

# CICERO CONNECTIONS

## TRANSIT AREA IMPLEMENTATION PLAN FINAL PLAN - NOVEMBER 2014



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FIGURE 1.1: OVERALL STUDY AREA



# SECTION 1: THE PLAN

## WHAT IS THE TRANSIT AREA IMPLEMENTATION PLAN?

*The Transit Area Implementation Plan provides the community's vision for what the Cicero Transit Area should become in the next 10 to 20 years.*

### OVERVIEW

As Cicero seeks to explore new development and revitalization opportunities in the years ahead, it will need a well-defined vision and framework to help guide its investment decisions, especially as economic conditions and trends change over time. Therefore, this Transit Area Plan serves as the guidebook for elected officials, municipal staff, community residents, business owners, local organizations and potential investors, allowing them to make well-informed decisions regarding land use, transportation, open space, redevelopment, commercial district enhancements and infrastructure and capital improvements within the Cicero Transit Area.

The time horizon for implementing this Transit Area Plan and working toward its community vision is 10 to 20 years, although the Plan should be reviewed and updated every five years to address local issues, needs and opportunities. The Plan should be used on a daily basis to assist the community in making any land use or development decisions. As previously described in the State of the Area report, which serves as Volume 1 of the Transit Area Implementation Plan, the Plan serves several purposes:

- Development Framework
- Public Investment Guide
- Private Investment Guide
- Future Vision

As the second part of the Transit Area Implementation Plan, this report describes the vision for this study area—including the process and input—and identifies the implementation steps required to achieve it.

### PLANNING GOALS & PROCESS

The following fundamental principles were outlined by the team, refined, tested and built upon through community participation and used in the development of the Implementation Plan.

- Create a clear, documented and shared vision for the future of the Transit Area that “sets the stage” for funding strategies, capital improvement programming, new development and retention/attraction of area businesses.
- Create and test a range of alternative development and urban design concepts and strategies that enhance and revitalize adjoining businesses and blocks within the Transit Area.
- Develop an optimal short and long-range land use strategy and development framework for the Transit Area.
- Attract land uses and development more compatible with the goals, needs, infrastructure and “character” of the community and build a critical mass of energy and activity to spur surrounding businesses and encourage future mixed-use redevelopment in the Transit Area.
- Maximize the transit-oriented nature of study area by improving traffic/parking, pedestrian and bicycle circulation, and detailing potential improvements to the transportation network.
- Establish a framework for future changes to development regulations that emphasizes high quality, sustainable site and building design.



## CONTINUED PUBLIC ENGAGEMENT

The public process for the Transit Area Implementation Plan engaged the community on a number of levels, including:

- Stakeholder Interviews
- Public Meetings
- Online Surveys

A summary of the initial community input was provided in Section 7 of the State of the Area report, which included stakeholder interviews and the first Community Open House and online survey. Subsequently, an additional Open House and other outreach activities were held in Town.

### Community Open House #2

The second Community Open House was held on March 12, 2014 at the Cicero Community Center. Participants were encouraged to review and provide feedback on a series of redevelopment, urban design and branding concepts and ideas derived from the Phase 1 analysis of the planning process, which included input from the community. The following format was used:

- The consultant team made a brief presentation of the project's process to date and a review of more than 18 redevelopment concepts for the opportunity sites.
- Participants were provided ballots on which to record their thoughts about the concepts during the open house session, which allowed them to rotate to various stations and review exhibits in detail.
- Comment boxes were provided to allow additional opportunities for participation.
- An online survey was posted to the project website, allowing further input into the process.

### Senior Center Open House

A separate Open House was held on April 8, 2014 at the Cicero Senior Center to attempt to collect input and opinions from another sector of the community. Similar to Open House #2, participants were encouraged to provide feedback following a formal presentation.

### Cicero Education Expo

The Cicero Education Expo was held on April 10, 2014 at the Cicero Community Center and was open to families within the community. The Team used this event to collect input and opinions from another sector of the community that had not been represented at previous open houses. The concepts were on display and a brief presentation was given in both English and Spanish to those in attendance. Participants were given four green stickers and two red stickers and ask to use them to indicate their preferences for the concepts.



*Workshop exhibit with participant feedback*

## A DIRECTION FOR THE TRANSIT AREA

Cicero's Transit Area accounts for a large portion of the overall community, and incorporates many major retail destinations and other activity generators in Town. As detailed in the State of the Area report, the Town is transit rich and the connectivity and access to both the City of Chicago and the surrounding communities is a key advantage for Cicero, and one that should continue to be capitalized upon in the future.

The following describes some of the key considerations the Transit Area Implementation Plan addresses with recommendations and strategies to make Cicero's Transit Area more successful in the future:

### Character & Identity

Cicero has a great story to tell, related to its many strengths. The appearance of the Town, as seen from someone arriving by train or bus, should communicate that story through the look and character of the built environment. The Plan identifies opportunities to improve the character through both private and public enhancements.

### Pedestrians and Bikes

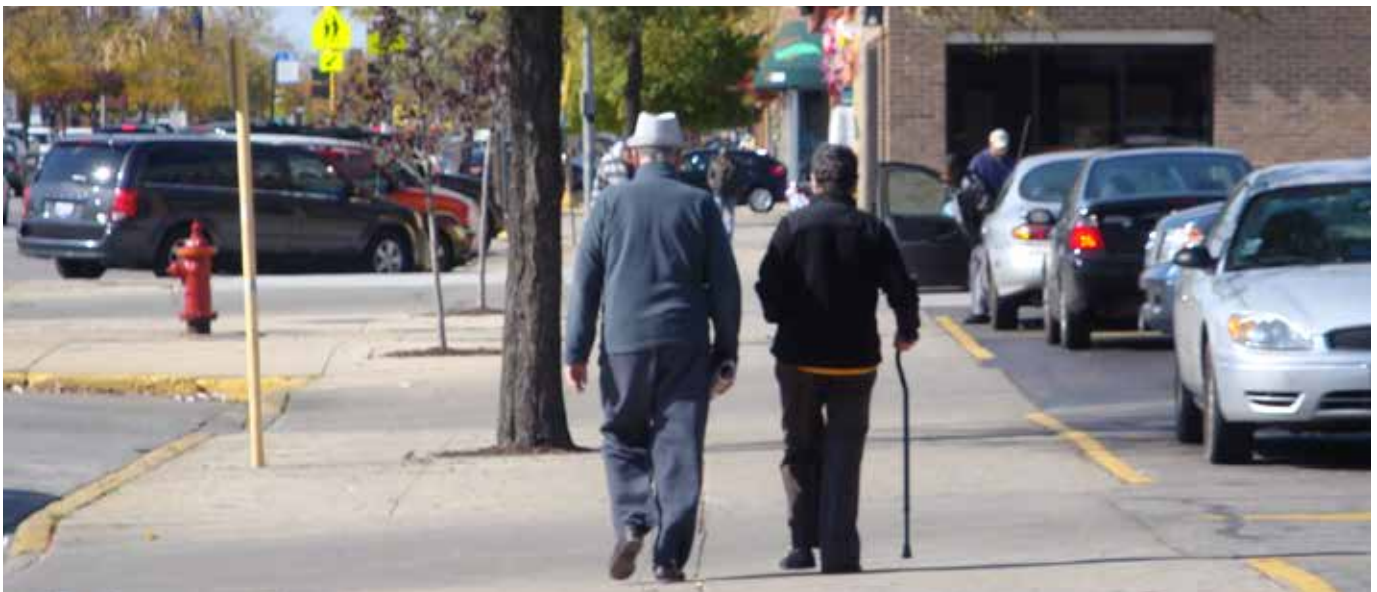
Multiple modes of transportation provide residents with options and allows equity in accessing all that the Town has to offer. The Plan provides concepts for improving some intersections and crosswalks and envisions how bike lanes could foster a safer riding environment and more active community for people of all ages.

### Range of Housing Opportunities

The economic downturn has created significant challenges in the housing market. These impacts will continue to be felt in Cicero over the next several years. Due to the low average home price, new residential projects will be hard to accomplish until the market catches up. However, as demographics change and the access to transit continues to create value, there will be a need for other housing opportunities to serve growing sectors of the community.

### Curb Appeal

People are attracted to places and spaces that are well designed and well maintained. The Plan explores ideas for improving the sense of place along some of the Town's major automotive corridors.



## KEY OPPORTUNITY SITES

The following sites within the study area were determined during the planning process as the key sites on which to focus. More specific descriptions, illustrations and character images of the vision(s) for each of these sites follows in this section.

The Transit Area Implementation Plan delineates conceptual building massing, parking layouts and site design to illustrate how the area could be developed in a comprehensive, coordinated manner. Actual building locations, heights and densities, as well as landscaping and parking layouts will vary as property owners, business owners and developers generate more detailed site plans.

### 54th and Cermak Site

The site at the northwest corner of 54th Avenue and Cermak Road is currently vacant. It is located across the street from the 54th & Cermak CTA Pink Line station. Its high visibility on Cermak Road and proximity to transit make it a high priority for redevelopment.

### Cermak - 54th to Laramie

The collection of properties on the north side of Cermak Road, bounded by 54th Avenue on the west side and Laramie Avenue on the east side, is immediately adjacent to the 54th & Cermak CTA Pink Line station. These properties include vacant and underutilized sites that could be enhanced to support the transit station and create increased development and activity in this area.

### Walgreens Site - Cicero and Cermak

The Walgreens site at the northwest corner of Cicero Avenue and Cermak Road is highly visible and immediately adjacent to the Cicero CTA Pink Line station. Additionally, there are high volume bus stops on both Cicero and Cermak. The Walgreens, while very well used, has a dated appearance and inefficient vehicular circulation. Improvements or redevelopment for this site are important to the future character of the area.

### Pink Line Cicero Avenue Sites

The sites on both the east and west sides of Cicero Avenue, immediately north of the CTA Pink Line, have the ability to contribute to the vitality of the station area. While the west side has a core of existing building that contribute to the character, there are vacant or underutilized sites at the corners as the east side of the street is a parking lot.

### 47th Avenue Sites

A collection of sites east of 47th Avenue and just north of the CTA Pink Line tracks are proximate to both the Cicero Pink Line station and Cermak Road. These sites are mostly vacant single-family residential lots, several of which have been purchased by the Town. The challenge of their location is that the abut the freight rail tracks to the east, the Pink Line tracks to the south, and existing active manufacturing to the north. Any new use will have to be designed with the surrounding context in mind and incorporate appropriate buffers and screening.

### Hawthorne Works Shopping Center Outlots

The Hawthorne Works Shopping Center is located at the southeast corner of Cicero Avenue and Cermak Road. Similar to the Walgreens site, the corner outlot uses are very visible and impact the character of this key intersection. At the time of the study, the building immediately located at the corner was vacant. One or several of these outlot sites should be considered for redevelopment to help create a pedestrian friendly character at this intersection.

### Metra Station Sites

The Cicero Metra Station is challenged due to its proximity to Cicero Avenue and the freight yard to the west. Regardless of the challenges, the collection of vacant and underutilized sites, including the former Town Hall, immediately adjacent to the station represent an opportunity for transit supportive redevelopment.



### 32nd Street & Cicero Avenue Sites

The vacant sites on both the east and west side of Cicero Avenue, at 32nd Street, offer opportunities to improve the character of the Cicero corridor and provide complimentary uses to the development in the area.

FIGURE 1.2: KEY OPPORTUNITY SITE LOCATIONS MAP



### 54TH AND CERMAK SITE

This site encompasses the vacant site that is bounded by 54th Avenue on the east, Cermak Road on the south, the McDonald's site on the west, and the CTA tracks on the north. The block is predominantly auto-oriented and there is on-street angle parking on Cermak along the south side of the property.

This site represents 1.8 acres of land zoned C-2 Central Commercial, which allows for 140 feet height and a floor-area ratio (F.A.R.) of 6.0. No setbacks are required in this district.

The Plan describes two alternatives for developing this site, providing added flexibility in reacting to shifting market conditions.

#### Preferred Concept - Mixed Use

The goal of the mixed use concept is to blend the site into the pedestrian oriented character of Cermak Road. In this concept, two buildings are shown creating a consistent streetwall for the majority of the Cermak Road frontage. Each building is a four-story building with commercial uses on the first floor. The upper floors are dedicated to residential uses with apartment units being the most likely. The depth of the commercial uses allows for some in-building parking. Additionally the depth of the site allows for additional surface parking along the north property line to support the uses in the building.

The buildings are encouraged to have active retail or restaurant uses on the first floor, and to activate outdoor spaces with café space and outdoor dining. Landscape and screening is encouraged at the north end of the property, adjacent to the alley, to lessen the impact of the adjacent CTA tracks.

#### Alternate Concept - Commuter Parking

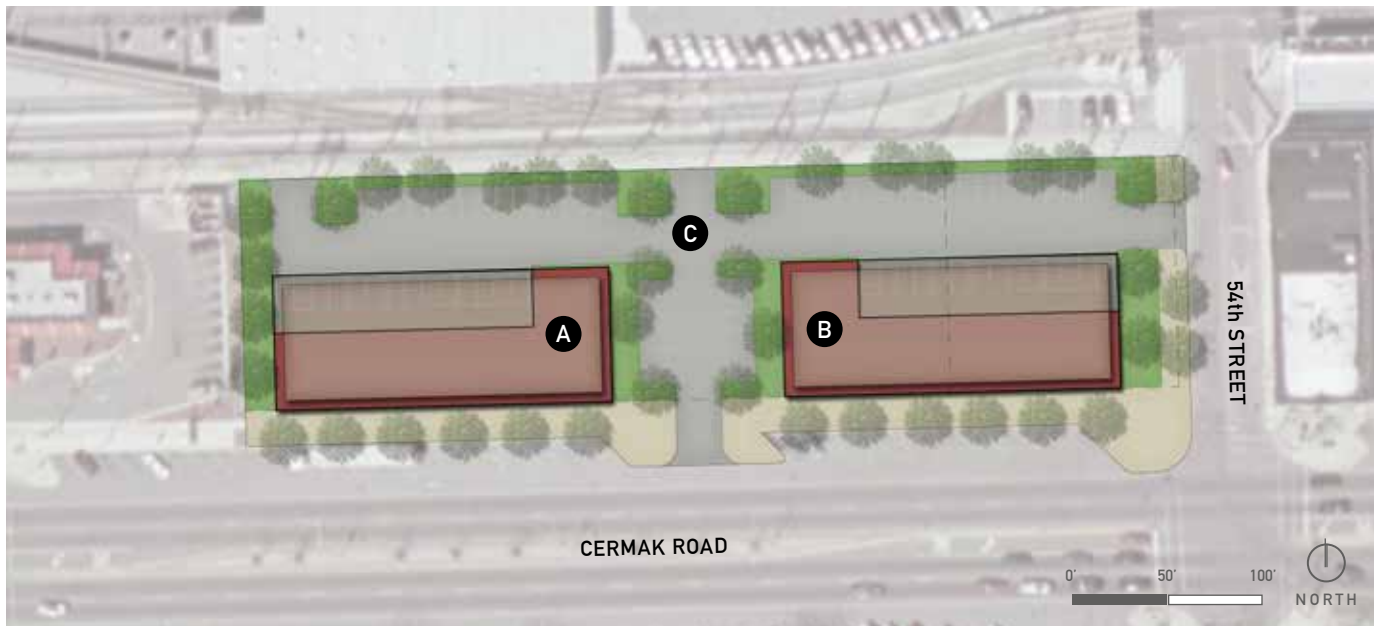
Given this site's proximity to the CTA Pink Line, stakeholders supported this alternate concept for providing a for-profit commuter parking structure. It was noted by stakeholders that there are few locations in the Town where commuters can park with convenient access to the Pink Line. This site would provide that option, with four levels of parking offering a total of 450 spaces. However, an active first floor use should be incorporated into any redevelopment of this site. Therefore, the alternate concept show first floor commercial uses occupying most of the building frontage on Cermak Road.



*Mixed-use building with ground floor commercial use*



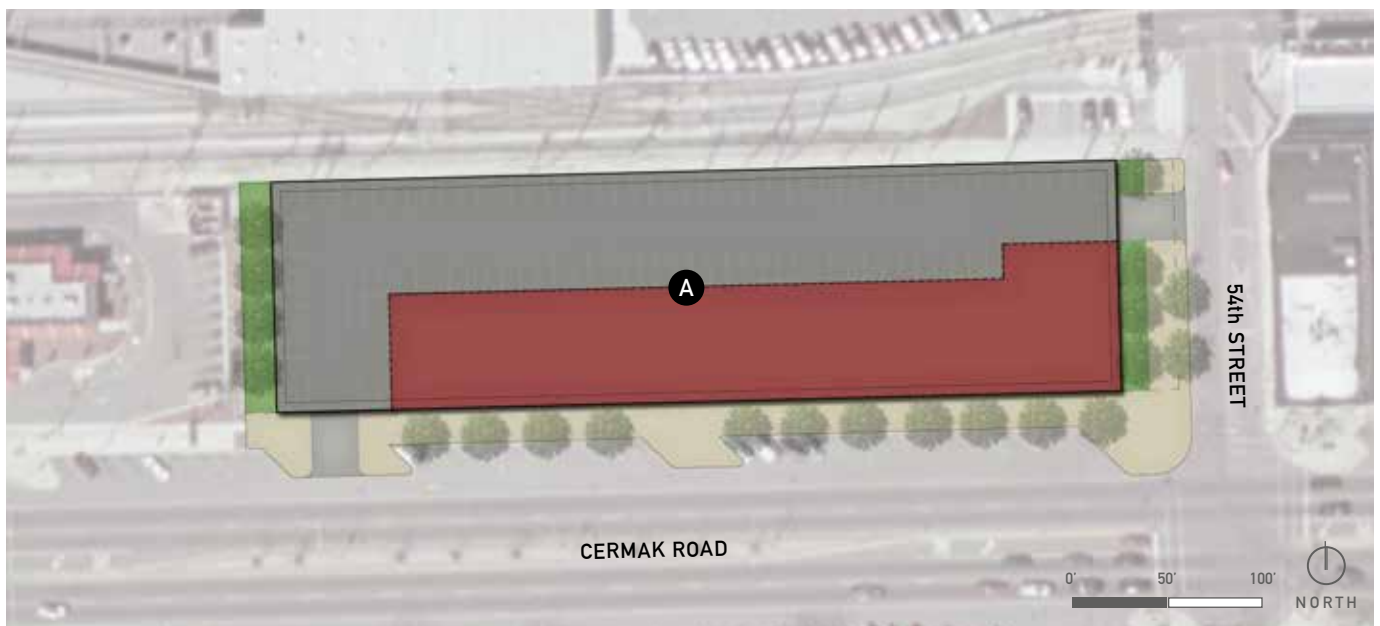
*Parking structure with ground floor commercial use*

FIGURE 1.3: 54<sup>TH</sup> & CERMAK – PREFERRED CONCEPT (MIXED-USE)

- A** NEW MIXED-USE BUILDING (4 STY)  
 - 8,000 square feet first floor retail  
 - 14 first floor, interior parking spaces  
 - 30 residential units floors 2 - 4

- B** NEW MIXED-USE BUILDING (4 STY)  
 - 8,000 square feet first floor retail  
 - 14 first floor, interior parking spaces  
 - 30 residential units floors 2 - 4

- C** NEW EXTERIOR SURFACE PARKING  
 - 48 landscaped parking spaces

FIGURE 1.4: 54<sup>TH</sup> & CERMAK – ALTERNATE CONCEPT (COMMUTER PARKING)

- A** NEW PARKING GARAGE WITH FIRST FLOOR RETAIL (4 STY)  
 - 24,000 square feet of retail, first floor  
 - 450 parking spaces, floors 1-4



### CERMAK - 54TH TO LARAMIE

This collection of properties shown on this concept are bounded by Laramie Avenue on the east, Cermak Road on the south, 54th Avenue on the west side and the CTA Pink Line tracks on the north. The block is predominantly auto-oriented and there is on-street angle parking on Cermak along the south side of the property. This block incorporates 5.2 acres of land zoned R-4 Apartment - Commercial. This designation allows for 140 feet height and a F.A.R. of 5.0. No setbacks are required in this district.

The largest opportunity and focus of this concept is improved access to the CTA Pink Line station. The adjacent station is unique, in that it only loads both inbound and outbound trains from the north side of the platform. Because of this, the platform can be accessed at the midpoint, which occurs now as part of a transfer point to local bus. Most of the access to the train platform occurs at the east and west ends, at 54th and Laramie, as those provide access to the street network. However, the sidewalks in those areas are narrow, there is insufficient room for pick-ups or drop-offs via automobiles, and the at-grade crossing creates additional complications. This concept envisions a midblock access point, aligned with the extension of 53rd Avenue, that would provide a pick-up and drop-off point. Additionally, adjacent to this entrance the plan shows an urban plaza amenity that would incorporate bike parking. It should be noted that Pink Line riders accessing this entrance would have to cross the existing bus lane, which would create a pedestrian/vehicular conflict point that does not currently exist. Therefore, the design and materials of this crossing would have to be strongly considered and evaluated to ensure a safe environment.

The remaining sites on this block include several existing viable uses, which should be incorporated into the redevelopment strategy for this site. Vacant and under-utilized sites should be redeveloped, with mixed-use, transit-oriented development encouraged. Redevelopment should strive for a more consistent streetwall along Cermak Road, and increased density of uses with lower parking ratios, supported by the accessibility of transit options.



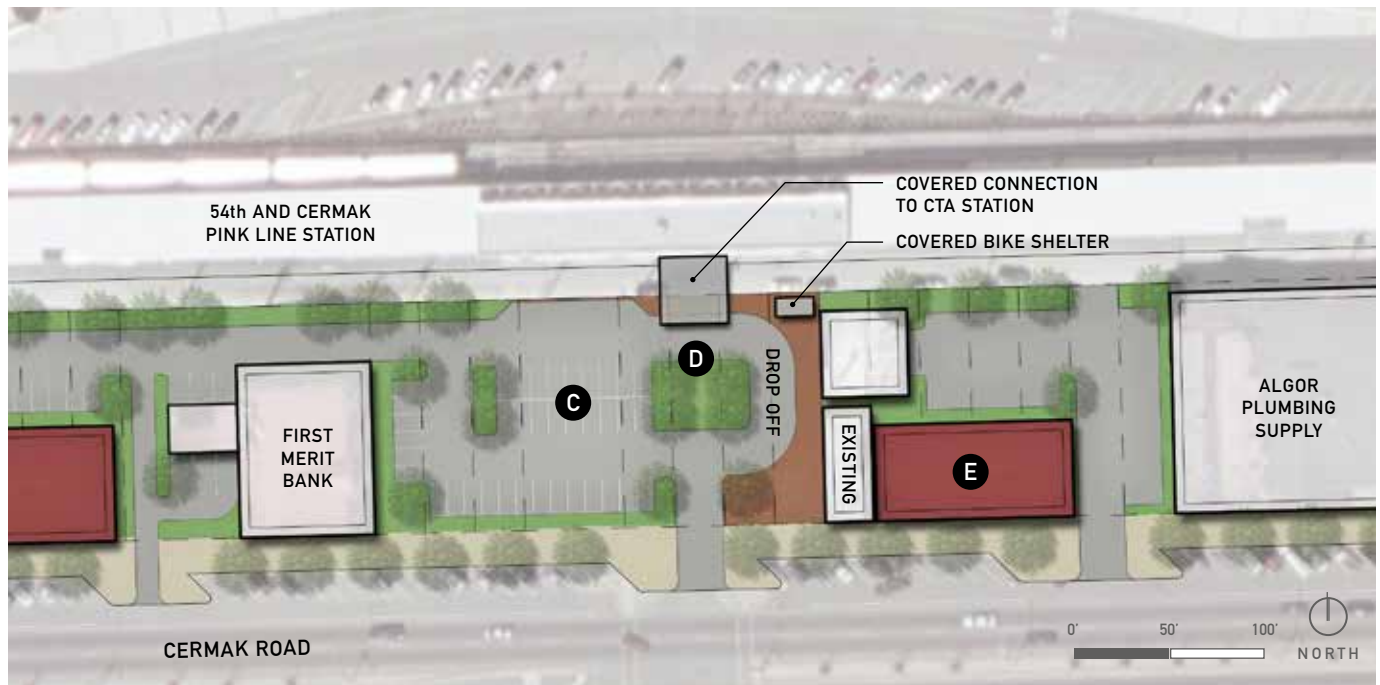
*Two-story mixed-use building*



*Landscaping and a decorative fence screen a parking lot*

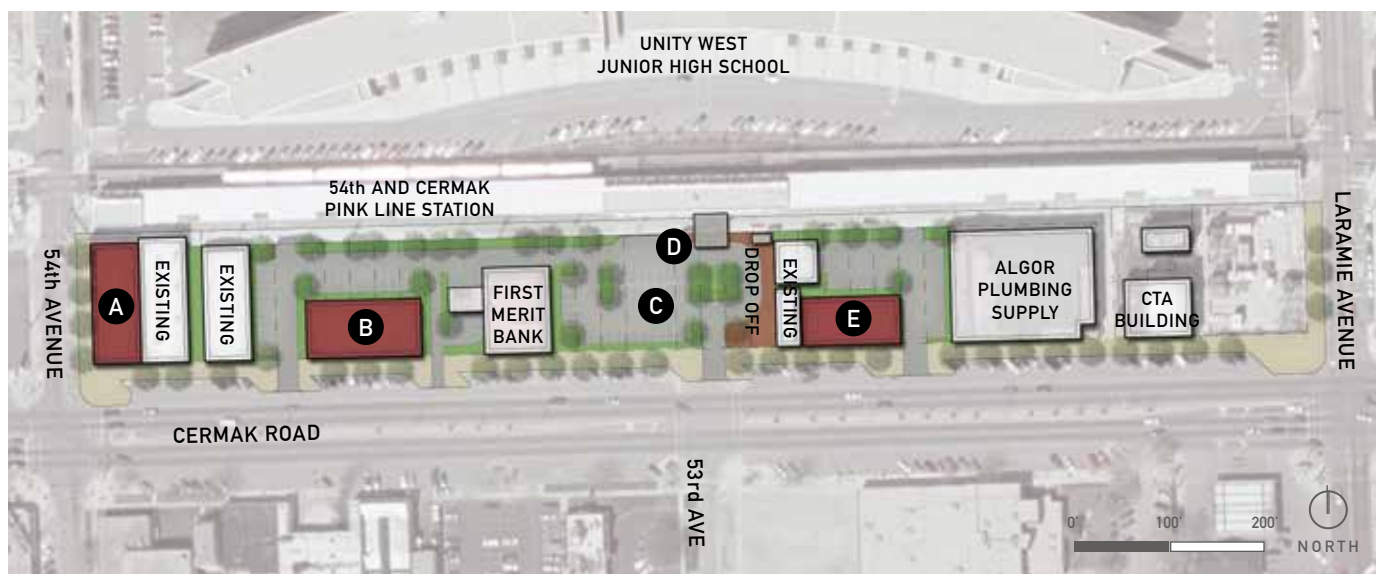


FIGURE 1.5: CERMAK – 54TH TO LARAMIE (ENLARGEMENT)



- A** NEW MIXED-USE BUILDING (2 - 3 STY)  
- 6,000 square feet / floor
- B** NEW COMMERCIAL BUILDING (2 - 3 STY)  
- 7,200 square feet / floor  
- 12 landscaped parking spaces
- C** RECONFIGURED BANK PARKING LOT  
- 37 landscaped parking spaces
- D** NEW KISS 'N' RIDE PLAZA  
- New plaza area for Pink Line station drop-off, includes new station entrance canopy and bike parking.
- E** NEW COMMERCIAL BUILDING (2 - 3 STY)  
- 5,000 square feet / floor

FIGURE 1.6: CERMAK – 54TH TO LARAMIE



### WALGREENS SITE - CICERO AND CERMAK

The Walgreens site is bounded by the CTA Pink Line on the north, Cicero Avenue on the east and Cermak Road on the south. The block is predominantly auto-oriented and there is on-street angle parking on Cermak along the south side of the property, along with larger sidewalk spaces adjacent to the intersection where parallel parking is not permitted.

The Plan describes two alternatives for developing this site, providing added flexibility in reacting to shifting market conditions.

This site represents 1.3 acres in the preferred concept and 1.5 acres in the alternate concept. The site is zoned R-4 Apartment - Commercial, which allows for 140 feet height and a F.A.R. of 5.0. No setbacks are required in this district.

#### Preferred Concept - Walgreens

The preferred concept envisions a redeveloped Walgreens with improved circulation and site amenities. The existing building does not have storefront windows, which along with the dated appearance, takes away from the pedestrian vitality. A potential drive-through is shown for the building as well as an improved service area.

Additionally, the alley at the north end of the site is unattractive and generates an unsafe perception of the area. The parking lot includes several drive aisles that load from Cermak, which increases pedestrian/automobile conflict points and forces circulation out onto Cermak. It also reduces opportunities for on-street angled parking and streetscape features. The concept shows enhancements to the alley through permeable or decorative paving and additional landscape. The parking lot is improved through internal circulation and landscape islands. Redevelopment should also incorporate streetscape and landscape amenities, especially at the key corner of Cermak and Cicero, including a bus shelter.

#### Alternate Concept - Mixed Use

The alternate concept shows a more intense redevelopment of the site, incorporating the adjacent bank use that is located to the east of Walgreens. A mixed use four-story building is shown and both the Walgreens and bank use are integrated into this new building. Additionally, this building accommodates an additional 5,000 square feet of commercial use, 40 residential units on upper floors, and in building parking. This concept creates additional development and residents immediately proximate to the Pink Line station and several bus lines.



*Well-designed commercial anchor that embraces the street*



*Mixed-use building with ground floor commercial uses*

FIGURE 1.7: CICERO &amp; CERMAK – PREFERRED CONCEPT (WALGREENS)

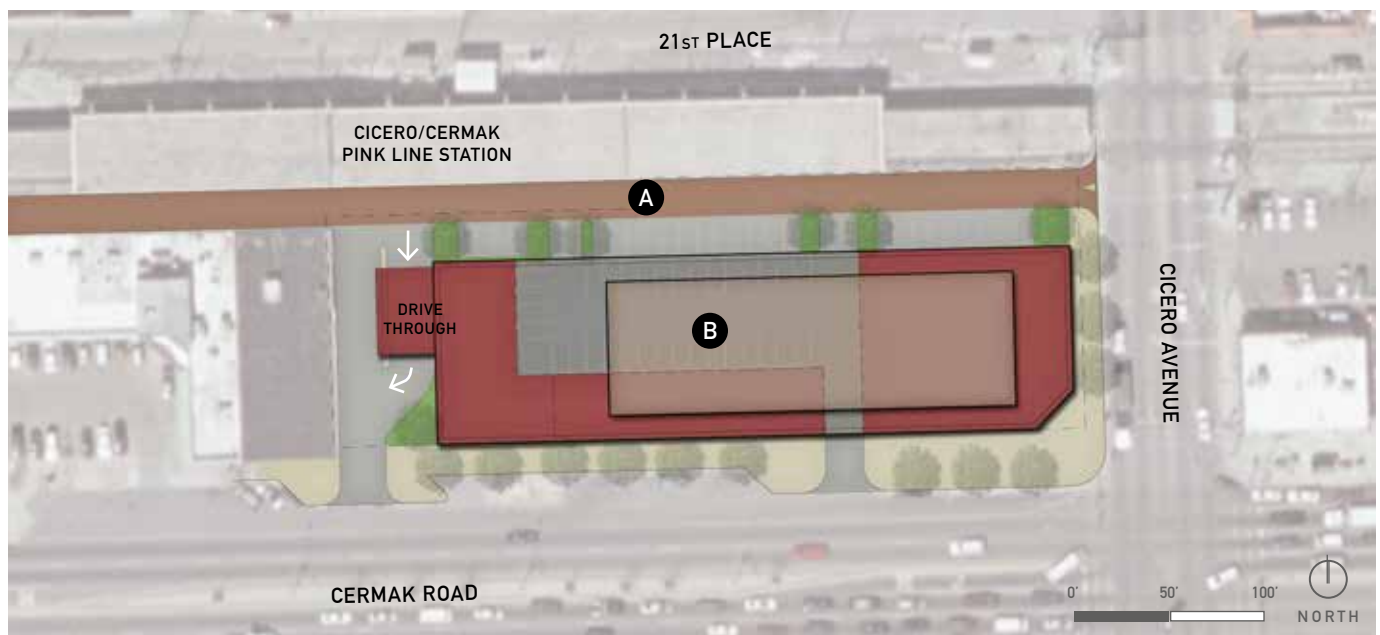
**A ALLEY IMPROVEMENTS**

- Permeable paving, special paving pattern

**B NEW RETAIL BUILDING (1 STY)**

- 10,000 square foot building
- 50 landscaped parking spaces (5/1,000 sq. ft.)

FIGURE 1.8: CICERO &amp; CERMAK – ALTERNATIVE CONCEPT (MIXED-USE)

**A ALLEY IMPROVEMENTS**

- Permeable paving, special paving pattern

**B NEW MIXED-USE BUILDING (4 STY)**

- 20,000 square feet first floor retail (including +/- 5,000 square foot bank with drive through)
- 28 first floor, interior parking spaces
- 40 residential units floors 2 - 4
- 22 landscaped exterior parking spaces



### PINK LINE CICERO AVENUE SITES

This collection of properties shown on this concept are located on both the east and west sides of Cicero Avenue and are bounded by 21st Street to the north, 21st Place to the south, and public alleys to the east and west. The block is predominantly auto-oriented and there is parallel parking on Cicero on both sides of the street.

This concept includes approximately 1.7 acres of property that is zoned C-2 Central Commercial, which allows for 140 feet height and a floor-area ratio (F.A.R.) of 6.0. No setbacks are required in this district.

The redevelopment concept for this site envisions building upon the existing pedestrian friendly character of the buildings on the west side of Cicero Avenue through additional development. The concept shows two new buildings at the north and south ends of this block extending the existing character all the way to the corners. These buildings are shown as new one-story commercial buildings with parking located behind.

The concept also shows two new commercial buildings on the west side of Cicero Avenue with parking to the east, behind the building. While the market may not support active retail or restaurant uses, these buildings would be appropriate for professional office or service commercial uses, with ease of access to both the CTA Pink Line and bus service on Cicero.

While these new buildings are shown as one-story, taller buildings would fit in with the character if supported by market demand. Additionally, any new one-story buildings should be taller, around 25 feet, to create the appropriate character and sense of scale along Cicero Avenue.



*One to two-story commercial buildings in a walkable context*



*A commercial building entrance anchors a corner*



FIGURE 1.9: PINK LINE CICERO AVENUE SITES



- A** NEW COMMERCIAL BUILDING (1 STY)  
 - 3,000 square foot building  
 - 12 landscaped parking spaces (4/1,000 sq. ft)

- B** NEW COMMERCIAL BUILDING (1 STY)  
 - 3,000 square foot building  
 - 12 landscaped parking spaces (4/1,000 sq. ft)

- D** NEW COMMERCIAL BUILDING (1 STY)  
 - 6,750 square foot building  
 - 26 landscaped parking spaces (4/1,000 sq. ft)

- E** NEW COMMERCIAL BUILDING (1 STY)  
 - 6,750 square foot building  
 - 26 landscaped parking spaces (4/1,000 sq. ft)

47TH AVENUE SITES

The sites addressed by these concepts is bounded by 19th Street to the north, the Town border and freight rail line to the east, the CTA Pink Line tracks to the south and 47th Avenue to the west. The surrounding character includes single-family residential and park space to the west, active manufacturing to the north, and auto-oriented commercial to the south.

The Plan describes two alternatives for developing this site, providing added flexibility in reacting to shifting market conditions.

These sites represent 12.3 acres of property zoned M-2 Light Manufacturing, which does not have a maximum height or F.A.R. No setbacks are required in this district.

Preferred Concept - Senior Housing

As the demographics of Cicero change and more residents age in place, there may be increased demand for senior housing opportunities. The preferred concept for these sites envisions a unified senior campus that is appropriately screened and buffered from adjacent rail lines and manufacturing uses. The campus is oriented towards the residential uses to the west with main access on 47th Avenue. Like most modern senior campuses, the plan organizes several “wings” of independent or assisted living around a centralized common building that would provide amenities for the entire development. The wings create two centralized courtyards as secure outdoor spaces for residents. The plan includes surface parking throughout the site to support residents, staff and visitors. The plan also incorporates large landscaped buffers on the south, east and north sides of the property.

FIGURE 1.10: 47TH AVENUE SITES – PREFERRED CONCEPT (SENIOR HOUSING)



- A** NEW SENIOR HOUSING (1-4 STY)
  - 200 independent or assisted-living senior residential units
  - Building height varies
- B** COMMON AREA / CLUBHOUSE
- C** SURFACE PARKING LOTS
  - 290 landscaped parking spaces
- D** LANDSCAPE BUFFER

### Alternate Concept - Warehouse and Manufacturing

The alternate concept for this site takes the warehouse and manufacturing uses found to the north of 19th Street and extends them south into this site. The plan shows these uses as a small manufacturing campus organized around a central north/south spine drive that is accessed from 19th Street. The access point prevents conflicts with the existing residential uses that are located south of 19th and west of 47th. The plan also incorporates a large landscape buffer on the west and south sides of the property to provide screening of the manufacturing uses. The plan incorporates an existing industrial building and shows seven additional one-story buildings between 15,000 and 22,500 square feet. The plan also shows efficient shared parking and loading facilities.



Front office entrance of a manufacturing building

FIGURE 1.11: 47TH AVENUE SITES – ALTERNATE CONCEPT (WAREHOUSE & MANUFACTURING)



**A** NEW WAREHOUSE /  
LIGHT INDUSTRIAL BUILDING (1 STY)  
- 15,000 square feet

**B** NEW WAREHOUSE /  
LIGHT INDUSTRIAL BUILDING (1 STY)  
- 22,500 square feet

**C** LANDSCAPE BUFFER



## HAWTHORNE WORKS SHOPPING CENTER OUTLOTS

This set of outlots is bounded by Cicero Avenue on the west, Cermak Road on the north, and internal shopping center drives on the east and south. This site is predominantly auto-oriented and there is no on-street parking along Cicero or Cermak adjacent to these sites.

The Plan describes two alternatives for developing this site, providing added flexibility in reacting to shifting market conditions.

These sites represents 0.9 acres or 3.4 acres depending on which concept. The entire shopping center is zoned M-2 Light Manufacturing, which does not have a maximum height or F.A.R. No setbacks are required in this district.

### Alternate Concept A

The first concept for these properties addresses only the site immediately at the corner of Cicero and Cermak. This site is the only corner at this intersection where the building is not built up to the property line to create a walkable, pedestrian oriented environment. Instead, the existing building is set back from both streets with surface parking on all four sides.

The proposed concept envisions two new one-story commercial buildings along the west side of the property. These buildings would be slightly set back from Cicero to allow for some landscape and softening of the auto-oriented environment that currently exists along the roadway. These two building are shown having a small plaza between them, that could provide some outdoor dining space. The parking for these buildings is shown located to the east with access from the internal shopping center drives. The Plan also shows a new gateway monument at the corner of Cicero and Cermack to replace the existing sign that is showing age and wear.

### Alternate Concept B

The second concept shows an extended pedestrian-oriented character, similar to what is found on Cermak Road to the west, and continues it along the frontage of the shopping center. This orientation allows for angle parking to be incorporated along Cermak, which keeps the sidewalks from appearing too wide. The concept envisions a series of five buildings ranging in size from 5,000 to 15,000 square feet. These uses would be supported by a new centralized parking area, new angled parking on Cermak, and existing surplus spaces within the adjacent shopping center lot. A mix of paved plazas and landscape between the buildings create permeability and opportunities for outdoor dining. Additional landscaped islands and pedestrian connections to the shopping center would further enhance the area.



*One-story commercial building with a minor setback*



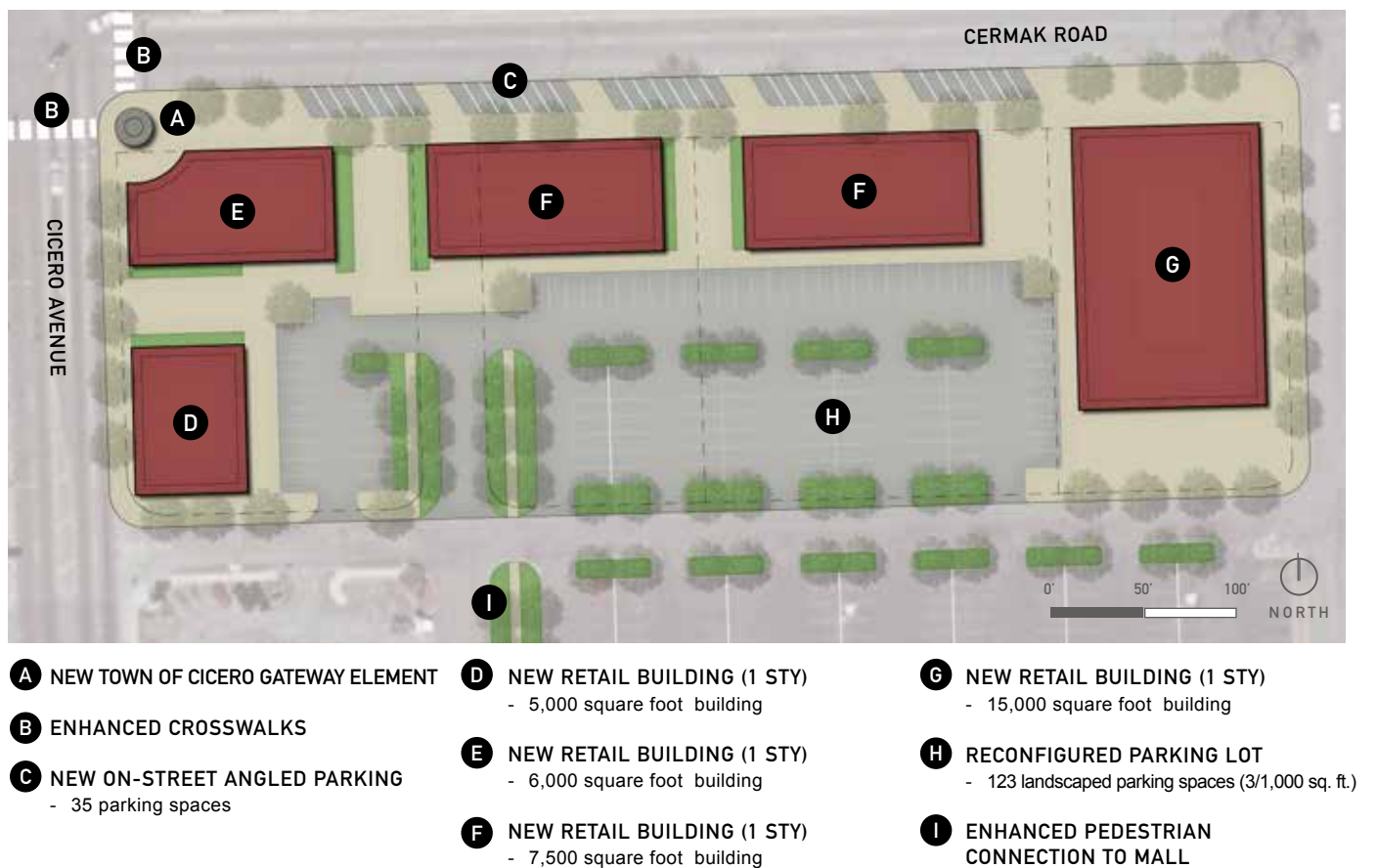
*Pedestrian-oriented commercial development*



FIGURE 1.12: HAWTHORNE WORKS SHOPPING CENTER OUTLOTS – ALTERNATE CONCEPT A



FIGURE 1.13: HAWTHORNE WORKS SHOPPING CENTER OUTLOTS – ALTERNATE CONCEPT B



### METRA STATION SITES

The sites adjacent to the Cicero Metra Station include all the properties bounded by 25th Street on the north, Cicero Avenue on the east, 25th Place on the south and 50th Avenue on the west. The sites also include the properties on the west side of 50th Avenue between 25th Street and 25th Place, as well as the parking lots south of 25th Place between 50th and 49th Avenues. These sites have a range of land uses and character including auto-oriented uses along Cicero, some warehouse type uses along 25th Place, the former Town Hall and existing residential uses.

This collection of sites encompasses 15.4 acres. There are several different zoning districts within this area, including M-1 Wholesale and Warehouse, C-2 Central Commercial and R-3 Residential Commercial.

The goal of redevelopment on these sites is to create transit-supportive development that integrates into the surrounding land use context. Given that the vehicular entrance to the Metra station aligns with 47th Avenue, the key development is shown located along 47th. East of 47th, a new park is envisioned that incorporates the existing hill as an amenity. This open space creates a challenge and an opportunity for the development along 47th as it both buffers and potentially hides the development from Cicero Avenue. Therefore, the development along 47th is shown as a taller, eight-story residential building that would create units with spectacular views to the new park and the City of Chicago skyline. This new building is shown with first floor retail uses and covered parking for residents.

To the west of this building, the redevelopment shown transitions back into the single-family character of the neighborhood through the use of three-story townhomes. These new townhome buildings would create additional density at the train station while having a compatible scale and character with the adjacent residential uses.

To the south of 25th Place, two new four-story apartment buildings are shown on existing parking lot sites. The buildings are kept up along the 25th Place frontage to both create a pedestrian friendly character and to keep them as far away from the freight and commuter train lines to the south of the property.

The overall character of the area is enhanced with consistent sidewalks and path systems, improved pedestrian crossings at the 25th Place and 47th Avenue intersection and increased landscape and streetscape.



*Low-rise multi-family residential building*



*A large mixed-use building helps to activate and anchor an adjacent open space*

FIGURE 1.14: METRA STATION SITES



- A** NEW TOWNHOMES (3 STY)
  - 8 units
  - 2 indoor garage parking spaces per unit
- B** NEW TOWNHOMES (3 STY)
  - 3 units
  - 2 indoor garage parking spaces per unit
- C** NEW TOWNHOME DEVELOPMENT (3 STY)
  - 22 units
  - 2 indoor garage parking spaces per unit
  - 30 surface parking spaces (visitor parking)
- D** NEW MIXED-USE BUILDING (4 - 8 STY)
  - 8 story tower with 7,200 square feet of first floor retail and 95 residential units.
  - 4 story tower with 27 residential units.
  - 115 covered parking spaces (first floor)
  - 20 surface parking spaces
- E** NEW RESIDENTIAL BUILDING (4 STY)
  - 33 units
  - 45 covered parking spaces (first floor)
  - 46 surface parking spaces
- F** NEW RESIDENTIAL BUILDING (4 STY)
  - 33 units
  - 45 covered parking spaces (first floor)
  - 35 surface parking spaces
- G** NEW PARK
  - Flexible field
  - Landscaped Hill
  - 28 surface parking spaces
- H** REMOVE CHANNELIZED RIGHT HAND TURN



### 32ND STREET & CICERO AVENUE SITES

The sites shown in this concept are located on both the east and west side of Cicero Avenue. On the east side, they are also bounded by 31st Street on the north, the Town border and freight rail line on the east, and the I.C. Rail Road on the south. On the west side, they are also bounded by 32nd Street on the north, the I.C. Rail Road on the south and 48th Court on the west. This area is auto-oriented in character with large format commercial uses to both the north and south.

The sites total 43.2 acres. The properties on the east side of Cicero are zoned M-2 Light Manufacturing and the properties on the west side are zoned C-2 Central Commercial.

The site on the east side of Cicero Avenue is a landfill and was home to a drive-in movie theater most recently. Given the specific geotechnical challenges of developing on the site, the concept envisions a complementary use for the corridor that helps support other community-wide needs through the creation of an outdoor sports complex. The Town is restricted by the amount of useable land for open space and recreation. Other communities throughout the region have had success in creating recreation uses and sports fields

on top of capped landfills. The plan a series of seven soccer fields, along with a concessions and rest room building, and supporting parking. However, the site could house other sports uses, such as a golf driving range, and could include temporary inflatable dome structures to allow for indoor uses in the winter.

The site on the west side of Cicero Avenue is envisioned for commercial uses that integrate into the Cicero corridor. Given the size of the site, there is adequate room to accommodate mid-box or multi-tenant buildings. However, the character of new development should still strive to be pedestrian oriented and avoid parking located between the building and Cicero Avenue, where possible. As shown in the concept, the buildings are turned sideways to help hide service uses and face out into shared surface parking lot. Two single-story commercial buildings are shown, totaling 40,000 square feet of new building. These buildings could attract complimentary uses to the large format retailers in the areas, including Walmart to the south, and Target to the north. Given the size of the sites, stormwater management will likely be accomplished as surface detention ponds, which could be used to buffering from the neighbors to the west.



*Commercial anchor*



*New soccer fields are desired by the community*

FIGURE 1.15: 32nd STREET &amp; CICERO AVENUE SITES



- A** NEW RETAIL BUILDING - 1 STORY
- 10,000 square foot building
  - 40 landscaped parking spaces (4/1,000 sq. ft.)

- B** NEW RETAIL BUILDING - 1 STORY
- 30,000 square foot building
  - 120 landscaped parking spaces (4/1,000 sq. ft.)

- C** NEW SOCCER FIELD COMPLEX
- 7 soccer fields
  - Concession building
  - 240 landscaped parking spaces

## TRANSPORTATION IMPROVEMENTS

The State of the Area Summary and transit survey findings (see Appendix A) were used to develop a series of transportation recommendations. Since transportation facilities are under various jurisdictions, each recommendation identifies key agencies for implementation.

The following recommendations are grouped by the three station areas including the CTA Pink Line Stations, the Cicero Metra Station, and the Cermak and Cicero corridors.

As part of the State of the Area Summary, CTA and Pace transit schedules were reviewed to identify issues related to service coverage and frequency. However, the CTA states that service planning is not feasible at the municipal level. This type of strategy must be considered at the route, corridor or regional level.

The role that the Town of Cicero plays in improving transit is through improving connections to transit. This helps to optimize existing transit service and any proposed future transit service, regardless of frequency or coverage.

## CTA Pink Line Cicero Station

### *49th Avenue Entrance*

Transit survey respondents stated that an additional entrance on the west side of the station, located on 49th Avenue, is desired. Currently the 49th Avenue side of the station is exit-only. The exit turnstile should be replaced with one that accommodates farecard entry.

### *Sheltered Bike Parking*

Bike parking should be installed in the free area of the station, located inside the station entrance on the Cicero Avenue and 49th Avenue sides. Wall-mounted bike parking is recommended as it occupies the least amount of space and would provide parking for 4-8 bikes. The Town should work with CTA on installation.

### *Wayfinding Signage*

As part of regional coordination to improve connections between bus and rail transit service as well as to facilitate transfer activity between CTA, Pace, and Metra, the Regional Transportation Authority (RTA) has developed an interagency design manual. Wayfinding and interagency transfer signage should be installed in front of the station entrance to direct transit customers to nearby bus stops. The transit signage should contain information on bus boarding areas and be accompanied by an area map showing the streets, CTA Pink Line, and major destinations within a 1/4-mile area.



*Bike parking inside the CTA Brown Line Damen Station. Source: T.Y. Lin International*



*Sign directing transit customers to Cicero Avenue entrance. Source: T.Y. Lin International*



## CTA Pink Line 54th/Cermak Road Station

### Sheltered Bike Parking

In addition to the bike parking recommended as part of the adjacent development concept, bike parking should be installed in the free area just inside the station entrance. Wall-mounted bike parking is recommended as it occupies the least amount of space and would provide parking for 4-8 bikes.

### Wayfinding Signage

Similar to the Cicero Station, the 54th/Cermak Station should include wayfinding and interagency transfer signage for transit passengers transferring between the CTA Pink Line and CTA or Pace buses.

## Metra BNSF line Cicero Station Area Improvements

The Metra BNSF Cicero Station was upgraded in 2013 to improve the station platforms and shelters, the station parking lot, and the stairs and accessible ramp that provide transit customers with access to the station's inbound platform via tunnel. Improvements recommended near the station are shown in Figure 1.16 below.

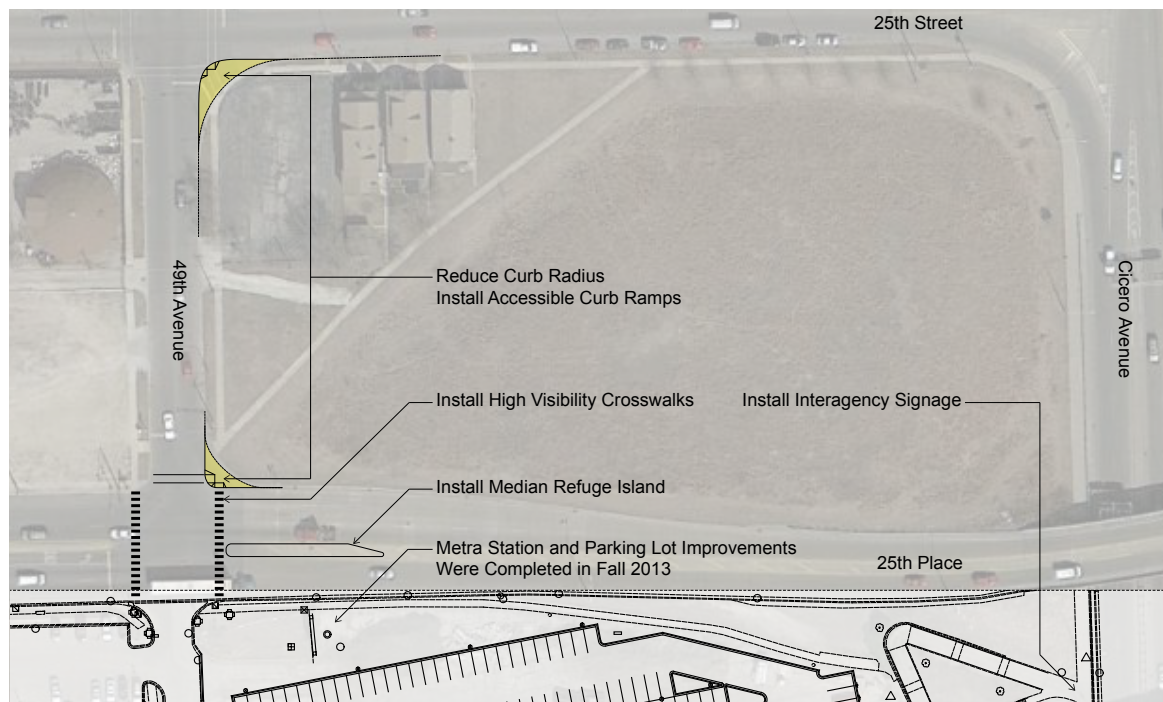
### Station Entrance Improvements

The station entrance, located at the intersection of 25th Place and 49th Avenue is a signalized intersection but pedestrian crosswalks are not marked. Pedestrian signals with countdown timers should be installed at this intersection, crosswalks should be marked, and all four corners of the intersection should be improved with accessible curb ramps and detectable warning tiles. The radius of the northeast corner should be reduced to shorten the length of the pedestrian crosswalk and discourage high speed turns into the neighborhood to the north.

### Interagency Wayfinding Signage

Signs are installed at the Metra Station to direct transit customers between the inbound and outbound platforms. Additional wayfinding signs should be installed directing people to the CTA bus turnaround on Cicero Avenue at 24th Place, which is located less than  $\frac{1}{4}$  mile north of the station.

FIGURE 1.16: METRA STATION IMPLEMENTATION PLAN



## Bus Stop Improvements

Bus stop improvements are recommended to increase the visibility and quality of bus stop infrastructure and to support existing bus riders. Higher quality amenities and information will help to encourage increased ridership and improve transit customer understanding of services available.

Bus route ridership data and schedule information were analyzed to identify where ridership and service frequency are high within the study area. Bus stops were sorted into tiers based on ridership levels and are shown in Figure 1.18: Bus Stop Hierarchy Map on the following page.

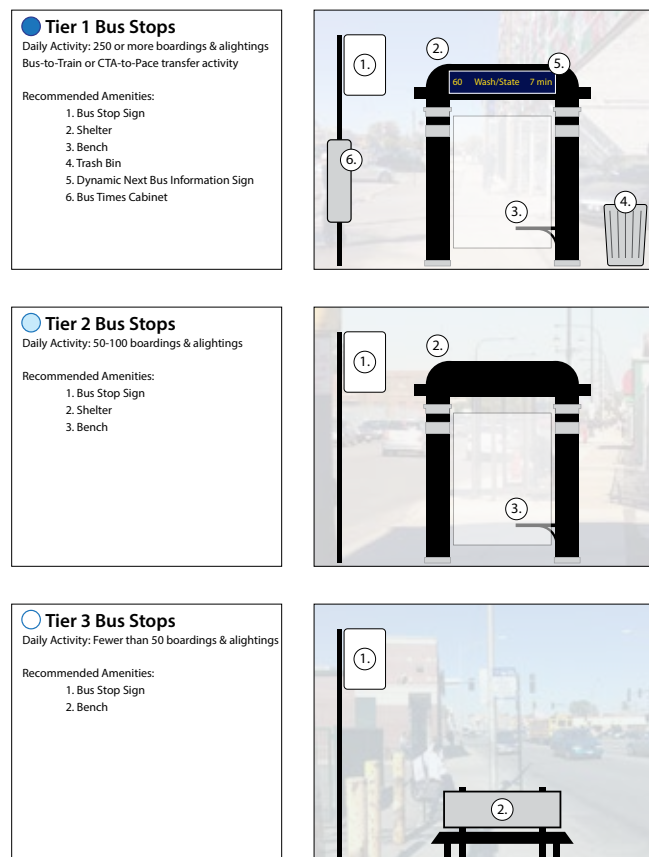
Bus stops with the highest ridership and bus routes with the highest frequency are generally located along the Cermak Road and Cicero Avenue corridors. In addition to high ridership, there is a large amount of bus to bus and bus to rail transfers at the bus stops located nearest the CTA Pink Line stations. Implementation of bus stop improvements should be done in accordance with a bus stop hierarchy that identifies amenities for Tier 1, Tier 2, and Tier 3 bus stops shown in Figure 1.17: Bus Stop Amenities Hierarchy.

### Tier 1 Bus Stops

Tier 1 bus stops see more than 250 boardings and alightings during a typical weekday, and many of these bus stops have high levels of transfer activity with CTA and Pace services. This includes the bus stops located closest to the CTA Pink Line stations and the CTA bus turnaround located at 24th Place. The following amenities are recommended for Tier 1 bus stops:

1. Bus stop sign
2. Shelter
3. Bench
4. Trash Bin
5. Dynamic Next Bus Information Sign
6. Bus Times Cabinet\*

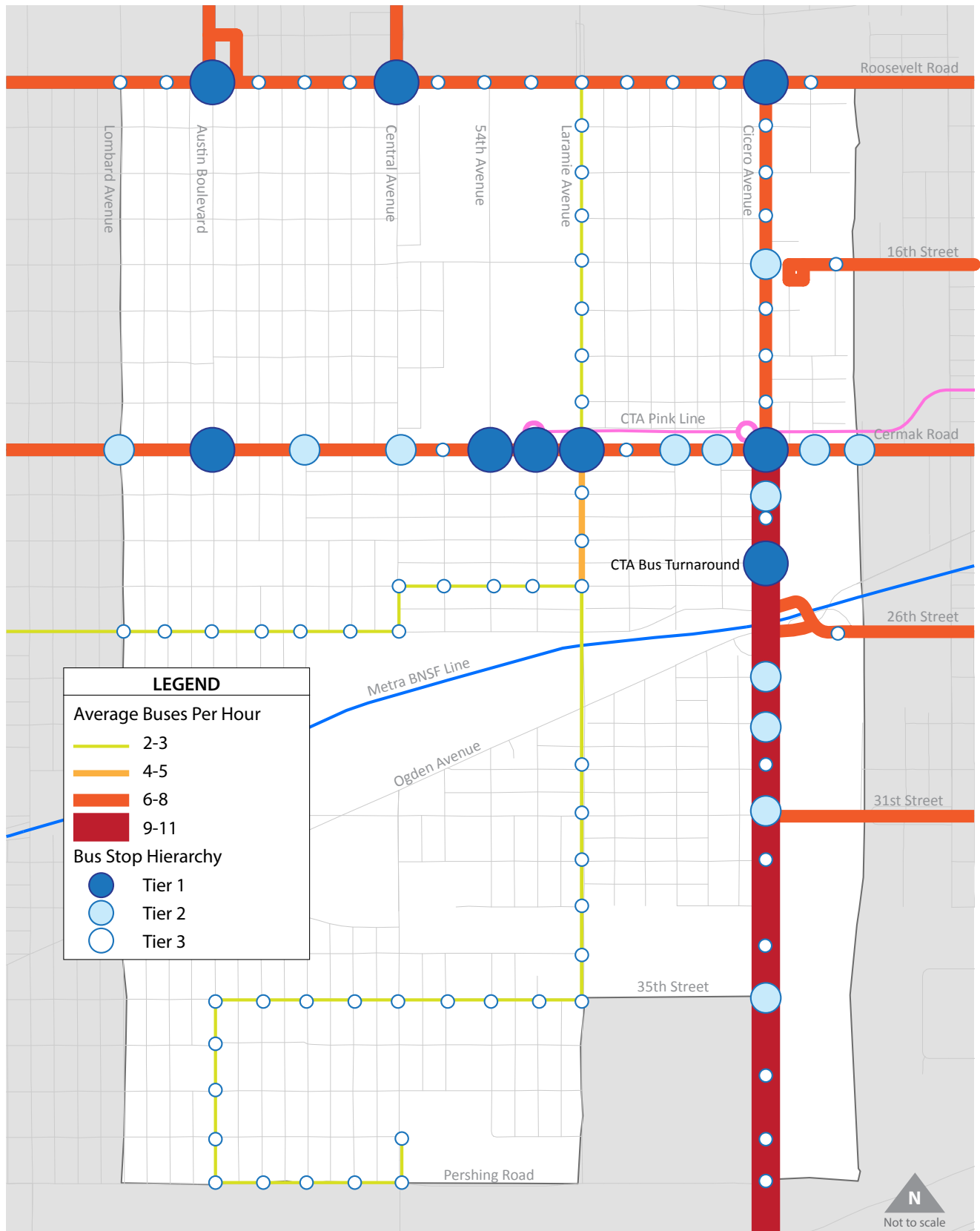
FIGURE 1.17: BUS STOP AMENITIES HIERARCHY



Also, the CTA bus turnaround on Cicero Avenue at 24th Place is a good candidate for additional improvements due to the number of buses that stop there (see Figures 1.20 & 1.21 on following pages). Currently, this site contains a bus stop shelter, a bench, and a restroom for CTA bus operators. Additional improvements could include bike parking, additional seating, and a significantly larger shelter or building that incorporates the CTA bus operator restroom.

\*A bus times cabinet refers to a product found within the RTA Interagency Design Standards Manual that identifies bus times from a given location in with accompanying diagram.

FIGURE 1.18: BUS STOP HIERARCHY MAP





*Tier 2 Bus Stops*

Tier 2 bus stops typically have been 50 and 100 boardings and alightings during a typical weekday. The following amenities should be installed at Tier 2 bus stops:

1. Bus stop sign
2. Shelter
3. Bench

One of the Tier 2 bus stops is located at the southeast corner of the Walmart development, on the west side of Cicero Avenue. It is important in that it is located at the intersection of the Cicero Avenue sidewalk and a newly installed pedestrian path the links to the neighborhood to the west. The location is also proximate to future landscape enhancements on the Walmart site and could be integrated into these improvements. Figure 1.19 provides a simulation of what an enhanced bus stop could look like in this location.



Above: Existing conditions near Walmart on Cicero Avenue  
 Below: Photo visualization showing potential bus stop enhancements along Cicero Avenue

FIGURE 1.19: PHOTO VISUALIZATION OF WALMART BUS STOP IMPROVEMENTS



### Tier 3 Bus Stops

Tier 3 bus stops encompass the remainder of bus stops in Cicero and typically have fewer than 50 boardings and alightings during a typical weekday. The following amenities should be installed at Tier 3 bus stops:

1. Bus stop sign
2. Bench



Above: Existing conditions at Cicero Avenue & 24th Place

Below: Photo visualization showing potential enhancements to the bus turn-out area at Cicero Avenue & 24th Place



FIGURE 1.20: PHOTO VISUALIZATION OF CICERO AVENUE BUS TURN-AROUND AREA

FIGURE 1.21: BUS TURN-AROUND CONCEPT PLAN



### Cicero Avenue Corridor

The Cicero Avenue Corridor has narrower sidewalks than Cermak Road, so implementation should be focused on improving pedestrian comfort and safety while walking along Cicero Avenue and crossings at signalized intersections. Sidewalks are in good condition but walking environment along Cicero is uncomfortable.

#### Access Management Policy

The development concepts prepared along Cicero Avenue attempt to eliminate the number of interruptions to pedestrian traffic in the form of driveways and curb cuts along Cicero Avenue. Due to the well established roadway grid, many of the business along Cicero Avenue have frontage on cross streets, which reduce the need for driveways directly onto Cicero Avenue.

The Town should develop an access management policy whereby any parcel that is adjacent to two roadways is provided a single access point on the lesser of two roadways. The policy also should provide flexibility to allow the use of alleys where feasible. Over time, this will result in fewer driveways fronting directly on Cicero Avenue, which will support a more walkable environment.

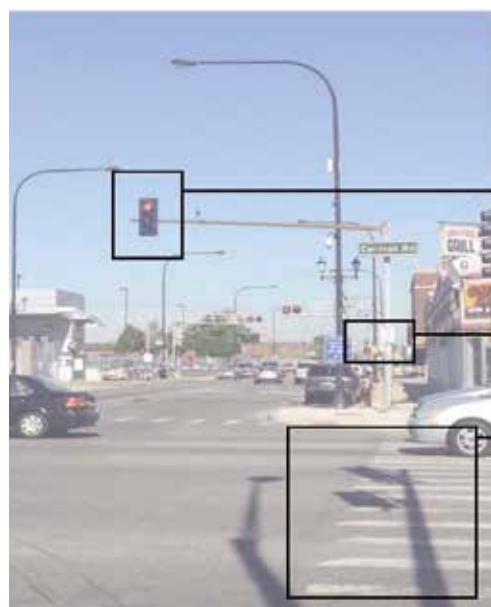
### High Visibility Crossings

Pedestrian crossings should be clearly marked along Cicero Avenue at signalized intersections. High visibility crosswalks are recommended in areas with high levels of pedestrian and motorist activity, or where improved visibility is desired.

### Pedestrian Signals

Due to high levels of pedestrian activity in Cicero, every single signalized intersection within Cicero should be outfitted with pedestrian signals that provide a walk signal during every cycle. Pedestrians should not be required to press the crosswalk button at any location. Pedestrian signals should include countdown timers that display the amount of crossing time in seconds.

FIGURE 1.22: PEDESTRIAN SAFETY IMPROVEMENTS



Eliminate "yellow trap" during train signal preemption at Cermak Road and Cicero Avenue, and Cermak Road at 54th Avenue.

Install pedestrian signal heads with countdown timers.

Refresh high-visibility pavement markings.



Adjust signals to allow a "WALK" phase during every signal cycle. Remove push-button hardware and signs.

High visibility crosswalks and pedestrian signal timers are recommended as safety improvements for intersections



## Cermak Road Corridor

The Cermak Road Corridor is the primary commercial core of Cicero. This is where the majority of walkable, neighborhood commercial and retail land uses are concentrated. Improvements along this corridor should increase pedestrian comfort and safety and provide additional space for transit customers and bicyclists.

### *Continuous, Straight-Line Paths*

The pedestrian environment should be as clear and predictable as the roadway which encourages straight-line pathways for pedestrians. Development concepts provided earlier in this plan, show reconfigured sidewalks that provide room for additional infrastructure including trees, benches, landscaping, while providing adequate room for pedestrians.

### *Pedestrian Crosswalk Improvements*

Pedestrians should be provided with a walk phase during every signal cycle and push buttons should be eliminated along Cermak Road. Pedestrian signals should include countdown timers that indicate the amount of crossing time in seconds. Pedestrian refuge islands should be installed along Cermak Road to facilitate pedestrian crossings at unsignalized intersections. Development concepts provided earlier in this plan, show a wider median in some locations along Cermak Road where pedestrian refuge islands should be installed.

### *Reduce Traffic Signal Confusion at Cicero Avenue and Cermak Road*

When CTA Pink Line trains approach the Cicero Avenue station, the traffic signal at Cicero Avenue and Cermak Road changes in order to clear the intersection of traffic. The north-south pedestrian crossing phase is shortened and the signal for northbound and southbound traffic turns red. During peak periods, northbound and southbound traffic often were observed creating backups through the

intersection that block east-west traffic on Cermak Road. Additionally, southbound traffic attempting to clear the intersection is given a longer green light than northbound left-turning traffic, creating a conflict referred to as a “yellow trap. For northbound motorists, a “left-turn on green arrow only” should be implemented at the intersection to eliminate this conflict.

## Bicycle Plan

Level of traffic stress revealed that Cicero Avenue and Cermak Road are both stressful roadways in their current condition for bicycling. During visits to the study area to collect observations, bicyclists were observed traveling along the sidewalks on Cicero Avenue and Cermak Road at various times of day, this confirmed that bicyclists currently endure high stress roadways due to a lack of alternative routes or facilities. In addition, community members have recommended that the Town should encourage bicycling through the installation of bicycle facilities.

The Town should prepare a bicycle plan that identifies corridors for improvement for bicycling. Regional bike maps, including the City of Chicago and Active Transportation Alliance Chicago Bike Map identify several corridors as preferred bike routes. This includes 16th Street, 26th Street, and Laramie Avenue. Cermak Road was identified by the Steering Committee as a corridor in need of bicycle facilities, as well.

A design concept for Cermak Road shown earlier in this plan, illustrates how a bike lane could be incorporated in the public right-of-way adjacent to parking. A buffer is needed along the portion of the bike lane adjacent to on-street parking to mitigate potential conflicts between bicyclists and motorists.

Rear-in angle parking is recommended along Cermak Road for improved overall visibility. This has the added benefit of mitigating potential conflicts between motorists and bicyclists.

## CHARACTER & IDENTITY ENHANCEMENTS

As previously mentioned, the appearance of this area needs to convey a story to residents and visitors about the quality of life and opportunities that exist in Cicero. There are several places where this message can be strengthened to better establish the character and identity of both Cicero and the Transit Area.

### CERMAK ROAD STREETScape

Cermak Road is important as a major roadway through the community. It is also the front door to many local businesses, the Town Hall, the Town Library and other key institutions. The character of the road is dated and needs to be addressed. The visual preference study conducted during the analysis phase of this project identified that the east portion of the road are the least attractive, due in part to the lack of pedestrian amenities, existing benches and trash receptacles that are dated or in disrepair and minimal landscape. The concepts presented in Figures 1.23 through 1.26 identify potential enhancements that would enhance the character of the roadway and improve the pedestrian environment.

Both concepts introduce the idea of back-in angle parking to allow for the integration of a bike lane along Cermak. As mentioned in the Transportation Improvements, this reduces potential conflicts between motorists and bicyclists. While not common in the Chicago area, the practice is being used successfully elsewhere in the country. The movement for backing into a space is easier than parallel parking, and allows bicyclists and other motorists to be aware of the movement through the use of brake and reverse lights on the car. The real advantage occurs when a car is going to pull out from the space, as the location of the driver is immediately adjacent to the on-coming bicycle and vehicular lanes, allowing for significantly increased visibility along with improved safety. Bicycle lanes could not be safely incorporated into Cermak Road with traditional angle parking.

The long-term challenges for Cermak Road are due to the length of the roadway and the width of the right-of-way, the road represents a significant amount of surface area. The cost of replacements and overall maintenance and upkeep will be significant and should be factored into design decisions for the road. Both concepts shown favor simple scored concrete sidewalks over more costly materials such as brick pavers. Additionally, landscape should be selected for hardiness and low maintenance instead of showy plant materials that require irrigation and continued maintenance.

The two concepts for streetscape along Cermak Road include enhanced crosswalks, increased landscape, improved lighting and signage, bus stop enhancements and other pedestrian-friendly amenities, many of which have been detailed previously in this report.



*Existing conditions along Cermak Road, east of Cicero Avenue*

### Concept A

Concept A features larger landscape areas with native plantings. These planted areas could be designed to collect and detain stormwater run-off to reduce the impacts on local storm sewers. This concept has fewer formal seating opportunities, but does integrate seatwalls into the edges of the planting beds at key corners and other important areas.



Above: Existing streetscape conditions on Cermak Road  
Below: Photo visualization showing potential Cermak Road streetscape improvements (Concept A)

FIGURE 1.23: PHOTO VISUALIZATION OF CERMAK ROAD STREETScape IMPROVEMENTS – CONCEPT A



- A** IMPROVED LIGHTING AND SIGNAGE
- B** STREET TREES AND PLANT BEDS
- C** TRANSIT SHELTER IMPROVEMENTS
- D** ARTFUL BIKE STORAGE AND PARKING LOT SCREENING
- E** ROADWAY IMPROVEMENTS



FIGURE 1.24: CERMAK ROAD STREETScape IMPROVEMENTS – CONCEPT A



- A** IMPROVED LIGHTING AND SIGNAGE
- C** TRANSIT SHELTER IMPROVEMENTS
- E** ANGLED PARKING & BIKE LANE
- B** STREET TREES AND PLANT BEDS
- D** ARTFUL BIKE STORAGE AND PARKING LOT SCREENING



### Concept B

Concept B features smaller, more formal landscape areas with increased seating opportunities through formal benches or outdoor dining areas. Sustainable stormwater management practices could be incorporated into the landscape portions of concept as well. Additionally, permeable paving could be considered for either concept.



Above: Existing streetscape conditions on Cermak Road  
Below: Photo visualization showing potential Cermak Road streetscape improvements (Concept B)

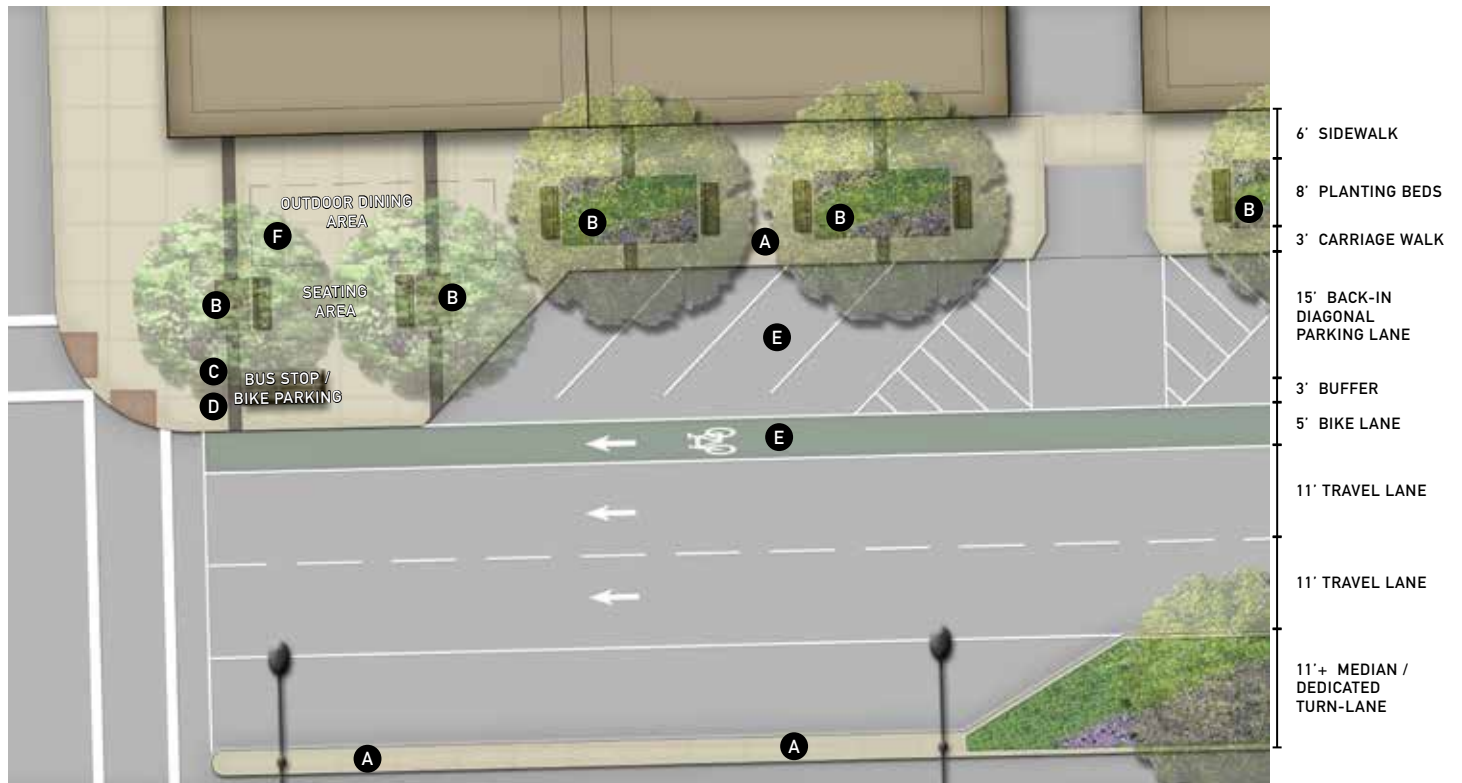
FIGURE 1.25: PHOTO VISUALIZATION OF CERMAK ROAD STREETScape IMPROVEMENTS – CONCEPT B



- |  |  |                               |
|--|--|-------------------------------|
| <b>A</b> IMPROVED LIGHTING AND SIGNAGE | <b>C</b> TRANSIT SHELTER IMPROVEMENTS                  | <b>E</b> ROADWAY IMPROVEMENTS |
| <b>B</b> STREET PLANTING AND FURNITURE | <b>D</b> ARTFUL BIKE STORAGE AND PARKING LOT SCREENING | <b>F</b> OUTDOOR DINING       |



FIGURE 1.26: CERMAK ROAD STREETScape IMPROVEMENTS – CONCEPT B



- A** IMPROVED LIGHTING AND SIGNAGE
- C** TRANSIT SHELTER IMPROVEMENTS
- E** ANGLED PARKING & BIKE LANE
- B** STREET PLANTING AND FURNITURE
- D** ARTFUL BIKE STORAGE AND PARKING LOT SCREENING
- F** OUTDOOR DINING





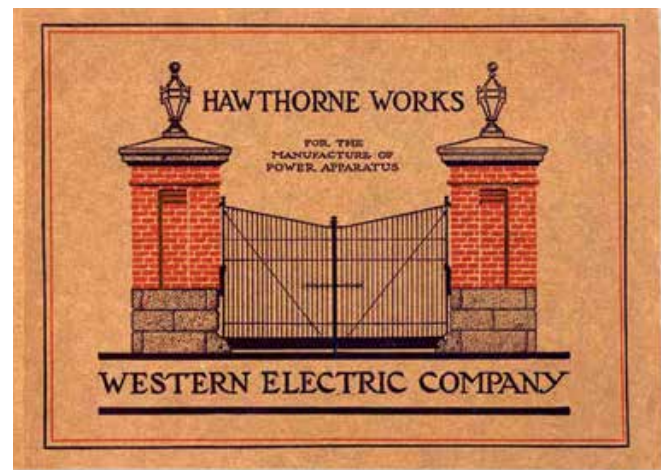
## GATEWAY & IDENTITY SIGNAGE

In addition to streetscape enhancements, gateway and identity signage would help enhance the character of the Town within the Transit Area as well as the whole community. The existing signs in the community are in disrepair and are difficult to read. New signs should be part of a unified sign design that uses high quality, durable materials and should be appropriately sized and placed for visibility and readability.

The plan shows two separate concepts for gateway signs. Both concepts show a vertical sign for narrower sites and a lower, horizontal monument sign for locations where there is additional area. Two different styles have been shown within the two concepts to provide a starting point for future design development. A coordinated wayfinding and signage master plan process should be considered as a future implementation step. This process would evaluate the design, location and information appropriate for a range of different sign types within the community, including gateway and identity signs. The output would be a master plan that could be implemented in phases over several years.

## Concept A

This concept is a more traditional design, but one still linked to the character of the community. The concept draws inspiration from the design of gateway features for the Hawthorne Works site, including the use of brick and the lantern feature at the top of the piers.



*An advertisement for the Hawthorne Works Site*

FIGURE 1.27: GATEWAY SIGNAGE – CONCEPT A



Concept B

This concept provides a more contemporary design that could be coordinated with the materials and style of the Town Hall building.



Cicero Town Hall



Contemporary sign example in Ferndale, Michigan

FIGURE 1.28: GATEWAY SIGNAGE – CONCEPT B



## SECTION 2: IMPLEMENTATION

### OVERVIEW

This Implementation Strategy outlines and describes key initiatives and catalytic projects, policy changes, public-private partnerships and other important action items necessary for achieving the planning principles and objectives set forth in the Cicero Connections Transit Area Implementation Plan. In essence, the Strategy provides the blueprint for community action and involvement in moving fundamental revitalization initiatives forward and in building momentum for more significant reinvestment and positive change in the future. In addition, the Strategy should also serve as the primary reference guide on Plan implementation for the Town and its partner organizations, including stakeholder groups and interested parties; such as business owners, community organizations, developers and investors and local residents.

Due to the current state of the economy at the time of preparing this Plan vision, redevelopment is anticipated to occur over the next 10 to 20 years. During this time horizon, redevelopment is likely to occur based on one or more of the following approaches:

- Incremental site-specific redevelopment by individual property owners that either redevelop or sell to developers or businesses that then develop the sites.
- Redevelopment initiated by a group of property owners in partnership with a master developer.
- Redevelopment initiated on larger consolidated sites by a master developer that assembles properties.
- Strategic public acquisition of key properties in order to package a land assemblage for solicitation of a master developer to redevelop the properties.

The four options noted reflect various levels of public involvement and investment. Complexities inherent in infill redevelopment typically require higher levels of public involvement, especially associated with land acquisition, bridging of financial gaps and “setting the stage” with public infrastructure and facilities.

The Town could initially limit its involvement in the redevelopment process to active marketing of the Plan to the business and development communities and create the appropriate regulatory framework necessary to spur investment by revising its development codes.

However, it is likely the Town will have to play a more active role to further redevelopment and achieve the Plan vision.

This may involve strategic property acquisition and forming public-private partnerships for catalytic projects that would generate momentum and have more positive financial and fiscal results.



## COMMUNICATION AND COORDINATION

Key participants in the implementation of the Transit Area Plan must include the following entities:

### *TOWN OF CICERO*

The Town will play an integral leadership role in implementing the Plan. The Town's continued active participation in promoting, coordinating and facilitating public improvements and redevelopment within the Study Area will be critical for successful implementation. The Town will also need to provide or identify technical and financial resources. Key roles and responsibilities will include:

- Ensure that ordinances that govern development, including zoning, building codes, infrastructure and design standards support the redevelopment proposed in the Plan.
- Coordinate with other public agencies, property owners and developers to ensure that future development conforms to the Plan.
- Actively engage with local developers and issue Requests for Proposals for potential redevelopment, as necessary.
- Administer technical and other assistance to businesses, property owners and developers.
- Assist with relocation of existing businesses, where appropriate, to other suitable locations within the Town to allow for redevelopment of key sites.
- Assemble sites for new development where necessary.
- Initiate more detailed studies and plans for local transportation, public open space and infrastructure improvements.
- Seek out grants and funding sources for public improvements and property consolidations.
- Open regular communication/coordination channels with local businesses and property owners.

### *COMMUNITY ORGANIZATIONS*

A number of community organizations play important roles in business promotion, attraction and retention in Cicero. The Town should maintain regular communication with these organizations to ensure efforts for many Plan initiatives are distributed to the correct organization and are not being duplicated.

## TRANSPORTATION AGENCIES

Public transportation agencies that will be involved in implementing the Plan may include:

### RTA/CTA/Metra/Pace

The Town should *continue to coordinate more detailed development plans and Plan initiatives with transit agencies on the placement, access and configuration of potential transit service amenities and support facilities within Transit Area*, such as parking, bus shelters, bike racks and facilities and access.

The RTA currently provides implementation assistance to communities that have completed transit-oriented development plans. They can help identify grant funding sources, assist with coordination with CTA, Metra and Pace and also provide funding through their Community Planning program to fund TOD zoning updates and organize developer panels with the Urban Land Institute.

### Union Pacific Railroad

The Village should *continue to maintain an on-going dialogue with Union Pacific Railroad* to maintain and improve parking and access near the existing train station site, as well as to evaluate and maintain safe and efficient track crossings at key Village intersections.

### Illinois Department of Transportation

The Village should *communicate proposed roadway, streetscape and intersection improvements as shown in the Plan*, such as new bump outs, pedestrian crossing/crosswalk changes, potential median enhancements, parallel parking additions, signalization changes and geometric intersection modifications with IDOT. Cermak Road and Cicero Avenue are roadways under IDOT jurisdiction.

## PRIVATE SECTOR

Developers, property owners, local businesses and financial institutions will play a key role in the phased implementation of the Plan and redevelopment of Transit Area:

### Private Developers

The Town should *take an active role in attracting mixed-use, residential and commercial developers to Transit Area*, particularly for the key larger target sites following the goals and objectives of the Plan. Town staff and the consultant team have already engaged many local developers regarding many of the opportunity sites as depicted and described in the Plan. This communication and should be on-going.

### Local Business and Property Owners

The Town should establish a regular communication forum and outreach program for assisting both existing and potential business and property owners within Downtown to determine their development needs. This program, called *the Entrepreneur's Cafe*, should be maintained and used as a forum to provide updates on the status of the Implementation Plan initiatives.

### Financial Institutions

With Town support in achieving the Plan vision, local lenders can assist and facilitate redevelopment by providing preferred financing options for projects within Transit Area. The Town should *initiate conversations with local bank lenders to evaluate what options are available for financing assistance* for new and existing property redevelopment or enhancement.

### PRIORITY ACTIONS AND PROJECTS

An important early step toward Plan implementation should be the identification of achievable priority actions and catalytic projects. An outline of priority actions and projects has been organized into a framework matrix to serve as a checklist and can be found at the end of this section. Zoning code changes are an example of an extremely valuable, low cost priority item that can be implemented in an early time horizon and set the stage for future redevelopment and reinvestment.

Once this framework has been established, the Town can focus on strategically implementing priority or catalytic projects. These are projects which include the opportunity sites that are expected to create the most vitality, investment and redevelopment in the area because of their high visibility, strategic locations and large sizes. Additionally, the implementation of these projects would begin to address optimal land use and development opportunities as envisioned in the Plan.

### PRIORITY OPPORTUNITY SITES

The Town, in partnership with other entities, will need to work to initiate the redevelopment of the key opportunity sites in the study area. Each site may necessitate a slightly different approach to its redevelopment depending on the site, existing buildings, developer interest, ownership of property and available financial resources and incentives.

Many other variables affect the ability and timing of these projects to move forward. These include, at a minimum, ability to acquire parcels, public-private partnerships and financing and leadership change or turnover. *This Plan, like all plans must be evaluated regularly and updated as necessary to meet the ever-changing dynamics of community character and sentiment, leadership changes and market forces.*



## TRANSIT IMPROVEMENT PROJECTS

### CTA Station Improvements

The Town of Cicero should work with CTA, Metra, and RTA to implement station improvements. Since the stations are under the jurisdiction of CTA and Metra, Cicero should work with each agency and the RTA to apply for grants that are available to support and encourage transit ridership as well as reduce automobile dependence. Funding sources include transportation enhancement (TE) funds, Congestion Mitigation Air Quality (CMAQ) funds, or tax increment financing (TIF) funds.

### Bus Stop Improvements

Bus stop signs and next bus information signs typically are under the jurisdiction of CTA and Pace. The Town should work with RTA, CTA, and Pace for installation of these items in accordance with the bus stop hierarchy. The RTA Interagency Design Manual provides guidance for installation of transit and directional signage for areas where CTA, Pace, and Metra service overlap. The Town should work with RTA to identify a timeline for these improvements.

Shelters and trash bins should be provided by the municipality. These can be provided through special service area (SSA) funding, local funds, or TIF funds. Larger shelters provide an opportunity for the Town of Cicero to offset the cost through advertising for local businesses.

### Traffic Signal Improvements

All traffic signals in the study area are under the jurisdiction of the Illinois Department of Transportation (IDOT). The Town should work with IDOT to identify a timeline for signal improvements. Pedestrian signals that include countdown timers should be compatible with existing traffic signal hardware, as push buttons were installed recently along Cermak Road. Push buttons should be removed in favor of providing a walk signal during every phase.

### Pedestrian Crosswalk Pavement Markings

For roadways under the jurisdiction of IDOT, the Town should work with IDOT to identify a timeframe for installation. Local roadways under the jurisdiction of the Town of Cicero should be installed concurrent with the Town's roadway restriping schedule. This includes the Metra station entrance at 25th Place and 49th Avenue.

## ZONING CODE & DEVELOPMENT ORDINANCE CHANGES

As identified in the State of the Area report, there are several opportunities to modify zoning districts or classifications within the Study Area to better align the zoning with desired development outcomes. Recommendations for modifications to zoning are addressed by location below:

### Cermak Road

The State of the Area report discusses how the R-4 district is used in several locations along Cermak Road, and as R-4 does not restrict first floor residential uses, this could create issues in the future. This is very apparent on at the northwest corner of Cermak and Cicero Avenue where it is critical there is an active first floor use to support a pedestrian friendly environment. Moving forward, it is recommended that all properties zoned R-4 along Cermak be rezoned to C-2 to create a consistent environment along the corridor.

An alternate approach would be to create a specific zoning district for Cermak or an overlay district to provide more specificity and guidance for this important corridor. The current C-2 zoning appears to provide significant allowances for development. However, additional guidance would be beneficial to ensure that the appropriate form and character is achieved. This could be similar to the Form Based approach that was implemented along Roosevelt Road.

### 47th Avenue Sites

The concept plans present two alternate scenarios for the collection of single-family lots east of 47th Avenue between 19th Street and the CTA Train Line. One concept is for a senior housing development and the other is for warehouse manufacturing. The challenge is that the existing conditions are single-family lots that are zoned M-2 Light Manufacturing. While single-family residences are permitted in M-2, senior housing is not. Additionally, the M-2 district has a broad list of fairly intensive permitted uses, many of which could create land use conflicts if located next to a senior housing development.

The best approach to the zoning of this site, given the uncertainty in the market, would be to acknowledge that this site will likely require rezoning or a Planned Development approach once a development has been proposed. Additionally, the adjacent sites that are currently residential in use should be evaluated during the Town's Comprehensive Planning process. While M-2 zoning allows for a wide variety of uses, it has the potential to create land use conflicts on adjacent properties.

### Metra Station Sites

The properties immediately adjacent to the Metra Station encompass several different zoning designations, including M-1 (Wholesale & Warehouse), R-3 (Residential Commercial) and C-2 (Central Commercial). The land use goals for this area, as identified in the Cicero Connections process, are for Transit-Oriented Development with mostly residential and some support commercial uses.

The maximum building height of 35 feet in the R-3 zoning does not support the goals of the concept plan, as additional height may be required to achieve the transit-supportive densities desired near a train station. Additionally, R-3 zoning requires small street setbacks that may detract from the transit-oriented character desired.

It is recommended that these sites be rezoned to R-4 (Apartment - Commercial), which would provide for a development character more consistent with the preferred concept. R-4 zoning allows, but does not require, first floor commercial uses. The district's more generous height allowance and lack of setbacks will create the opportunity for a more urban and walkable development. The maximum height of 140 feet may provide too much flexibility, especially on the west end of this development site, as it transitions back into a typical residential neighborhood. One option would be to allow the western portions to remain R-3 and rezone only the eastern portions that are closer to Cicero Avenue. Another alternative would be to create an overlay district for this special site that would provide a refined approach to height, as well as some guidance on form and character.

### Stormwater Management

The Metropolitan Water Reclamation District (MWRD) recently made major changes to how they address on-site stormwater requirements. While this does not directly impact the zoning for these sites, it will need to be factored into consideration for all future redevelopment. As many of the zoning designations have no maximum lot coverage, future development may rely more on underground stormwater detention to maximize development. Additional efforts by the Town to provide assistance for stormwater management may help unlock additional development potential of key sites with the Town.

### DESIGN GUIDELINES

In conjunction with a change in Downtown zoning, the Village should *consider developing a detailed set of Station Area Design Guidelines*. A Design Guidelines document would focus more on the core of Cicero and would build from the character, materials and aesthetic that has already been established.

Prior to considering development proposals, the Town should *define key elements of the design of the public realm or streetscape to provide a blueprint that articulates standards for development*. The Town should undertake a more thorough, detailed examination of key urban design elements for the guidelines such as street, building, parking, site, landscape, streetscape and signage design. These guidelines would not only encourage higher quality, "context sensitive" projects, but would help facilitate a streamlined, predictable review process for all development and reinvestment within Transit Area.



### *STREETSCAPE DESIGN*

As discussed and illustrated earlier in the Plan, a key goal of the Implementation Plan is the improvement of the character of Cermak Road.

This unique streetscape design would elevate the character of this roadway and enhance the pedestrian friendly environment. A comprehensive, detailed streetscape design plan and implementation strategy/program should be undertaken that provides a holistic vision for enhancing this key corridor. A streetscape program should include conceptual and detailed design, cost estimates and prioritization of projects based on capital improvement budgets, new infill development and acquisition of funding or grants. The implementation of one or more of these key streetscapes features could be considered a catalytic project that jump starts other Plan initiatives.

### *TOWN WAYFINDING + SIGNAGE DESIGN PROGRAM*

As part of or a separate task from a streetscape program, a visually attractive and clear community-wide wayfinding and signage system incorporating a recognizable should be implemented especially along key corridors such as Cermak Road and Cicero Avenue, and at key entry points into the community. This program, aimed at directing motorists, visitors, pedestrians and bicyclists around the Town and to key destinations, can be easily phased over time.

Several ideas for how a gateway feature could look were described previously in the Plan vision section. A strong wayfinding system could build upon the character established by a gateway feature and should address the following signage types:

- Key Destination Directional Signs
- Public Parking Directional Signs
- Informational Kiosks/Maps
- Regulatory Signage
- Bike Route Directional Signs
- Seasonal Banners
- Street Signs

## POTENTIAL FUNDING SOURCES

As noted, many of the recommended improvements and projects may require financial assistance to be implemented. Where possible, local, state and federal funding sources should be used to leverage private sector dollars. The following are key financing tools, programs, and potential funding sources to be considered:

### LOCAL FUNDING SOURCES

#### Capital Improvement Plan

Probably the most common means the Town can use to tackle public improvements is to fold these projects into the regularly evaluated and updated Capital Improvement Planning and Programming. Capital improvement funding could be used to support various projects outlined in the Plan, including:

- Road and Street Improvements
- Pedestrian Safety Enhancements
- Streetscape Implementation
- Parks and Plazas
- Public Parking Improvements
- Signage and Wayfinding Programs
- Public Building Interior and Exterior Improvements

Recognizing that public budgets are shrinking, and therefore limited in the current economy, the Town should *investigate shared improvements and funding opportunities with other taxing bodies or public/private partnerships.*

#### General Revenue Bonds

Depending upon the Town's bond rating and current bond/debt load and retirement, the Village may investigate the ability of long-term bonds for specific portions of the Plan in order to jump start redevelopment activities. *Bonding for public infrastructure, open space or streetscape improvements, site acquisition, clearing or remediation are some of the key catalytic components of the Plan that should be considered.* The Village should consult their finance expertise to evaluate these opportunities.

#### Property Tax Abatement

Another option for the Village to consider to spur redevelopment, particularly for the privately held redevelopment sites, is the use of property tax abatement. In order to entice new retail and commercial development or redevelopment, the Town could *structure a reasonable property tax abatement program tied to those key development opportunities.*

The tax advantage may be justified in the additional redevelopment costs necessary to develop within the Town as opposed to the other "more greenfield" commercial developments in surrounding communities. This structure may provide a competitive advantage to Cicero from competing interests in neighboring downtowns and surrounding regional malls and retail centers.

### Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a program that allocates future increases in property taxes from a designated area to pay for improvements only within that area. The Town has a history of utilizing TIF and has the ability to make public improvements to meet some goals of the Plan. Currently, the majority of the sites fall within one of the Town's TIF districts.

Under TIF, the increases in taxes from new development and redevelopment of existing structures, or increases in taxes due to equalization or rate changes are all allocated to the Town. The other districts continue to share the taxes that were being paid prior to creation of the district. All properties in the district are assessed in the same manner as all other properties and are taxed at the same rate. TIF is not an increase in taxes; it is only a re-allocation of how they are used. Increases in property taxes are due to reassessment and rate increases, not TIF.

There are three general categories of activities that may be supported by tax increment funds:

- Public Improvements
- Development/Redevelopment/Rehabilitation
- Administrative Support and Financing

TIF is one of the few funding mechanisms available to local governments and has proven to be very effective in spurring redevelopment and public improvements within communities.

### Special Service Areas (SSA)

An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements within a designated geographic boundary. Funding is obtained through an additional property tax levied on properties within the designated boundary. An SSA can provide support services (i.e., maintenance of public improvements), infrastructure upgrades and/or land and building improvements (generally exterior).

To establish an SSA, a majority of the property owners and registered voters within the proposed boundary must not object to the additional taxation required to fund programs and services. An SSA may be particularly suited to maintaining infrastructure improvements and providing additional marketing and other special services in a specific area, such as a corridor. An SSA can provide a tailored set of services and/or infrastructure upgrades that provide concrete benefits to its property owners.

The common services and activities provided by SSAs are:

- Infrastructure Improvements
- Land and Building Improvements
- Support Services



## TRANSPORTATION FUNDING SOURCES

Under restructuring of the new federal transportation bill, MAP-21, a new program was created called Transportation Alternatives that encompasses both the Transportation Enhancement and Safe Routes to School. Any program listed is subject to change or elimination.

### Illinois Transportation Enhancement Program (ITEP)

The goal of ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.

Under ITEP, the Illinois Department of Transportation (IDOT) works jointly with other state agencies, local governments, interest groups and citizens in enhancing the transportation system and building more livable communities. The enhancement program allows the opportunity for the public to become directly involved in transportation projects. Public participation is encouraged throughout the entire program planning, development and implementation process.

For more information:

<http://www.dot.state.il.us/opp/pdf/2013%20New%20Guidelines-May%2017.pdf>

### Transportation Alternatives Program (TAP)

The Transportation Alternatives Program was created by consolidating the Transportation Enhancements, Safe Routes to School and Recreational Trails programs. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The Chicago Metropolitan Agency for Planning (CMAP) administers the TAP program for the Chicago region.

For more information:

<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program finances projects that will contribute to improving air quality and reducing congestion in regions that do not meet federal air quality standards. It is apportioned to states on a formula basis. The Chicago Metropolitan Agency for Planning (CMAP) CMAQ Project Selection Committee recommends a proposed program to be implemented from among the submitted proposals. The committee retains the prerogative to select the best projects in each year. The CMAP MPO Policy Committee programs the region's CMAQ funds. The four criteria for ranking projects are: reduction in nitrogen oxides; reduction in vehicle miles of travel; trips eliminated; and reduction in volatile organic compounds.

The RTA is currently accepting applications from communities that have completed studies through the Community Planning program for small scale transit access capital projects through its Access to Transit Improvement Program. Successful applications will be bundled together as one application for the FY 2016-2020 CMAQ program. If successful, the RTA may continue the program for future rounds of CMAQ funding.

For more information:

<http://www.fhwa.dot.gov/environment/airquality/cmaq/>

### OPEN SPACE FUNDING SOURCES

#### Open Space and Land Acquisition and Development Program (OSLAD)

The Open Space and Land Acquisition and Development Program (OSLAD) provides grants to local municipalities for the acquisition and development of land for open space, parks and bike paths. Funding assistance is awarded on a 50 percent matching basis with grant awards up to \$750,000 for land acquisition and \$400,000 for development and renovation initiatives. The Illinois Department of Natural Resources administers the program.

For more information:

<http://www.dnr.state.il.us/ocd/newoslad1.htm>

#### Land & Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is a federally funded program which also supports a 50% matching basis. Both grants look at park and open space initiatives that provide for a variety of community open space and recreation needs with an eye towards Best Management Practices and sustainability.

For more information: <http://www.nps.gov/lwcf/>

## KEY TRANSIT AREA INITIATIVES

Once the Plan is approved, key implementation strategies and actions have been outlined in the following charts, including:

- Initiative/Project/Programs
- Priority
- Responsible Parties
- Implementation Tools/Funding Sources
- Actions/Key Tasks
- Cost Level
- General Timeline

## PRIORITY PROJECT TIMELINE

### NEAR TERM

#### 0–2 YEARS: IMMEDIATE EFFORTS

- Identify and Pursue Grants/Funding Sources
- Zoning Code Changes
- Station Improvements
- Bus Stop Improvements
- Traffic Signal Improvements
- Crosswalk Improvements
- Develop Design Guidelines
- Wayfinding and Signage Program
- Cicero Avenue Bus Turnaround Improvements

#### 2–5 YEARS: MID-TERM EFFORTS

- Cermak Road Streetscape
- Pink Line Cicero Avenue Sites Redevelopment
- Walgreens Site Redevelopment

### LONG TERM

#### 5–10 YEARS: LONG-TERM EFFORTS

- Metra Station Sites Redevelopment
- 32nd St. & Cicero Avenue Sites Redevelopment
- Cermak - 54th to Laramie Redevelopment
- 47th Avenue Sites Redevelopment
- Shopping Center Outlots Redevelopment



## CICERO CONNECTIONS - TRANSIT AREA IMPLEMENTATION PLAN

### PRIORITY ACTION TASKS

Initiative / Project / Program	Priority	Responsible Parties	Implementation Tools / Funding Sources
Identify and Pursue Grants/Funding Sources for all priority action plans and initiatives	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Consultants</li> <li>• Town Board</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> </ul>
Zoning Code Changes	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Planning Commission/Zoning Board of Appeals</li> <li>• Town Board</li> <li>• Planning/Zoning Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• Grants</li> <li>• RTA / CMAP</li> </ul>
Station Improvements	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• RTA/CTA/Metra</li> <li>• Transportation Planning/Engineering Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• TE, CMAQ &amp; Other Grants</li> <li>• TIF</li> </ul>
Bus Stop Improvements	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• RTA/CTA/Pace</li> <li>• Metra</li> <li>• Private land owners</li> <li>• Transportation Planning/Engineering Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• CTA/Pace Funds</li> <li>• Village Funds</li> <li>• TE, CMAQ &amp; Other Grants</li> <li>• SSA</li> <li>• TIF</li> </ul>
Traffic Signal Improvements	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• IDOT</li> <li>• Transportation Planning/Engineering Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• IDOT</li> </ul>
54th and Cermak Site	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owner</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> </ul>
Metra Station Sites	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owners</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> <li>• General Revenue Bonds</li> </ul>
32nd Street & Cicero Avenue Sites	HIGH	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owner</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> <li>• General Revenue Bonds</li> </ul>
Crosswalk Improvements	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• IDOT</li> <li>• Transportation Planning/Engineering Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• IDOT</li> </ul>
Develop Design Guidelines	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Planning Commission/Zoning Board of Appeals</li> <li>• Planning Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• TIF</li> <li>• SSA</li> <li>• Other Grants</li> </ul>

LEGEND: TIF: Tax Increment Financing TAP: Transportation Alternatives Program ITEP: Illinois Transportation Enhancement			
SSA: Special Service Area TE: Transportation Enhancement CMAQ: Congestion Mitigation Grant			
\$\$\$ > \$500,000 \$\$ \$100,000 - \$500,000 \$ < \$100,000			
Initiative / Project / Program	Actions/Key Tasks	Cost Level	General Timeline
Identify and Pursue Grants/Funding Sources for all priority action plans and initiatives	<ul style="list-style-type: none"> <li>• Compile list of potential sources and due dates</li> <li>• Identify requirements for each submission</li> <li>• Identify responsible groups/parties for preparing the submission</li> </ul>	\$	0-1 years Ongoing
Zoning Code Changes	<ul style="list-style-type: none"> <li>• Redefine districts (if necessary)</li> <li>• Develop additional districts (if necessary)</li> <li>• Rezone properties where appropriate</li> </ul>	\$\$	0-1 years
Station Improvements	<ul style="list-style-type: none"> <li>• Identify funding</li> <li>• Establish priority projects</li> <li>• Create a timeline and budget for improvements</li> <li>• Design and construction</li> </ul>	\$\$	0-2 years
Bus Stop Improvements	<ul style="list-style-type: none"> <li>• Identify needed signs, shelters and amenities</li> <li>• Establish priority projects based on hierarchy</li> <li>• Coordinate with adjacent land owners on financial participation</li> <li>• Conceptual design</li> </ul>	\$\$	0-2 years
Traffic Signal Improvements	<ul style="list-style-type: none"> <li>• Coordinate with IDOT on signal improvements</li> <li>• Identify priority projects</li> <li>• Design and implementation</li> </ul>	\$	0-2 years
54th and Cermak Site	<ul style="list-style-type: none"> <li>• Initiate discussions with property owner</li> <li>• Consider parking study to evaluate feasibility of parking structure</li> <li>• Identify potential gap financing options</li> </ul>	\$\$\$	0-5 years
Metra Station Sites	<ul style="list-style-type: none"> <li>• Engage in discussions with property owners</li> <li>• Consider soliciting developers through RFP process</li> <li>• Finalize building plans/permits</li> <li>• Rezoning of properties</li> <li>• Construction management</li> </ul>	\$\$\$	2-10 years
32nd Street & Cicero Avenue Sites	<ul style="list-style-type: none"> <li>• Engage in discussions with property owners</li> <li>• Work with Park District and/or private recreation providers</li> <li>• Identify funding opportunities</li> <li>• Design and permitting</li> </ul>	\$\$\$	2-10 years
Crosswalk Improvements	<ul style="list-style-type: none"> <li>• Coordinate with IDOT on timeframe</li> <li>• Identify priority projects</li> <li>• Design and implementation</li> </ul>	\$	0-2 years
Develop Design Guidelines	<ul style="list-style-type: none"> <li>• Develop detailed building, site, public realm, landscape standards</li> <li>• Coordinate with zoning amendment efforts</li> <li>• Create a working committee</li> </ul>	\$\$	0-2 years

## CICERO CONNECTIONS - TRANSIT AREA IMPLEMENTATION PLAN

### PRIORITY ACTION TASKS

Initiative / Project / Program	Priority	Responsible Parties	Implementation Tools / Funding Sources
Cermak Road Streetscape Design	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Steering Committee</li> <li>• Planning/Design/Engineering Consultants</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• ITEP</li> <li>• SSA</li> <li>• Other Grants</li> </ul>
Comprehensive Wayfinding and Signage Program	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Design Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• Town Funds</li> <li>• ITEP and Other Grants</li> <li>• SSA</li> <li>• TAP</li> <li>• TIF</li> </ul>
Cermak - 54th to Laramie	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• RTA/CTA/Pace</li> <li>• Property Owner</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TE &amp; Other Grants</li> <li>• TIF</li> <li>• Town Funds</li> <li>• General Revenue Bonds</li> </ul>
47th Avenue Sites	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owners</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> <li>• General Revenue Bonds</li> </ul>
Pink Line Cicero Avenue Sites	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owners</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> </ul>
Cicero Avenue Bus Turnaround	Medium	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• RTA/CTA</li> <li>• Design/Engineering Consultant</li> </ul>	<ul style="list-style-type: none"> <li>• CTA/Pace Funds</li> <li>• Village Funds</li> <li>• TE, CMAQ &amp; Other Grants</li> <li>• TIF</li> </ul>
Walgreens Site - Cicero and Cermak	Low	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owners</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> </ul>
Hawthorne Works Shopping Center Outlots	Low	<ul style="list-style-type: none"> <li>• Town Staff</li> <li>• Town Board</li> <li>• Property Owners</li> </ul>	<ul style="list-style-type: none"> <li>• Private Funds</li> <li>• TIF</li> <li>• Town Funds</li> </ul>

LEGEND: TIF: Tax Increment Financing TAP: Transportation Alternatives Program ITEP: Illinois Transportation Enhancement			
SSA: Special Service Area TE: Transportation Enhancement CMAQ: Congestion Mitigation Grant			
\$\$\$ > \$500,000 \$\$ \$100,000 - \$500,000 \$ < \$100,000			
Initiative / Project / Program	Actions/Key Tasks	Cost Level	General Timeline
Cermak Road Streetscape Design	<ul style="list-style-type: none"> <li>• Establish priorities based on Plan</li> <li>• Create budget estimates for priority public projects</li> <li>• Develop design plan through Steering Committee led process</li> <li>• Identify funding and coordinate phased implementation approach</li> </ul>	\$\$\$	2-5 years
Comprehensive Wayfinding and Signage Program	<ul style="list-style-type: none"> <li>• Identify funding</li> <li>• Establish scope and goals</li> <li>• Develop conceptual design</li> <li>• Coordinate phased implementation approach</li> </ul>	\$\$	0-2 years
Cermak - 54th to Laramie	<ul style="list-style-type: none"> <li>• Engage in discussions with property owners</li> <li>• Identify funding opportunities for drop-off/station enhancement</li> <li>• Rezoning of properties</li> <li>• Identify individual redevelopment and building enhancement projects</li> <li>• Design and permitting</li> </ul>	\$\$\$	2-10 years Phased
47th Avenue Sites	<ul style="list-style-type: none"> <li>• Engage in discussions with property owners</li> <li>• Consider soliciting developers through RFP process</li> <li>• Finalize building plans/permits</li> <li>• Rezoning of properties</li> <li>• Construction management</li> </ul>	\$\$\$	2-10 years
Pink Line Cicero Avenue Sites	<ul style="list-style-type: none"> <li>• Initiate discussions with property owner</li> <li>• Identify potential gap financing options</li> <li>• Design and permitting</li> </ul>	\$\$\$	0-5 years
Cicero Avenue Bus Turnaround	<ul style="list-style-type: none"> <li>• Coordinate with CTA</li> <li>• Identify funding opportunities</li> <li>• Design and permitting</li> </ul>	\$	0-2 years
Walgreens Site - Cicero and Cermak	<ul style="list-style-type: none"> <li>• Initiate discussions with property owner</li> <li>• Identify potential gap financing options</li> <li>• Design and permitting</li> </ul>	\$\$\$	0-5 years
Hawthorne Works Shopping Center Outlots	<ul style="list-style-type: none"> <li>• Initiate discussions with property owner</li> <li>• Identify potential gap financing options</li> <li>• Design and engineering of Cermak if alternate concept pursued</li> <li>• Design and permitting</li> </ul>	\$\$\$	0-10 years



## TRANSIT CUSTOMER SURVEY

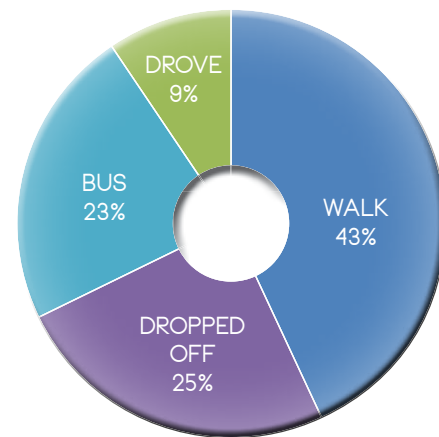
Transit customers at the CTA Pink Line Cicero Station were surveyed to collect information aimed at improving transit connections in Cicero. Transit customers were surveyed on Thursday, April 24 from 6:00 a.m. to 8:00 a.m. A total of 108 responses were collected.

### Survey Results

The survey results shown here, and on the following page, were analyzed to identify recommendations for improved transit connectivity between transit customers and CTA and Pace transit service.

1. A majority of transit customers walk to the CTA Pink Line Cicero Station, followed by those who are dropped off and those arriving by bus. A few transit customers drove and parked nearby.
2. A majority of those arriving by bus rode Route #54, followed by route #54B, and Pace route #302.
3. Most people arriving at the CTA Pink Line Cicero Station began their trip within Cicero. Chicago was next most common origin, followed by Berwyn, Midway (Chicago), and one respondent from each of the following municipalities of Riverside, LaGrange, LaGrange Park, Bolingbrook, Bedford Park, Lyons, Bridgeview, Broadview, Maywood, Summit, and Garfield Ridge.

### QUESTION 1: WHAT WAS YOUR PRIMARY MEANS TO GET TO THE STATION TODAY?

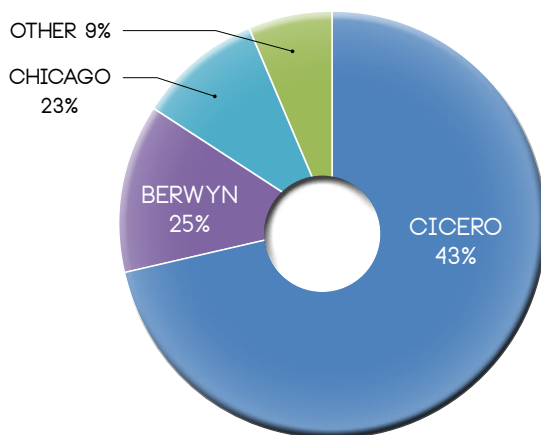


### QUESTION 2: WHICH BUS ROUTE DID YOU TAKE?

Route	Total	% (rounded)
CTA 54	8	42%
CTA 54B	4	21%
Pace 302	2	11%
CTA 21	1	5%
CTA 54A	1	5%
CTA 60, 54	1	5%
Pace 301	1	5%
Pace 379*	1	5%

\*Passenger traveled from Midway Airport via Pace Route 379.

### QUESTION 3: WHERE DID YOUR TRIP START?



4. Approximately one-fifth had no opinion on how to improve their trip. For those that did, the most commonly stated need was for an entrance at the west end of the station. Several respondents providing this answer stated that the additional walk to the entrance on the east side resulted in a longer overall trip.

#### QUESTION 4: ASIDE FROM LOWERING FARES, WHAT CAN BE DONE TO IMPROVE THE TRIP?

Response	Total	% (rounded)
Ok as is	20	22%
Another entrance on west side	17	19%
Cleaner station	11	12%
Improved bus service	8	9%
Improved train service	7	8%
Improved customer amenities	7	8%
Other	7	8%
Improved pedestrian environment	5	5%
Improved auto access & parking	3	3%
Cleaner trains	2	2%
Crowded trains	2	2%
Ventra Issues	2	2%
Cleaner buses	1	1%

#### Findings

20% of transit customers felt that adding a western station entrance would have the greatest benefit in improving transit access in Cicero. A cleaner station and improved bus service were the next most popular responses.

Some customers (12%) stated that the station could be cleaner, and mentioned in passing that the warming areas could be better protected against the wind. Those familiar with station designs elsewhere within the CTA network cited some CTA Brown Line Stations with doors separating the heated area of the station house and the platform as a desirable design.

Some customers mentioned that the alley between the Walgreens store and the station functions as an unofficial vehicle drop off location. This was observed during the survey data collection period. Some of those who mentioned this saw it as a convenience while others expressed safety concerns over the lack of separation between motorists and pedestrians.



THE TOWN OF CICERO

