenue.
- The existing commercial building and parking lot on the southeast corner of this intersection will be enhanced with signage, façade, and landscaping improvements.
- Site design will be auto-oriented with pedestrian amenities connecting to adjacent parking areas and pedestrian walkways along Sauk Trail and East End Avenue.
- Access to the two sites to the south of Sauk Trail will be limited to Commercial Avenue.



Jackson Avenue Townhomes Subarea

A new townhome development is to be located to the north of Sauk Trail between Jackson Avenue and the UP/CSX Railroad tracks. Light industrial users currently occupying the site will be relocated to sites elsewhere in the Village, potentially within the industrial area in the easternmost portion of the Station Area. These homes will help to increase the number of residents living within walking distance of the potential future transit station and the variety of amenities offered in the new Town Center.

Planning Principles

- Industrial users along Jackson Avenue will be relocated.
- A linear park and trail will run adjacent to UP/CSX right-of-way and form a buffer between the new townhomes and the UP/CSX right-of-way.
- Three-story townhomes will front Jackson Avenue.
- Access to an alleyway and rear garages will be from two drives at Jackson Avenue.
- A new park will occupy the southern end of the townhome site.



New Multi-Family Residential Subarea

A townhome and condominium development is to be situated on the block to the southeast of 33rd Street and Commercial Avenue. The condominium building and townhome development will be centered on a trio of courtyards connected by landscaped pathways. This new residential neighborhood will greatly increase the number of residents living within walking distance of the potential future transit station and the variety of amenities offered in the new Town Center.

Planning Principles

- A four-story condominium building will occupy the southeast corner of Commercial Avenue and 33rd Street.
- Access to garage parking for the condominium building would be provided via 33rd Street and Commercial Avenue.
- Several clusters of three-story townhome units will be positioned around a pair of courtyards.
- The townhomes will face toward local streets and public walkways while internal access drives will provide access to the units from the rear.
- A linear park and trail will form the eastern edge of the site providing a buffer between the townhomes and the UP/CSX right-of-way.



Commercial Revitalization Subarea

The Chicago Road corridor is the Village's primary commercial corridor. The aging properties along this corridor will be enhanced to improve the appearance of and access to local the businesses. These enhancements will encourage redevelopment of other vacant or underutilized properties and improve the image of the Village.

Planning Principles

- Fencing and landscaping will be used to establish appropriate screening of commercial properties adjacent to residential neighborhoods.
- Signage and facades will be upgraded such that they are attractive and positively contribute to the character of the Station Area.
- Parking lots will be enhanced with landscaping and other improvements.
- Where appropriate and feasible, cross easement access between adjacent commercial properties will be negotiated to improve circulation along the corridor.



Corridor Commercial Subarea

Two shopping centers occupy a significant portion of the Chicago Road corridor on the west side of the roadway to the south of Sauk Trail. The redevelopment of these centers will strengthen the position of the Village's Chicago Road corridor as a retail destination and complement redevelopment efforts in the nearby Town Center.

Planning Principles

- Aging and outdated buildings will be renovated or redeveloped to better accommodate the needs of modern tenants.
- Signage and facades will be upgraded such that they are attractive and positively contribute to the character of the Station Area.
- Parking lots will be extensively landscaped and landscaped walkways will be provided along Chicago Road, 34th Street, and Sauk Trail.
- A joint access drive is provided via an extension of 33rd Street into the site.

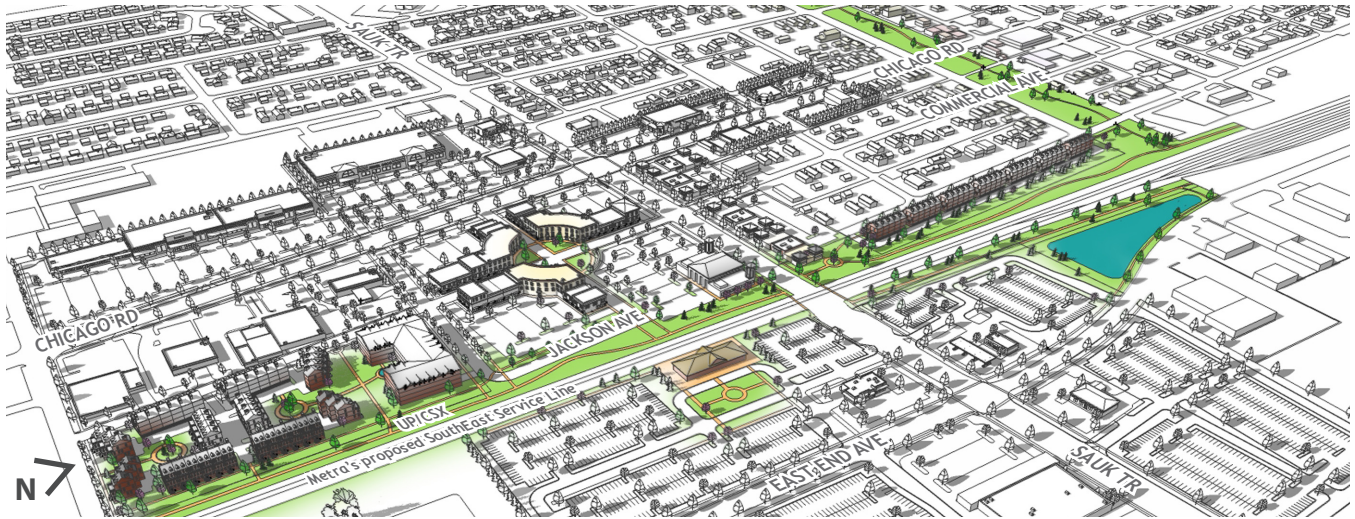


Industrial Subarea

The area to the east of the station site is a significant industrial area and employment center within the Village. The westernmost portion of this industrial area will be utilized for the station site and commuter parking. Several industrial users will relocate from elsewhere in the station area to new industrial sites located here. The location of these places of employment and manufacturers reduces local residents' reliance on the automobile and reinforces the sustainability aspects of TOD. It is important that the Village help maintain and improve this industrial area.

Planning Principles

- A new street and cul-de-sac will be created to access the interior of the block bounded by Sauk Trail, Butler Avenue, 30th Street, and East End Avenue.
- New industrial sites targeted at small users and addressing the new street will be platted.
- Utilities will be extended to these new industrial sites.
- Landscaping and fencing will be used to screen commercial development and commuter parking areas from neighboring industrial uses.



Parks and Open Space

Parks and open space are integrated throughout the Station Area, providing visitors, employees, and residents with easy access to areas for rest and relaxation. A plaza forms the heart of the new Town Center and represents a new meeting place for residents from throughout the community to gather and interact. A long linear park and trail run adjacent to the UP/CSX right-of-way and form the Town Center's eastern edge. Open space elements have also been developed in the Station Area's new residential areas where residents will be able to enjoy recreation opportunities, access to nature, and strengthened neighborhood identity.

Planning Principles

- A plaza consisting of four small public spaces and bisected by two local streets will form the center of the Town Center development.
- Landscaped walkways will be provided along all local streets.
- A linear park and trail will be created along the length of the railway corridor, outside of the UP/CSX right-of-way, as it passes through the Station Area. This trail will link to another trail that follows the ComEd easement westward along 30th Street to a trail head in the Forest Preserve of Cook County's Sauk Trail Woods.
- Several smaller public parks will be integrated into the new residential neighborhoods to provide open space for community recreation.
- A new park will be created by vacating Jackson Avenue as it approaches Sauk Trail, forming a buffer between Sauk Trail commercial redevelopment and the UP/CSX right-of-way.

Design and Development Guidelines

Community leaders and residents in the Village of South Chicago Heights have expressed a desire for quality commercial reinvestment and mixed use development to take place near the future transit station site, along with the creation of a new “Civic Campus” and “Town Center.” The Station Area is envisioned to be a vibrant area which appeals to both South Chicago Heights residents and visitors alike, through an attractive mix of land uses and quality park space and trail connections. It has the potential to include numerous commercial businesses, residential uses, pedestrian trails and more. The civic uses and town center atmosphere will help create a stronger identity for the project area, and will attract a more diverse group of people to the Station Area. Once completed, the South Chicago Heights TOD will be a dynamic area that will help define and enhance the Village, so long as appropriate guidelines are put into place to guide redevelopment/development.

Design and Development Guidelines have been created for the following categories:

- Town Center
- Multi-Family Residential
- Convenience/Neighborhood Commercial
- Commercial Outlot Development
- Corridor Commercial
- Off-Street Parking Areas

Commercial Improvement Guidelines

Several areas along the Chicago Road Corridor have been identified for reinvestment or redevelopment opportunities. This promotes improved circulation and access, attractive landscaping, façade and signage enhancements in the Station Area. Reinvestment and improvement of existing commercial properties should draw from the corresponding Design and Development Guidelines for that development type.

The community indicated that the area surrounding the Naperville station, along Metra’s BNSF Railway line, has desirable design characteristics.

Visual Preference Survey

A Visual Preference Survey (VPS) was conducted with the public as a part of the Station Area Planning Process. The purpose of the VPS was to obtain the residents’ general opinions and comments regarding the function, appearance, and overall character of the Study Area. Opinions and comments were collected regarding transit station form, residential development, commercial development, and streetscape and pedestrian realm amenities. The Design and Development Guidelines draw from information gathered in this exercise to create a vision for the Study Area that best integrates the aesthetics and functional attributes of built form preferred by the community to maximize public support for the Plan.



Town Center

The creation of a new Town Center/mixed use area fronting Sauk Trail and Chicago Road provides the Village of South Chicago Heights with an opportunity to strengthen the character of the TOD, and differentiate the area from surrounding communities. While the Village should not attempt to dictate any one specific architectural style, it can promote new construction consistent with the Village's desired character.

Building Design & Materials

- 1 Architecture that reflects the transit station's civic importance should be encouraged. Building materials and design should convey to Station Area visitors a sense of quality, permanence, and community-enhancing character.
- 2 Development within the Town Center/mixed use area should consist of traditional architectural styles with varying rooflines for architectural interest.
- 3 New buildings are encouraged to reflect the predominant scale, height, massing, and proportions of traditional downtowns.
- 4 Buildings should incorporate decorative cornices, columns, reliefs, terra cotta tiles, and other significant façade detailing.
- 5 Large display windows on the ground floor of commercial buildings should be encouraged to reinforce the pedestrian atmosphere of the Town Center/mixed use area, and promote window-shopping and strolling.
- 6 Primary entrances should be accentuated to create an attractive and inviting appearance for customers, residents and employees.
- 7 Buildings should incorporate quality materials, 360 degree architecture and earth tone colors so that the building is attractive and looks complete when viewed from all sides of the building.

Site Layout

- 8 A continuous streetwall should be maintained along main streets in the Town Center area to reinforce a strong sense of place.
- 9 Buildings should be oriented towards streets and pedestrian squares.
- 10 New developments should be designed to accommodate a mix of uses. The majority of buildings within the Town Center area are envisioned to be vertical mixed-use and accommodate different uses within the same building. Commercial establishments are encouraged on the ground floor, with residential or office space above.
- 11 Where available, parking should be located on the side or rear of buildings, and screened with vegetation, a masonry wall, or decorative wrought iron fencing.
- 12 A multiple-story architectural element or an attractive gateway sign should highlight key intersections in the Town Center area, including the intersection of Chicago Road and Sauk Trail.

Pedestrian Amenities

- 13 Convenient, direct pedestrian access should be provided throughout the Town Center area, and should connect to the transit station site.
- 14 Lively streets, squares, and parks should enhance the Town Center area and take advantage of the increased pedestrian activity generated by both transit and the TOD.
- 15 Bollard lighting is encouraged as accent lighting and may be used in pedestrian areas and to highlight pedestrian walkways and crossings in parking lots.
- 16 A dynamic pedestrian experience should be created through attractive streetscaping, and retail/commercial uses on the ground floor of buildings.

Multi-Family Residential

Building Design & Orientation

- 1 New multi-family residential units should reflect a traditional scale and character.
- 2 Rowhouse buildings should be located at or near the sidewalk, fronting the street.
- 3 The main entrance to each dwelling unit should be oriented towards the street or public way.
- 4 Residential buildings should incorporate quality materials, 360 degree architecture and earth tone colors so that the building is attractive and looks complete when viewed from all sides of the building.
- 5 No more than six rowhomes should be permitted per grouping, with a 25 ft. wide minimum green-space required between groupings.
- 6 Multi-family residential developments should be visually harmonious with adjacent residential neighborhoods by repeating characteristic design elements such as rooflines, form, scale, pattern, color and material.

Landscaping

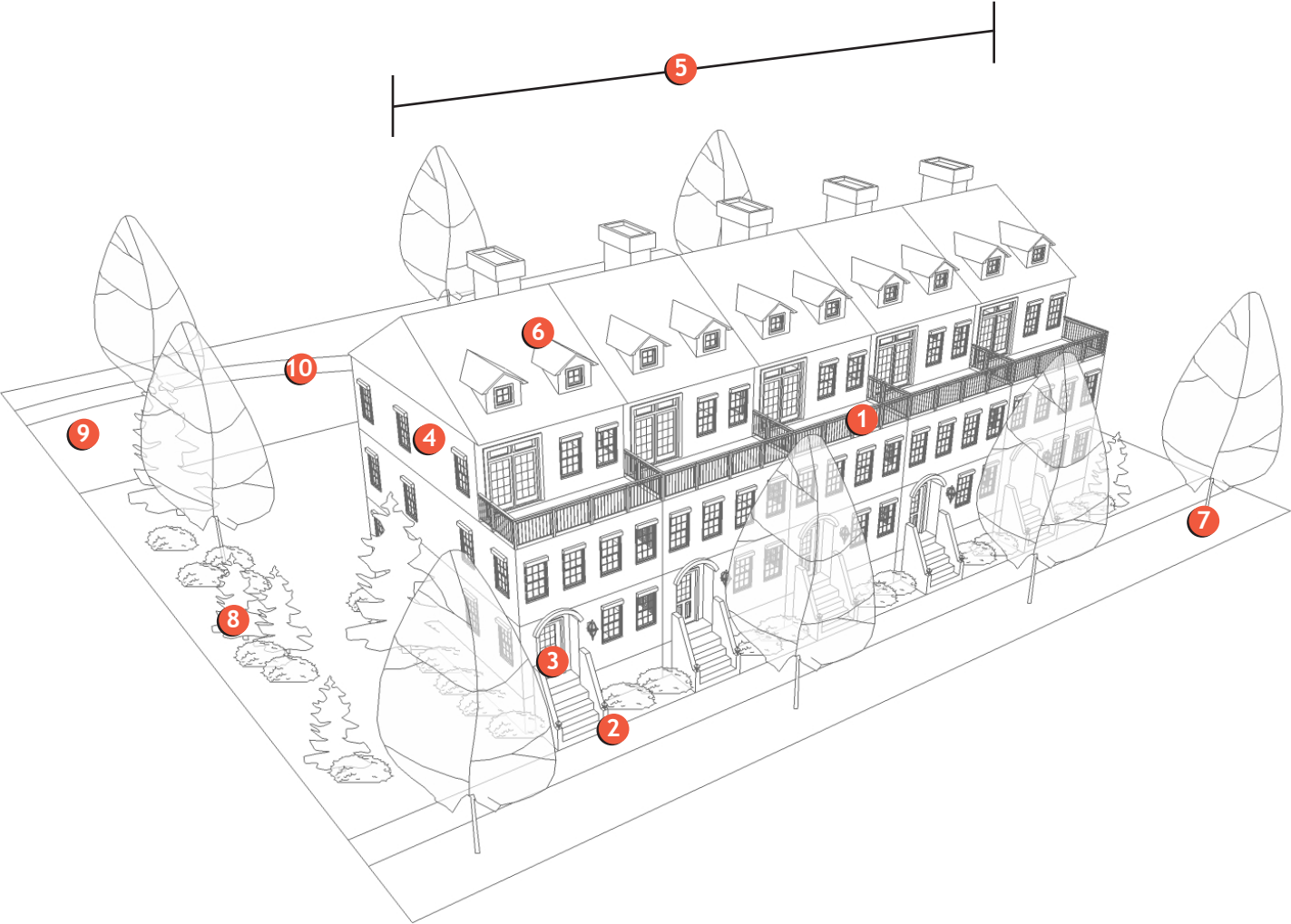
- 7 Street trees should be located along streets, sidewalks, and pedestrian/bicycle paths to enhance the streetscape of multi-family areas.
- 8 Landscaping should be used to help buffer/separate multi-family residential uses from different adjacent land uses.

Open Space

- 9 Strategically placed open space should provide residents with safe and convenient access to recreational opportunities.
- 10 Pedestrian and bicycle paths should connect residential areas with nearby community amenities such as the transit station, Civic Campus and Town Center.

Multi-Family Residential

Design and Development Guidelines



Convenience/Neighborhood Commercial

Building Design & Materials

- 1 Buildings should be attractive at both a pedestrian and vehicular scale, and architectural details should be visible from the street.
- 2 Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other façade ornamentation and detailing.
- 3 Buildings should incorporate quality materials and 360 degree architecture so that the building is attractive and looks complete when viewed from all sides of the building.
- 4 Buildings may have either a pitched or flat roof, but rooflines must compliment the overall design and architecture of the building. Rooflines and parapets should look complete when viewed from all sides of the building.
- 5 Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas and all means of vehicular ingress/egress as well as to highlight significant architectural and landscape elements.

Outdoor Seating

Any outdoor seating areas, such as those provided by restaurants or cafés, should be landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and driving aisles.

Site Layout

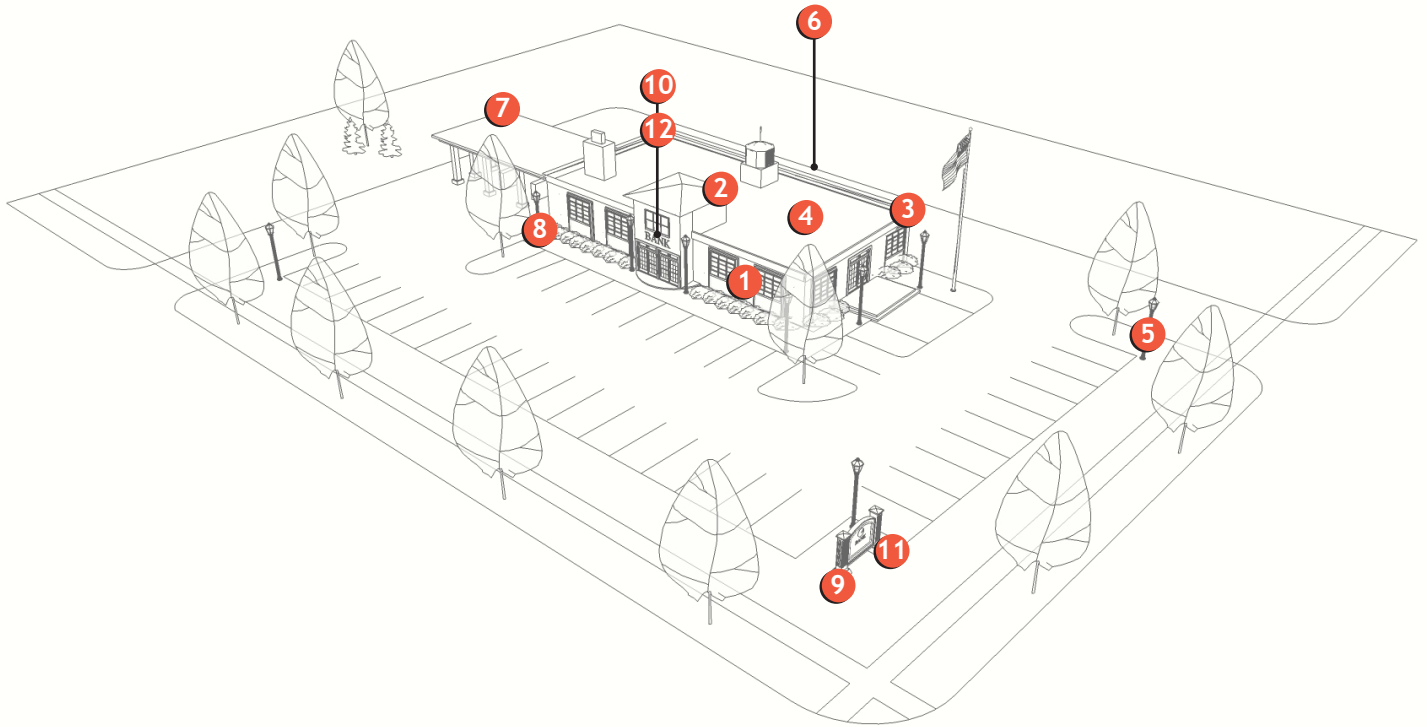
- 6 All service entrances, trash receptacles, loading facilities, and outdoor storage, should be located at the rear of buildings and screened from view through the use of masonry walls and landscaping to achieve a year round opaque screen.
- 7 Any business permitted to have a “drive-thru” facility, such as a fast food restaurant or bank, should be sited so that drive-through lanes and pickup windows are not prominently featured along Sauk Trail. These features should be located at the rear or sides of the buildings wherever possible.
- 8 Lighting should be used to promote safe and secure parking and pedestrian areas, and it can also serve to enhance the appearance of the property.

Signage

- 9 Signage should include wall mounted signs, ground signs, awnings and canopies.
- 10 Signage should be properly placed above building entrances and visible from the street.
- 11 Ground signs should be monumental in style, and constructed out of materials matching the primary building.
- 12 Individually illuminated letters or external illumination of signage is encouraged. Internally illuminated box signs are discouraged.

Convenience/Neighborhood Commercial

Design and Development Guidelines



Commercial Outlot Development

Building Design & Materials

- 1 Buildings should be attractive at both a pedestrian and vehicular scale, and architectural details should be visible from the street.
- 2 Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other façade ornamentation and detailing.
- 3 Buildings should incorporate quality materials and 360 degree architecture so that the building is attractive and looks complete when viewed from all sides of the building.
- 4 Buildings may have either a pitched or flat roof, but rooflines must compliment the overall design and architecture of the building and the other buildings within the commercial development. Rooflines and parapets should look complete when viewed from all sides of the building.
- 5 Lighting should be used to promote safe and secure parking and pedestrian areas, and it can also serve to enhance the appearance of the property.
- 6 Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas and all means of vehicular ingress/egress as well as to highlight significant architectural and landscape elements.

Site Layout

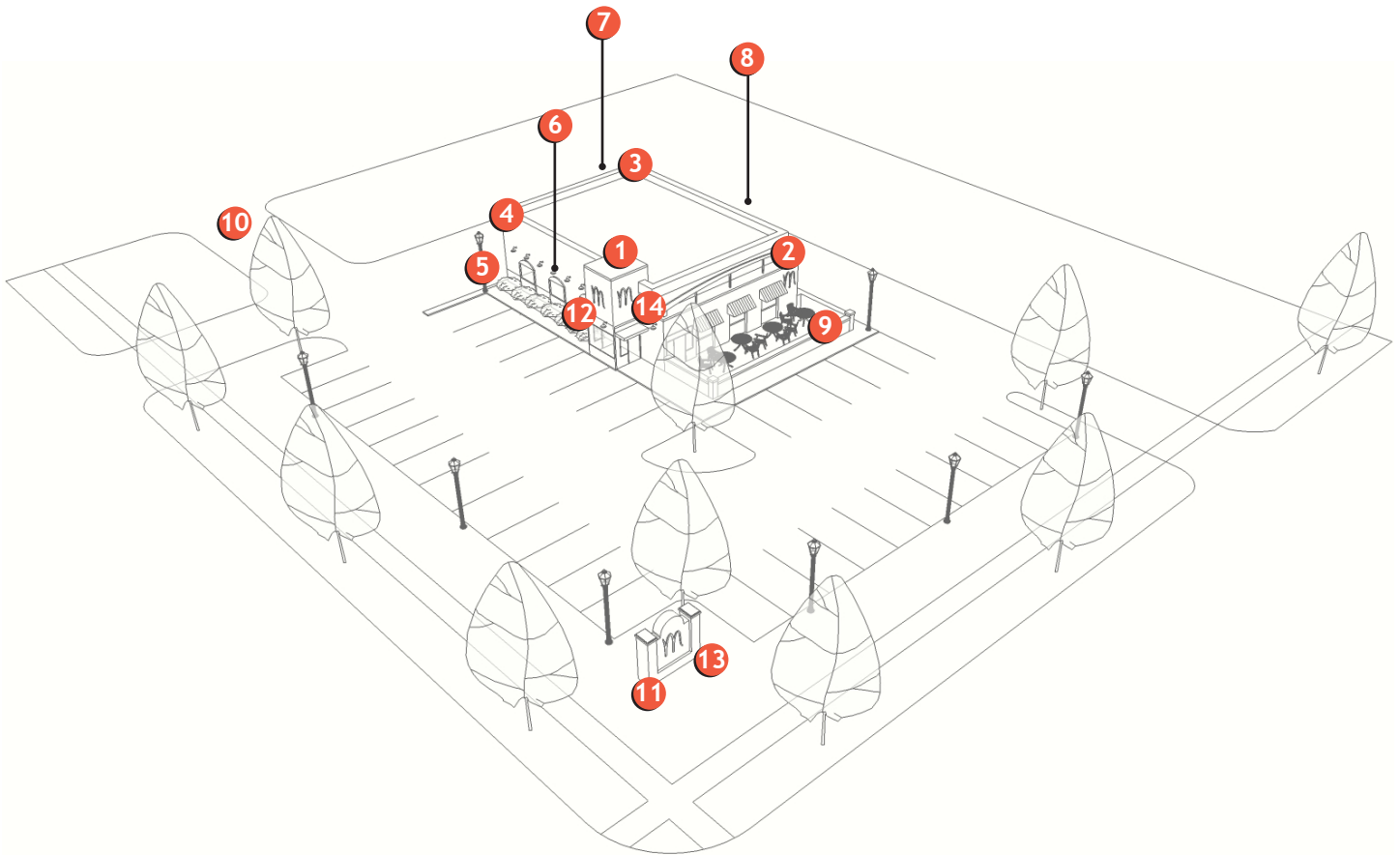
- 7 All service entrances, trash receptacles, loading facilities, and outdoor storage, should be located at the rear of buildings and screened from view through the use of masonry walls and landscaping to achieve a year round opaque screen.
- 8 Any business permitted to have a “drive-thru” facility, such as a fast food restaurant or bank, should be sited so that drive-through lanes and pickup windows are not prominently featured along Sauk Trail. These features should be located at the rear or sides of the buildings wherever possible.
- 9 Any outdoor seating areas, such as those provided by restaurants or cafés, should be landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and driving aisles.
- 10 Cross access should be provided between commercial lots where feasible.

Signage

- 11 Signage should include wall mounted signs, ground signs, awnings and canopies.
- 12 Signage should be properly placed above building entrances and visible from the street.
- 13 Ground signs should be monumental in style, and constructed out of materials matching the primary building.
- 14 Individually illuminated letters or external illumination of signage is encouraged. Internally illuminated box signs are discouraged.

Commercial Outlot Development

Design and Development Guidelines



Corridor Commercial Guidelines

Corridor Commercial is envisioned predominantly along Chicago Road, south of Sauk Trail. Corridor commercial accommodates more traditional commercial development such as a strip center or big box retailer. Oftentimes corridor commercial uses are set back from the roadway, with a large field of parking in front of the store.

Building Design & Materials

- 1 Buildings should be attractive at both a pedestrian and vehicular scale, and architectural details should be visible from the street.
- 2 Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other façade ornamentation and detailing.
- 3 Buildings should incorporate quality materials and 360 degree architecture so that the building is attractive and looks complete when viewed from all sides of the building.
- 4 Buildings may have either a pitched or flat roof, but rooflines must compliment the overall design and architecture of the building and the other buildings within the commercial development. Rooflines and parapets should look complete when viewed from all sides of the building.
- 5 Lighting should be used to promote safe and secure parking and pedestrian areas, and it can also serve to enhance the appearance of the property.
- 6 Where feasible, unified signage should be encouraged to reduce visual clutter and create a sense of uniformity in corridor commercial districts.

Transportation & Parking

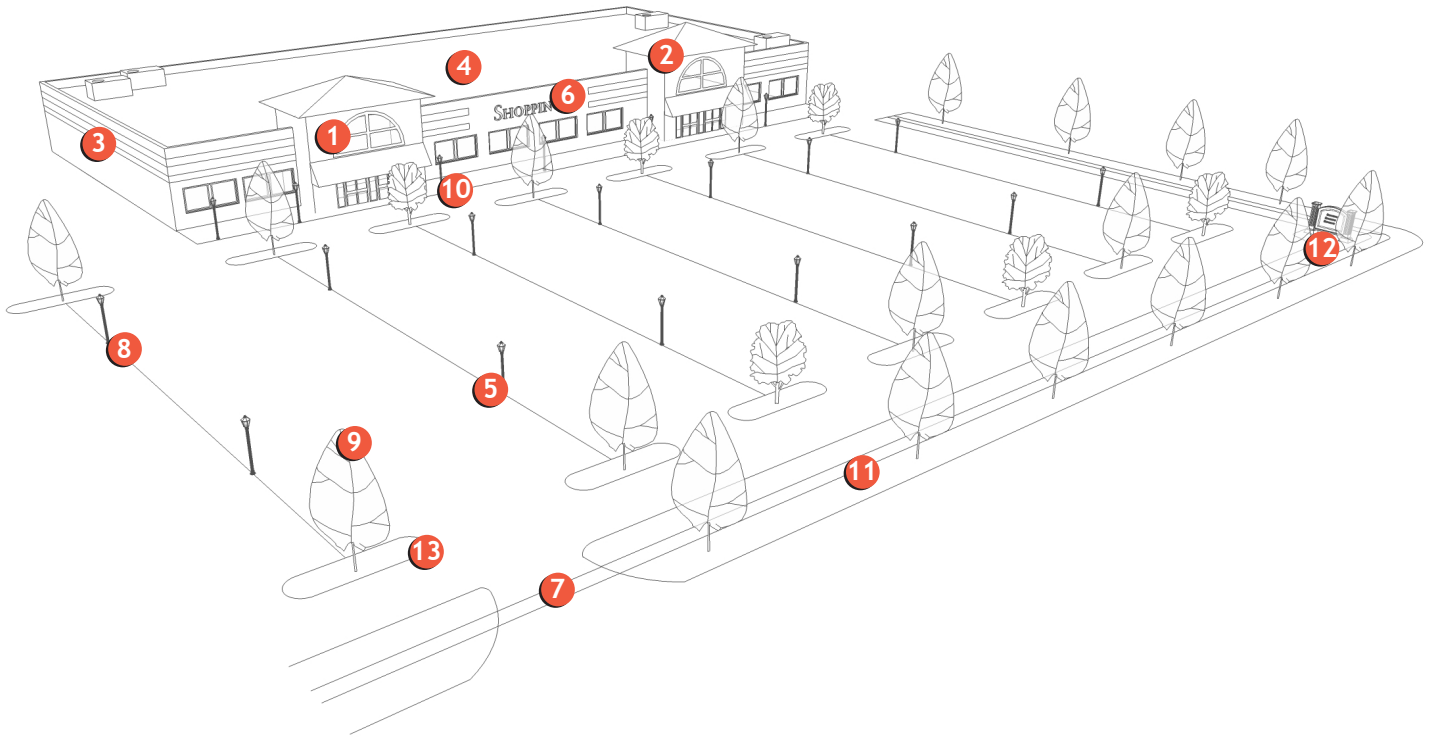
- 7 There should be a minimal number of curb cuts along Chicago Road to reduce traffic congestion problems.
- 8 Cross access between adjacent parcels should be implemented to reduce the need for curb cuts along arterial roadways.
- 9 Off-street parking lots should be designed and located so that they are safe, attractive and efficient.
- 10 Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas and all means of vehicular ingress/egress as well as to highlight significant architectural and landscape elements.

Landscaping

- 11 A landscaped parkway and sidewalk should be present along adjacent roadways to separate parking areas from roadway traffic and to enhance the pedestrian atmosphere. Landscaping should consist of street trees, sod, and low shrubbery.
- 12 Areas adjacent to entrances, monument signs, and other site features should be planted with seasonal flowers or colorful groundcover to add visual interest to these key areas, and identify main access points into a development.
- 13 One landscaped parking lot island should be encouraged for every 20 parking spaces in front of commercial development.

Corridor Commercial

Design and Development Guidelines



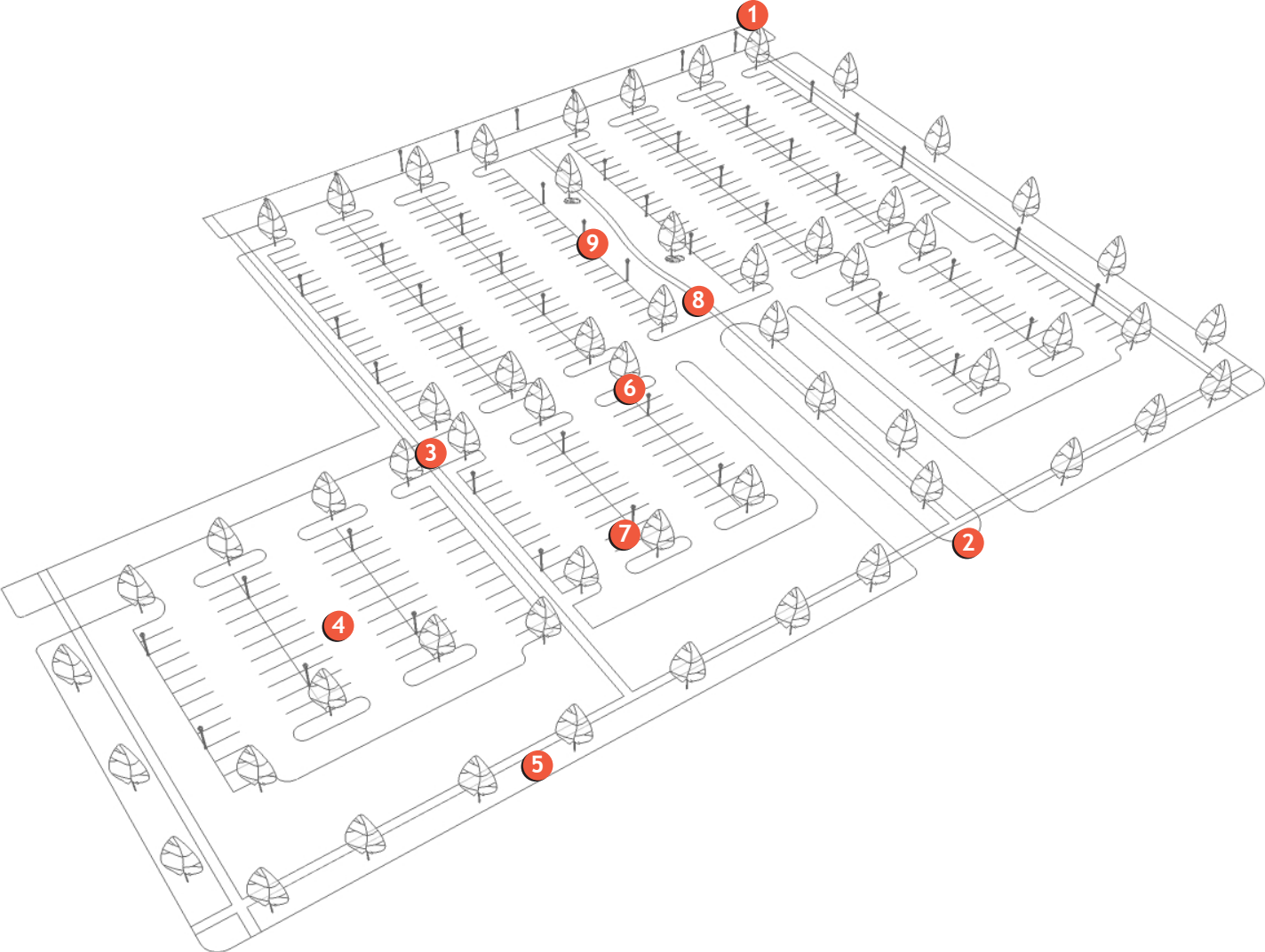
Off-Street Parking Areas

- 1 Off-street parking lots should be designed and located so that they are safe, attractive and efficient.
- 2 The number of curb cuts along arterial roadways such as Sauk Trail and Chicago Road should be minimized.
- 3 Within commercial areas, adjacent parking lots should have cross access and consolidated entrance points.
- 4 All parking areas should be paved and have surfaces in good condition.
- 5 Wherever feasible, parking lots should be separated from roadways through a landscaped parkway, sidewalk and parking lot setbacks.
- 6 Parking lot landscaping should include sufficient landscaping, including landscape islands with canopy trees and attractive ground cover, especially around the perimeter of the parking facility. Parking spaces should be a minimum size of 9' by 18' for commercial uses and 8.5' by 18' for commuter purposes.
- 7 Parking lots should be adequately illuminated.
- 8 Where possible, pedestrian amenities within parking lots should be provided to encourage safe pedestrian circulation.
- 9 Parking lots should emphasize a pedestrian scale and minimize light pollution, glare, and nuisance to neighboring properties. This can be accomplished by using shorter lighting standards (12'-18' in height).

NOTE: Commuter parking facilities will adhere to the design guidelines established by Metra. These guidelines can be found at: www.metra.com/techservices/. Where permitted, commuter parking facilities should also adhere to the off-street parking design guidelines listed here.

Off-Street Parking Areas

Design and Development Guidelines



Expand and Enforce Design Guidelines

The South Suburban Mayors and Managers Association (SSMMA) established the Southeast Corridor Rail Development Board (SCRDB) to serve as a liaison between its member communities located within the SES corridor and transit providers. The SCRDB is in the process of creating a joint funding pool to facilitate the creation of station and parking facilities. The SCRDB is also developing consistent design standards and guidelines for the basic stations to be provided along the corridor.

Metra will provide each community with the design guidelines that must be included in a basic station. Metra currently has three sizes for basic stations, based on projected levels of ridership. Metra's basic station and parking design guidelines are documented in Metra's *Station Manual* and *Parking Manual*. These documents contain the minimum guidelines that each municipality will follow regarding station and parking design elements including:

- Vehicular access to the station;
- The distance between parking areas and the station;
- Pedestrians and bicycle access to station;
- Bus access to the station;
- Landscaping;

- External lighting; and
- Basic station amenities (seating, restrooms, ticket agent office, etc.).

Since each municipality may have ideas of what should be included in a station above and beyond Metra's requirements for a basic station as well as how it wishes to approach the development of its station, the SCRDB, using the Metra Commuter Facility Development Agreement as the starting point, should develop a written and/or graphic description of what the stations should include. This discussion should occur after Metra has determined the required size of each of the proposed stations. Some design elements that are considered above and beyond a "basic station" include:

- Higher-quality building materials;
- Brick pavers;
- Retail space inside a station;
- Additional or higher-quality indoor and outdoor amenities;
- Open space at and within ¼ mile of the station;
- Additional landscaping;
- Security; and
- Access to retail space.



*Intersection of UP/CSX
railroad tracks and Sauk
Trail, looking North.*

Implementation

Developing the preferred concept for the South Chicago Heights Station Area is only the initial step in the long term process to redevelop the station area. This section details the many actions and policies necessary to realize the vision that the Plan represents. Items discussed include recommendations regarding priority improvement projects and development sites, important partnerships, implementation techniques, and funding sources. Implementation recommendations are meant to enable the Village to track the progress and effectiveness of the Plan.

The Implementation section is intended as a “road map” for Village staff and officials in their efforts to redevelop the Station Area. It is also a reference for other stakeholders and interested parties, such as residents, business owners, community organizations, and potential developers.

Implementation strategies have been grouped by topic and include actions to be taken by the Village as well as what is expected of private development entities. These strategies are designed to assist the Village in developing the Station Area as a vibrant mixed-use district in the heart of the community. A discussion of the Village’s partners in implementation and potential funding sources available to the Village and private sector concludes this section.

Implementation Strategies

Adopt the Plan

The South Chicago Heights Station Area Plan will serve as the Village’s official policy guide for improvement and development within the station area. The adoption of the Plan is the first action required by the Village prior to any other implementation strategies.

The Village’s Role

The Plan will be adopted by the Village Board and then used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals within the planning area. Once adopted, the Village will make the Station Area Plan available on the Village’s website.

The Development Community’s Role

Property owners and private developers should refer to the Plan before engaging in any activities to develop properties within the station area.



Adopting the South Chicago Heights Station Area Plan only the first step in a long-term process to redevelop the Station Area into a vibrant, mixed-use district in the heart of the community.

Future Transit Station & Parking

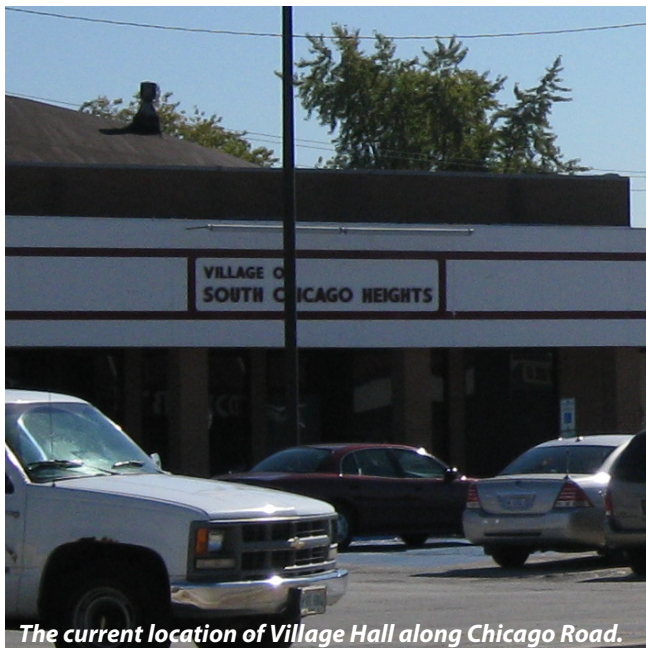
The creation of a transit station is central to the preferred concept and redevelopment of the station area. As such, the acquisition and assembly of the station site and related parking areas is of vital importance to the Plan's implementation.

The Village's Role

The Village will meet with property owners to present the Plan's recommendations and the community's vision for the station site and station-related parking areas. Long term financing will also need to be secured by the Village for the purchase of station area properties as well as the construction of the station and parking facilities. The Village should explore the possibility of a land swap of station area properties for Village-owned properties including the commercial property on Chicago Road that is the current location of the Village Hall.

The Development Community's Role

New commercial development sites will be located immediately adjacent to the station site and parking areas. All new development will need to meet design guidelines established in the plan.



The current location of Village Hall along Chicago Road.

Zoning Ordinance Update

The Town Center mixed-use district cannot be fully accommodated within the Village's existing zoning ordinance. While the general business classification within the existing ordinance permits a mix of uses, the primary use must be commercial. Moreover, commercial buildings containing residential units must adhere to the R-3 residential zoning standards including setback requirements that inhibit the creation of a dense mixed-use district. The creation of additional zoning districts will facilitate the redevelopment of the station area and help establish a distinct character within the Town Center district.

The Village's Role

The Village will create a zoning overlay district for the station area including the Town Center. In addition to creating a more distinct station area, these zoning amendments will be used to create new standards for a mixed-use district. These actions will allow private development to more easily construct the specific type, intensity and character of desired development outlined in this Plan.

Civic Campus

The preferred concept calls for the creation of a new civic campus on the site opposite the potential future transit station to west of the railroad tracks. This Civic Campus will be the location of the Village Hall, Police Station, and Fire Station. The site is not currently owned by the Village. The acquisition and assembly of the civic campus site is a significant step in the implementation of the Plan.

The Village's Role

Where applicable, the Village will work with existing commercial businesses to identify relocation sites within the Village, potentially at redeveloped commercial areas elsewhere within the station area. The Village should explore the possibility of a land swap of civic campus properties for Village-owned properties that will be vacated when the civic campus is complete. Much of the station area is located within a Tax Increment Finance (TIF) district which affords the Village an opportunity to utilize TIF funds for property acquisition, infrastructure improvements and related development assistance.

Station Area Parking

As indicated in the preferred concept, parking facilities will be located in close proximity of the station to the north, south, and east. Adequate parking is important for the viability of the Town Center and sufficient parking for commuters and land-uses in the station area should be provided. However, the transit-oriented nature of future development and the interaction of uses should also be taken into consideration when determining parking supply. Doing so will avoid excess parking in the commercial areas. Eliminating excessive parking will also encourage patrons to use modes of travel other than their personal vehicle.

The Village's Role

The Village will reduce parking requirements within the station area to account for anticipated reductions in vehicular use associated with increased transit use in the station area. The Village will retain approximately 13 acres (including the station site) for the potential full build-out of 1,250 commuter parking spaces.

The minimum number of parking spaces needed at the beginning of SES Line revenue service will be determined once ridership projections have been completed. Thus, specific phasing of commuter parking cannot be determined at this time.

Town Center

The Town Center area surrounding the Civic Campus will be a mixed-use development with a vibrant 'downtown' atmosphere currently lacking elsewhere in the Village. The Town Center will be comprised of higher density development with an integrated mix of retail space, office space, residential units, and public open space.

The Village's Role

The Village will direct the private redevelopment of Town Center properties using the design guidelines established in this Plan. In addition to general design guidelines, the Village will also work with developers to create necessary improvements to public infrastructure and rights-of-way to be impacted by redevelopment. Where and when appropriate financial incentives, such as TIF funds, and procedural incentives, such as expedited permitting and fee waivers, will be used to facilitate redevelopment of this area. The Village will also assist in site acquisition and assembly by helping to facilitate negotiations between property owners and private developers.

The Development Community's Role

Private sector entities will be relied upon to create the Village's Town Center district. Developers will be responsible for site acquisition and assembly as well as the construction of Town Center buildings and site enhancements. Each component of a Town Center development will need to be in line with the intents of this Plan, any pertinent design guidelines, and any other development controls related to Town Center development.





The Chicago Road Corridor has already begun to experience some commercial reinvestment such as this new Walgreens on the northwest corner of Chicago Road and Sauk Trail.

Right: Used car dealership currently located on the southeast corner of Chicago Road and Sauk Trail.

Existing Commercial Enhancement

The Chicago Road corridor is the Village's primary commercial corridor and, as a result, the station area is the location of a significant amount of existing commercial development. These properties were developed over several decades in an uncoordinated manner that has resulted in a lack of continuity between properties in quality and appearance. The Plan identifies several areas of commercial enhancement wherein circulation and access, landscaping, building façades, and signage are to be improved. Extensive enhancement of these areas will enable the Village to realize the full potential of these valuable commercial properties and capitalize on its existing assets.

The Village's Role

The Village will provide programs to facilitate the enhancement of existing commercial properties within the designated areas. These programs will identify the financial and procedural incentives that may be made available to property owners. Assistance programs will provide guidance with respect to the optimal design of commercial enhancement properties. The Village will also serve as liaison between property owners and coordinate enhancements that involve multiple properties. For example, the Village would aid in negotiations for cross easement access agreements between neighboring property owners. Where and when possible, access and circulation improvements will be coordinated with improvements to adjacent Village infrastructure.

The Development Community's Role

The Village understands that the physical improvements made to a property have a certain useful life span. When these improvements are in need of significant repair or replacement, property owners will be responsible for ensuring that such improvements meet design standards established in this Plan. For example, when a site's parking lot is in need of resurfacing, the Village asks that the property owner consider the installation of landscaped medians and other plantings.



Industrial Relocation

Several light industrial users are located along the eastern side of Jackson Avenue to the north of Sauk Trail. These existing land uses are incompatible with the preferred TOD development concept and this area has been designated for row home or townhome development and open space within the Plan. Despite incompatibility with the preferred concept, it is important that these users be retained as an economic asset and relocated elsewhere within the Village.

The Village's Role

The Village will work with business owners to relocate to sites outside of the station area. In addition to existing available industrial sites, the Village will explore the potential for the creation of a small user industrial park off of East End Avenue. The Village will also develop an assistance program to facilitate the relocation of station area industrial users. This program will identify potential funding and procedural incentives available to relocating businesses.

Residential Development

The concentrated residential development that characterizes TOD supports increased transit use and creates additional demand for retailers and service providers. The preferred concept identifies areas of dense multi-family development in several locations throughout the station area.

The Village's Role

The Village will amend its zoning ordinance and other development controls as needed to allow for increased density in multi-family residential areas. Procedural incentives, such as expedited permitting or reduced or waived fees, will also be made available to developments adhering to the Village's station area vision and design guidelines. The Village will serve as liaison between property owners and developers to coordinate site acquisition and assembly.

The Development Community's Role

In exchange for higher density and speedy development timeframe, the Village asks that private sector proposals for development of multi-family development align with the goals of this Plan and adhere to the pertinent design guidelines.



Existing streetscape conditions in the Village do not encourage pedestrian activity. There is little to no buffering from vehicular uses, and a lack of landscaping and street furniture. One of the key components of transit oriented development is the creation of a pedestrian friendly environment that encourages visitors and residents to walk or bike throughout the district.



Commercial Signage

The primary function of commercial signage is to provide clear and concise message regarding local businesses and the goods and services they provide. In addition to this, signage also plays an important role in establishing the character of a commercial district. Low quality, poorly designed or placed signage can detract from the appearance of an area.

The Village's Role

The Village is seeking to reduce sign clutter and improve the overall quality of signage within the Chicago Road and Sauk Trail corridors. Design guidelines will be established to ensure that signage throughout the station area is attractive, appropriately oriented, and positively contribute to the character of the area.

The Development Community's Role

Existing signs will be permitted to remain. However, the Village asks that when a sign is in need of replacement, the new sign adhere to station area design guidelines.

Capital Improvements Program

The implementation of the Plan will require significant investments in public infrastructure and amenities. While many projects will be incorporated into new development and funded privately, there will also be many that are solely funded by tax payers such as the restoration and upgrading of existing utilities and infrastructure facilities and the construction of the new civic campus with new Village Hall, police station, and fire station facilities.

The Village's Role

The Village will create/update a Capital Improvements Program (CIP) to establish schedules and priorities for all public improvement projects within a five-year period. All projects on the CIP will be reviewed, prioritized, and potential funding sources identified. The Village of South Chicago Heights financial resources will always be limited and public dollars must be spent wisely. The Capital Improvements Program would allow the Village to provide the most desirable public improvements within the station area, yet stay within budget constraints.

Streetscape Enhancements

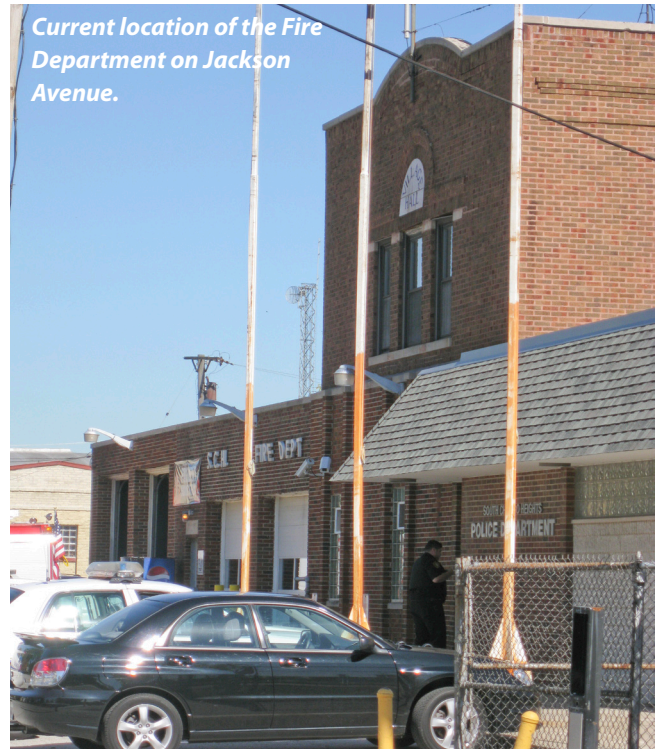
One of the key components of transit oriented development is the creation of a pedestrian friendly environment that encourages visitors and residents to walk or bike throughout the district. Much of the station area is currently uninviting to pedestrians and bicyclists. Several streetscape enhancements are needed to improve connectivity and non-motorized safety. These enhancements should also be used to improve the physical appearance and promote the unique character of the station area.

The Village's Role

The Village will work with developers to coordinate streetscape and pedestrian improvements. The Village will also fund the portion of improvements located on or adjacent to the Civic Campus and station site.

The Development Community's Role

The private sector will be responsible for funding streetscape enhancements in areas on and adjacent to proposed development. Required streetscape enhancements will include, but not be limited to, the construction of sidewalks, street lighting, landscaping and planters, benches, etc. If the Village requires the creation of a new signal, intersection or crossing the developer may be responsible. The developer will be reimbursed for portions of projects not adjacent to their development site when other neighboring development occurs. All enhancements will be required to meet standards established by the Village.



Parks and Open Space

Ultimately an extensive network of parks and open space will be integrated within the station area development. While green space within the station area will be public domain, it will be shaped through both public and private development efforts.

The Village's Role

The Village will create significant public spaces and parks within the civic campus and station site components of the station area. The Village will also establish land dedication requirements for new development within the remainder of the station area and will accrue green space as private development occurs. The Village will work with private developers to ensure the coordinated development of parks and open space and continuity between development sites. The Village will also work with developers to enhance the public trail system where possible.

The Development Community's Role

Developers will be required to donate a portion of their project site for public use as a park or open space. The amount and location of that space will be determined through negotiations with the Village that take overall site configuration intensity of use, and relationship to neighboring development into consideration.



South Chicago Heights water tower as seen from Jackson Avenue looking north.

Transportation Improvements

The station area will be a hub of travel activity and will need to accommodate multiple modes of transportation including buses, trucks, automobiles, bicyclists and pedestrians. As such, the major roads serving the area, namely Chicago Road, Sauk Trail, and East End Avenue, will require enhancement as use of the transit station increases. Additional pedestrian crossings will also be needed to safely and conveniently connect pedestrians to the station site. The most significant crossings to be created include a controlled crossing at East End Avenue and a mid-block crossing along Sauk Trail between tracks and Chicago Road.

The Village's Role

The Village will coordinate with IDOT and the Cook County Highway Department to make the necessary improvements to station area roadways including the addition of bike lanes and improved bus facilities. The Village will also need to work with Pace and Metra to coordinate potential service times and provide needed transit related roadway improvements such as bus turnouts.

The Development Community's Role

Private development entities will be responsible for creating access drives that align with the existing and proposed street grid. The improvement of the intersection of Commercial Avenue and Sauk Trail is also likely to be privately funded with proportional reimbursements from the Village for improvements to the civic campus property. Cross easement access will also be required to limit the number of curb cuts and improve safety along Chicago Road and Sauk Trail.

Coordination & Partnerships

In order for the Plan to be fully implemented, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups, local business owners, and the private sector. The Village’s “partners” should include:

- The Regional Transportation Authority, Metra, and Pace;
- Other Governmental and service districts, such as the school district, private utility companies, the Park District, the Illinois Department of Transportation (IDOT), the Cook County Highway Department, neighboring township agencies, etc;
- The development community that includes builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the Station Area;
- The South Chicago Heights community, including all residents and businesses within the Village’s planning jurisdiction; and
- The South Suburban Mayors and Managers Association.
- The SSMMA would work with the SCRDB to create a joint funding pool to facilitate the creation of station and parking facilities. The SSMMA would also serve as a liaison between its member communities within the SES corridor and the transit agencies.

Commuter Facility Development Agreement

As recommended in the SSMMA’s South Suburban Corridor Land Use & Local Financing Study, each community with a station will be required to enter into a Commuter Facility Development Agreement prior to the initiation of rail service. In conjunction with the efforts of the SCRDB, this agreement establishes the individual station’s design and construction guidelines and sets standards for the following station and parking issues :

- Parking fees;
- Funding of routine maintenance;
- Station, parking, and access maintenance;
- Landscaping upkeep; and
- Utility expenses and provisions.

In accordance with Metra’s Commuter Facility Development Agreement, a commuter parking capital investment fund will be established. The revenue generated from the commuter parking fees will be deposited into this fund to be used for maintenance and repair of the parking facilities, including major rebuilding of the facilities.



The Village will coordinate with IDOT and the Cook County Highway Department to make the necessary improvements to station area roadways.



Potential Funding Resources

The following is a list of possible funding sources that the Village should aggressively pursue to fund some of the aforementioned improvements. The sources listed below have many sub-categories that allow communities to apply for funding for many different types of projects.

NOTE: Several of the transportation related programs, identified here are currently funded through the US Department of Transportation's SAFETEA-LU legislation which expires in October 2009. At the time this Plan was completed, Congress was considering an 18-month transitional bill until long term financing could be identified. It is unknown at this time whether funding for these programs will be reauthorized, but the Village is encouraged to keep these funding opportunities in mind.

	Program Name	Administrator	Typical Funding Ratio / Loan Type
Natural Resources, Parks & Open Space	Illinois Bicycle Path Program	IDNR	50/50
	Open Space Lands Acquisition and Development Program	IDNR	50/50
Brownfield Redevelopment	Municipal Brownfields Redevelopment Grant	IEPA	70/30
	Brownfields Assessment Pilots/ Grants	EPA	Multiple



Sauk View Elementary School located at Miller Avenue and 34th Street.



The Village of South Chicago Heights should continue to work with Metra, Pace and the RTA during the implementation of this plan, namely in regards to those areas related to the station and commuter parking facilities.

Maximum Contribution	Internet Link	Potential Station Area Application
\$200,000	http://dnr.state.il.us/ocd/newtrail2.htm	<ul style="list-style-type: none"> Acquisition and development of rail corridor trail.
\$400,000 - \$750,000	http://dnr.state.il.us/OCD/newoslad1.htm	<ul style="list-style-type: none"> Acquisition and development of land for public parks and open space.
\$120,000	http://www.epa.state.il.us/land/brownfields/grants/brownfields-grant-program-application-package.pdf	<ul style="list-style-type: none"> Brownfield remediation investigation and planning
Multiple	http://www.epa.gov/brownfields/pilot.htm	<ul style="list-style-type: none"> Multiple grant types available for the direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training.

	Program Name	Administrator	Typical Funding Ratio / Loan Type
Transportation & Infrastructure	Surface Transportation Program (STP)	SSMMA	70/30
	Congestion, Mitigation, and Air Quality Improvement Program (CMAQ)	CMAQ	80/20
	Illinois Safe Routes to School Program (SRTS)	IDOT	100
	Grade Crossing Protection Fund	ICC	60/40 - 95/5
	Illinois Transportation Enhancement Program (ITEP)	IDOT	50/50 - 80/20
	Innovation, Coordination and Enhancement (ICE)	RTA	50/50 - 80/20
	Truck Access Route Program	IDOT	50/50 (or less)
	Transportation Enhancement Activities	USDOT FHWA	50/50 - 80/20

Maximum Contribution	Internet Link	Potential Station Area Application
	http://www.smma.org/programs/transportation/stp.aspx	<ul style="list-style-type: none"> ▪ Roadway improvements to Chicago Road and Sauk trail ▪ Intersection and crosswalk improvements at Sauk Trail
\$1.0 - \$10.0 M (Typical)	http://www.cmap.illinois.gov/cmaq/default.aspx	<ul style="list-style-type: none"> ▪ Creation of new commuter spaces in the station area ▪ Improvements to pedestrian and bicycle circulation, including the creation of bike lanes, bicycle parking facilities, pedestrian walkways, and pedestrian and bicycle crossing improvements ▪ Design and installation of a pedestrian underpass/over pass at the UP/CSX railroad tracks ▪ Construction of the new transit facility/station
\$2,500 - \$75,000 (Typical)	http://www.dot.state.il.us/saferroutes/SafeRoutesHome.aspx	<ul style="list-style-type: none"> ▪ Improvement to sidewalks connecting to Saukview Elementary School (30th Street)
\$12.0 M	http://www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx	<ul style="list-style-type: none"> ▪ Pedestrian grade separations and warning device upgrades at the UP/CSX railroad tracks
	http://www.dot.state.il.us/opp/itep.html	<ul style="list-style-type: none"> ▪ Provision of facilities for pedestrians and bicycles ▪ Landscaping and other scenic beautification ▪ Historic preservation ▪ Control and removal of outdoor advertising
	http://ice.rtachicago.com/	<ul style="list-style-type: none"> ▪ Physical modifications to facilitate transfers and enhance/improve critical local or regional connections ▪ Signal priority improvements for transit ▪ Use of Real Time information technology to enhance mobility ▪ Bus Rapid Transit (BRT) applications ▪ Passenger information products and applications that enhance mobility ▪ Passenger amenities for customers that need to transfer, i.e. shelters, benches, kiosks, etc.
\$600,000	http://www.dot.state.il.us/tarp.html	<ul style="list-style-type: none"> ▪ Enhancements to 33rd Street to accommodate light industrial truck traffic
	http://www.enhancements.org/profile/profile_search.php	<ul style="list-style-type: none"> ▪ Provision of facilities for pedestrians and bicycles. ▪ Provision of safety and educational activities for pedestrians and bicyclists. ▪ Scenic or historic highway programs (including the provision of tourist and welcome center facilities). ▪ Landscaping and other scenic beautification. ▪ Historic preservation. ▪ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails). ▪ Inventory, control, and removal of outdoor advertising. ▪ Environmental mitigation - <ul style="list-style-type: none"> ▪ (i) to address water pollution due to highway runoff; or ▪ (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

	Program Name	Administrator	Typical Funding Ratio / Loan Type
Economic Development	Business Development Public Infrastructure Program	IL DCEO	Low Interest - Zero Interest
	Community Development Assistance Program for Economic Development	IL DCEO	100

Economic Development Strategies

1. Tax Increment Financing (TIF) – The use of Tax Increment Financing is a potential mechanism for facilitating development within the boundaries of a designated TIF District. TIF funds can be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, storm-water and other site related issues. Given the issues and opportunities in the Village, the availability of TIF funding could serve as an incentive for developers to pursue projects in the station area.
2. Facade improvement programs can be used to help improve and retain existing business by offering low interest loans or grants earmarked for improving the exterior appearance of designated properties.
3. Special Service Area (SSA) – SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. Implementation of an SSA requires approval by a majority of both property owners and electors within the defined area.



Maximum Contribution	Internet Link	Potential Station Area Application
\$500,000	http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Grants/bdPIP.htm	<ul style="list-style-type: none"> Public improvements on behalf of businesses undertaking a major expansion or relocation project that will result in substantial private investment and the creation and/or retention of a large amount of Illinois jobs.
\$100,000 - \$750,000	http://www.commerce.state.il.us/dceo/Bureaus/Community_Development/Grants/EconomicDevelopment_1.htm	<ul style="list-style-type: none"> Economic development related infrastructure such as a new industrial park enhancements. Relocation assistance.



The station area will be a hub of travel activity and will need to accommodate multiple modes of transportation including buses, trucks, automobiles, bicyclists and pedestrians. As such, the major roads serving the area, namely Chicago Road, Sauk Trail, and East End Avenue, will require enhancement as use of the transit station increases. Additional pedestrian crossings will also be needed to safely and conveniently connect pedestrians to the station site.