

20 YEARS PROJECTS



1 THE TINLEY PARK STATION AREA PLANS project developed plans for two commuter rail station areas in the Village of Tinley Park. The project identified mixed-use redevelopment opportunities to revitalize the commercial area surrounding the stations and focused on civic uses and improved access to the stations as well. The City reduced parking requirements thanks to a TOD Zoning Update project funded by Community Planning. New development interest continues near the stations in Tinley Park.

2 Originally programmed in 1999, **THE ELMHURST DOWNTOWN PLAN** was updated by the City of Elmhurst in 2006 and continues to foster residential, commercial, and retail development in the downtown area and around the Metra station.

3 THE EVANSTON TRANSPORTATION CENTER PLANNING STUDY developed conceptual plans for access improvements within and between the Evanston Davis Street transit stations and the existing and planned development in downtown Evanston. Since plan completion access improvements have been made, new mixed-use development has been built nearby, and the City has reduced parking requirements near their transit stations.

4 THE ORLAND PARK TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY developed a conceptual plan to facilitate mixed-use development in the Metra 143rd Street station area. Recommendations included a mix of land uses, including housing, shops and offices surrounding a new 143rd Street Metra station. The Village continues to develop a new Downtown Orland Park based on this plan.

5 THE MORTON GROVE COMMUTER STATION LOCATION ANALYSIS prepared redevelopment scenarios for the Lehigh/Ferris area that included recommendations for high density residential and improvements to the commuter rail station facilities. Significant multi-family development has taken place since the completion of this plan.

6 THE LEMONT STATION AREA PLANNING STUDY focused on mixed use development and improved access and circulation while maintaining the historical character of the study area. The Village continues to implement the plan recommendations through codes updates, access improvements and attracting mixed-use development.

7 THE WHEELING STATION AREA PLANNING STUDY provided a coordinated plan for the redevelopment of the area around the Wheeling Metra Station, focusing on commercial and residential land uses. The Village constructed a new Village Hall and are developing a new Town Center envisioned from the Plan.

8 Through **THE LA GRANGE COMPREHENSIVE PLAN UPDATE AND BNSF CORRIDOR PLAN**, the Village has seen major redevelopment and build-up of their downtown over the past 10-12 years with a mix of national chains and local businesses, along with condo and townhome development.

9 THE MUNDELEIN STATION AREA PLAN emphasized an appropriate mix of land uses to revitalize a currently underutilized area adjacent to the commuter rail station. Village staff have been effectively revitalizing the area through code modifications, the establishment of a special funding district, building infrastructure and attracting new residential development.

10 THE OAK PARK INTERMODAL STATION AREA PLAN examined ways to increase usage of the station, increase access to the station by alternative modes of transportation, enhance transfers between modes at the station, and integrate with development plans. Significant new development centered around transit continues to take place in Oak Park.

11 THE NILES BUS ORIENTED-DEVELOPMENT PLAN for Milwaukee Avenue focused on strategies to improve transit facilities and services within the context of an overall effort to improve the function and aesthetics of the corridor. Improvements to transit facilities, new pedestrian amenities, streetscaping, traffic circulation, and access to businesses have been made, and the region's newest rapid transit corridor is now being constructed along Milwaukee Ave. in Niles.

12 THE CHICAGO TRANSIT-FRIENDLY DEVELOPMENT at CTA Stations study looked at three elevated train station areas (Berwyn on the Red Line, 43rd Street on the Green Line and a potential infill station near Cermak on the Green Line) and developed comprehensive land use and transportation plans for each station. This study was an important first step in the citywide effort to strengthen the relationship between land use and transportation, plan for neighborhood growth and enhancement, inform future development and redevelopment decision-making, and guide public and private investment in three station areas. These three station areas are now in varying stages of receiving new development.

13 THE HARLEM AVENUE CORRIDOR STUDY resulted in a plan to improve traffic movement and transit options along Harlem Avenue from 63rd Street to I-80, making Harlem Avenue a more vibrant and active corridor in the southwest suburbs. Various pedestrian and transit infrastructure improvements have been made and are ongoing.

14 THE JOLIET INTERMODAL TRANSPORTATION CENTER Feasibility Study led to a \$43.4 million project that includes the construction of new commuter parking and kiss-and-ride facilities (completed in 2013), construction of a new bus facility, construction of a new train station, and the relocation of train passenger platforms.

15 CHICAGO WASHINGTON PARK 63RD STREET CORRIDOR TOD STUDY created a transit access improvement and TOD plan for Chicago's Washington Park Neighborhood. The plan outlines land use development concepts, design guidelines, and implementation strategies for access improvements and TOD along the corridor that will help maximize the existing transit investments within the neighborhood. A significant amount of redevelopment is now taking place in this south side neighborhood.

16 CLARENDON HILLS TRAIN STATION REDEVELOPMENT PHASE I IMPLEMENTATION recommended two redevelopment alternatives to the Village's TOD plan around their Metra station. The near-term plan recommended access improvements, including a pedestrian underpass under the tracks, and revitalization of the existing station house. The long-term plan builds on the near-term plans and recommends a full redevelopment of the current commuter lot into a parking deck, commercial space and a new station house. The Village has secured funding to complete various pedestrian access improvements and new residential development is under construction near the station.

17 THE SKOKIE-DEMPSTER STATION AREA PLAN created a transit-oriented development plan for an approximate ½ mile radius of the Skokie-Dempster Station on the CTA Yellow Line. The Village has received funding to improve pedestrian access to the station and add additional bicycle parking. Skokie received funding for the station access improvements through the Access to Transit program

18 THE ELGIN CHICAGO STREET STATION AREA PLAN created a transit-oriented development plan for an approximate ½ mile radius of the Chicago Street Metra station within the City. The plan promoted revitalization of the area by examining effective land use, multi-modal interconnectivity, and retail and residential redevelopment strategies. Redevelopment in the downtown area near the station is now taking place.

19 THE HIGHWOOD TRANSIT-ORIENTED DEVELOPMENT PLAN created a TOD plan for an approximate ½ mile radius of the Highwood Metra Station, which is also served by Pace bus service. The plan developed strategies to increase residential and commercial densities and add new business that will improve transit ridership. The City has since revised it's zoning code and successfully attracted new redevelopment to downtown Highwood.

20 THE BROOKFIELD TOD ZONING UPDATE allowed the Village Board of Trustees to adopt the revised regulations into the Village zoning code ordinance and revised the Village zoning map accordingly. Since then developers have been attracted to the area around their three Metra stations as a place to propose new multifamily development because of the revised zoning code.

