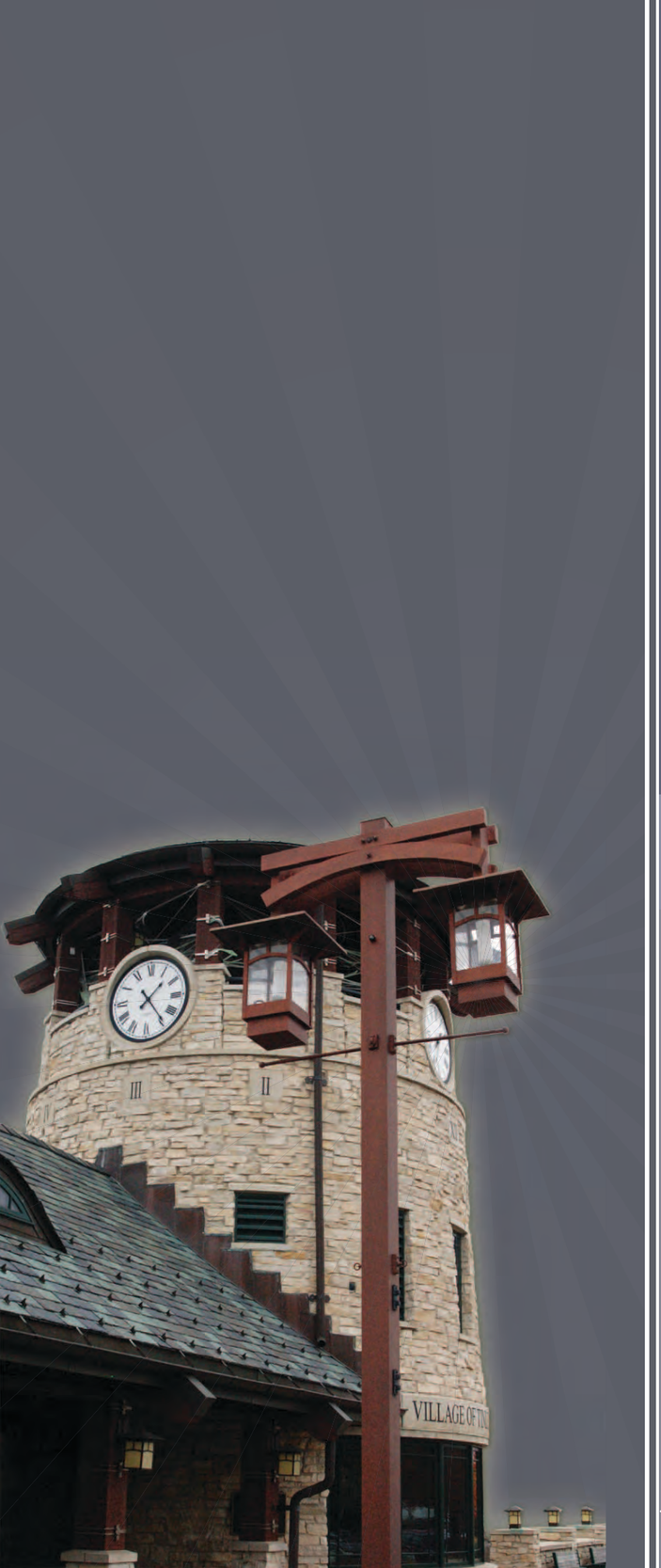

INITIATIVE FOR THE

CHICAGO SOUTHLAND TRANSIT REGION

JANUARY 2011

GreenTIMEZone CHICAGO SOUTHLAND

SSMMA SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION

LANDVISION

SouthWest Service | Rock Island District | Metra Electric District | SouthEast Service | South Shore Line

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- Village of Riverdale
- City of Harvey
- Village of Hazel Crest
- Village of East Hazel Crest
- Village of Homewood
- Village of Flossmoor
- Village of Olympia Fields
- Village of Matteson
- Village of Park Forest
- Village of Richton Park
- Village of University Park
- Village of Robbins
- Village of Midlothian
- City of Oak Forest
- Village of Tinley Park
- Village of Mokena
- Village of New Lenox
- Village of Worth
- City of Palos Heights
- Village of Palos Park
- Village of Orland Park
- Village of Manhattan
- Village of Dolton
- Village of South Holland
- Village of of Thornton
- Village of Glenwood
- City of Chicago Heights
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EXECUTIVE SUMMARY

The South Suburban Mayors and Managers Association (SSMMA) commissioned Land Vision and its consultant team to prepare a transit study involving 36 existing and 9 proposed station areas within its jurisdiction. The Chicago Southland Transit Regions Initiative is Phase 1 of a multi-phased study aimed at promoting economic development in the south suburbs by capitalizing on the region's extensive network of commuter rail lines over the next 15-20 years. In addition to promoting the region's economic potential, the study highlights the health-related, environmental, and social benefits of transit.

From a marketing standpoint, the Southland Transit Regions Initiative aims to focus on two key demographics:

- Suburban employees working in the City of Chicago's Downtown Loop and looking for more affordable and convenient transportation alternatives.
- Existing City of Chicago residents looking for more affordable and accessible housing alternatives.

As part of the planning process, a Steering Committee was established comprising of representatives from the SSMMA, CSEDC, Cook County, Regional Transportation Authority, Pace, Metra, stakeholder communities, and regional organizations. Stakeholder communities and individuals were actively involved throughout the planning process using a variety of public input techniques including one-on-one interviews with elected officials, expert panel discussions, planning workshops, and community open houses.

The existing conditions analysis consisted of a detailed identification and evaluation of the four (4) existing and one (1) proposed rail corridors and community station areas in terms of land use, physical conditions, market conditions, demographics, regulatory restrictions, and transit characteristics. One-on-one interviews were conducted with community stakeholders to solicit input regarding individual station area development and redevelopment desires, issues, and opportunities as they related to transit-oriented development within their community.

Utilizing the combined stakeholder input and compiled data, a qualitative analysis was conducted to assign each station area with a development typology and developer typology. Four (4) station area typologies were identified, each describing the character, scale, intensity, and type of development envisioned. These included:

- Multi-Use Transit Center
- Community Transit Area
- Neighborhood Transit Area
- Special Use/Employment District

Eight (8) Developer Typologies were defined and assigned to each station area, based on their individual needs and desired station area development typologies. The developer typologies help communities seek out developers in a more targeted manner, allowing them to focus on a few that truly meet their needs and desires. This process also streamlines the development process, allowing developers to identify opportunities which may fit their expertise and experience.

Moving towards implementation, the Development Process Guidelines section provides a framework for successful phasing and implementation of station area development. The section includes strategies to streamline the development process, tools and techniques to attract investment, and methods to achieve greater public-private partnership. Most importantly, there is a discussion on the need to build capacity in municipalities in order for them to be able to successfully pursue economic development strategies. This section will be further elaborated upon as part of a separate Phase 2 study.

Finally, the Chicago Southland Transit Region Initiative outlines a series of station area development prototypes intended to assist communities in directing existing and new station areas improvement by following a set of key development principles. The section is illustrative with the aim of easily and clearly conveying the intent and purpose of each individual development guideline to the audience, be it a private sector developer or a municipal representative.

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INTRODUCTION

Purpose & Scope of the Initiative

The Chicago Southland encompasses over 400 square miles of south and southwest suburban Chicago, containing several renowned industries and Fortune 500 companies, and over 2.5 million residents. The initiative area, involving 33 communities, is well connected to the greater region and country via eight interstate highways and to the rest of the world via two international airports (Midway Airport and O'Hare International Airport) serving passengers and freight services. In terms of public transit, the initiative focuses on communities that provide transportation for their residents and labor force using the existing Metra Electric, Rock Island, SouthWest Service, and South Shore rail lines as well as the proposed SouthEast Service Line. Pace bus services also connect businesses and residents throughout the area.

As part of its efforts to capitalize on the region's incredible rail assets and stimulate economic growth, promote a healthy and sustainable South Suburban region, and maximize train ridership potential for individual communities, the South Suburban Mayors and Managers Association (SSMMA) and Chicago Southland Economic Development Corporation (CSEDC) proactively initiated the Chicago Southland Transit Region Initiative.

The South Suburban transit infrastructure has the potential to fuel local development and have a positive impact on individual communities. In addition, the health related benefits (both physical and mental) of transit will encourage the growth of south suburban communities in a sustainable and safe manner. Transit-Oriented Developments (TODs) refer to developments around transit centers that are pedestrian-friendly, encouraging commuters to walk more and in the process increase physical activity in a typical work day. These developments also decrease the number of motor vehicles and miles driven, providing numerous health benefits including reduced air pollution and reduced physical and mental stress. The Chicago Southland Transit Region Initiative is a catalyst for communities to move towards transit–oriented development by educating communities and promoting the above mentioned benefits.

The Plan evaluates and assigns corridor station areas based on their respective conformance to identified station area typologies while taking into consideration individual community desires for future development around the stations. More importantly from an implementation perspective, the initiative assigns a set of Developer Typologies for each participating community's station area. This enables SSMMA and individual communities to reach out to and attract the appropriate type of developer to their community in a focused manner, benefiting the development community as well in the process. The development typologies recommended for each station area are envisioned to be built within the next 15-20 years.

Based on the identified station area typologies, prototypical TOD Guidelines were prepared to assist communities in directing future development and redevelopment activities in these areas. The TOD recommendations and guidelines will be used to outline implementation strategies that empower the economically, socially, and ethnically diverse communities to work cooperatively toward their collective economic development and transit ridership potential.

Imaging Statement: Benefits of South Suburban Lines and Stations

The Chicago Southland transit corridors are an important asset to its residents and businesses. With an extensive network of routes, relatively high frequencies of service, and lower commute times, the south suburban transit corridors provide residents and employees with easy and affordable access to Chicago's world-class entertainment and business destinations. Conversely, they also provide the City of Chicago's residents and workforce with access to more affordable and accessible housing alternatives while maintaining a high quality of life.

In addition to benefiting communities in which they are located, the 36 existing and 9 proposed train stations connect neighboring Chicago Southland communities as well as parts of Northwest Indiana to the City of Chicago. The lines are also utilized for travel between south suburban communities along the same Metra rail corridor or multiple corridors to access major Southland destinations (hospitals, commercial centers, industrial facilities, etc.).

Economically, the rail corridors have the potential to be immensely beneficial to the private and public sector. The hourly midday service is a huge incentive for businesses looking for affordable office space while staying connected to Chicago' Downtown Loop on an as-needed basis. Transit-Oriented Development (TOD) attracts businesses to the station area that cater to commuters as well as residents who prefer living close to transit. In addition, Cargo-Oriented Development (COD) opportunities around stations containing large swaths of industrial land may capitalize on the integrated network of expressways, freight rail, and waterways to efficiently move goods through the region. Both of these types of development help to create jobs and grow the tax base of the host communities, thereby making them economically stronger.

The environmental and health-related benefits provided by the Chicago Southland transit corridors contribute significantly to the creation of sustainable communities. Direct environmental and health-related benefits include improved air quality, reduced greenhouse gasses, higher quality of sensitive lands and open spaces, and better water quality. Indirectly, transit-oriented development encourages a healthier lifestyle by creating a pedestrian-friendly environment which makes it more convenient for people to walk rather than drive.

Goals & Objectives

The primary goal of the Chicago Southland Transit Region Initiative is to help suburban communities realize the value of the South Suburban commuter rail lines and station areas in terms of:

- Economic opportunities they create for each community
- Health-related benefits for commuters and conservation of the natural environment
- Ease of access and connectivity for residential, employment, and recreational purposes

Based on these overarching goals, two main objectives for this assignment have been developed. These include:

- The designation of the commuter station areas based on evaluation of individual community desires, research of market supportable uses along the corridors, and each station's conformance with identified transit-oriented development typologies.
- Setting the stage for a future implementation of strategies focused exclusively on implementation of developer recruitment activities for each station typology.

Planning Process & Participants

Representatives from the SSMMA, CSEDC, Cook County, Regional Transportation Authority (RTA), Pace, Metra, stakeholders communities, and the development community participated in the development of the Chicago Southland Transit Region Initiative. Through on-going Steering Committee interaction, one-on-one interviews with elected officials of participating communities, expert panel discussions, stakeholder meetings, and planning workshops, the SSMMA worked to engage, identify, and ensure that all issues, concerns, and desires are clearly defined and priorities recognized by all participants and Plan beneficiaries.

The planning process included:

- a detailed identification and evaluation of the rail corridors and community station areas in terms of land use, physical conditions, market conditions, demographics, regulatory restrictions, and transit characteristics;
- one-on-one interviews with corridor community stakeholders to solicit input regarding individual station area development and redevelopment desires, issues, and opportunities as they relate to Transit-Oriented Development within their community;
- planning workshop meetings with steering committee and community stakeholder representatives to gain input on the corridor's issues and opportunities, preliminary station area typology assignments, and preliminary developer typology assignments;
- meetings with SSMMA, Steering Committee representatives, and Expert Panel participants to review the corridor plan's findings, test recommendations, and prioritize implementation initiatives; and
- presentation of the Chicago Southland Transit Region Initiative before SSMMA, CSEDC, and municipal stakeholders for input and approval.

How to Use This Document

This document has been developed in collaboration with municipal stakeholders, regional representatives, and private sector development professionals. The report covers topics that would be of interest to as well as benefit regional entities, municipalities, and the development community.

On the municipal side, the document provides information on each community's station area development potential, types of developers to focus their marketing efforts on, guidelines to ensure development conforms to their expressed desire, and guidelines for creating a streamlined and effective development process.

For the development community, the document provides information on characteristics of each station area (land use, zoning, demographics, ridership, etc.), identifies potential development opportunities for different developer types, and clearly states the community's desires for their station area character.

On a regional scale, the document helps SSMMA with its marketing and branding initiative by highlighting key opportunities in and benefits of the south suburban transit region.

LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Metra Station*
- *SSMMA Service Area*

CHICAGO SOUTHLAND TRANSIT REGION CONTEXT

BACKGROUND DATA REVIEW

The background data review section contains a summary of previously completed and ongoing initiatives conducted within the Initiative that may positively influence or inform the initiative. It lays the foundation for understanding historic patterns of development, prior and ongoing projects and recommendations, and development codes and regulations, which may influence the typology classifications, recommendations, and design guidelines.

The information collected and reviewed during this task, in combination with the findings from the corridor market analyses and one-on-one stakeholder interviews, provide the needed information for preliminary classification of the corridors and station areas.

Making Smart Choices: Transit-Oriented Development Selector Analysis of South Suburban Corridors

As part of its efforts to encourage transit-oriented development (TOD) in the south suburbs, the South Suburban Mayors and Managers Association (SSMMA) hired the Center for Neighborhood Technology (CNT) to conduct a preliminary data analysis to identify the potential for TOD in thirty two (32) south suburban Metra station areas and one station on the South Shore Line.

CNT examined data for 38 variables that measure:

- Transit Usage and Service
- Land Use and Development Scale
- Demographics
- Housing
- Retail Indicators

Based on the data analysis, CNT grouped the station areas into three (3) typologies:

- *Town Center TOD:* The densely developed center of population, convenience retail, and office businesses for a large suburban town or several towns, set in a pedestrian-friendly environment with frequent transit service.
- *Community Area TOD:* The convenience retail/service and population center of a neighborhood or a village of several thousand residents also set in a pedestrian-friendly environment with at least moderately frequent transit service.
- *Residential TOD:* A transit-served neighborhood where most of the land is committed to low-density residential or recreational use, optimally including several convenience retail businesses and multi-unit buildings.

In the overall context of the study, the analysis generally included that station areas in the northern sections of transit corridors show strong potential for Town Center and Community Area TOD indicated by existing density and market needs, but difficulties in assembling land and altering land use must be solved to capture these opportunities.

In central sections of the lines many communities could make design and development decisions that could capitalize on a potential for development as Community Area TOD, while others could improve the value of transit as an amenity in a Residential TOD. Station areas with little existing development and wide open TOD opportunities are located at or near the southern terminals of transit lines. More detailed results/recommendations for individual stations may be found within the study.

South Suburban Commuter Rail Corridor Land Use and Local Financing Study Phase 1 & 2

Phase I

In 2004, Phase I of the South Suburban Commuter Rail Corridor Land Use and Local Financing Study was initiated. The study was established to build a foundation for the proposed SouthEast Service Line which is intended to serve stations in the communities of Crete (2 stations), Steger, South Chicago Heights, Chicago Heights, Glenwood, Thornton, South Holland, Dolton, and Chicago.

The study was sponsored by South Suburban Mayors and Managers (SSMMA) and was coordinated by the Calumet Corridor Planning Council which consisted of members from each community plus RTA and Metra. The proposed SouthEast Service Line is expected to be a $700-800 million dollar project. The study focused on creating a balance for the proposed rail corridor among the following issues:

- Supply side (transportation)
- Demand side (land use)
- Inter-jurisdictional cooperation
- Economic development in communities
- Housing density
- In-fill policies

The study outlines the roles and responsibilities of individual municipalities as well as Metra. Local municipal costs were projected in three ranges dependent upon the quality of the initial station area development. Potential sources of local municipal income to fund transportation requirements as well as TOD economic development were outlined.

In addition, the following three preliminary innovative funding techniques were discussed as potential options:

- Intergovernmental Agreements
- Mass Transit Districts (i.e. as currently exists on the Metra Electric Line for the purchase of capital equipment)
- Special Service Assessment Districts (SSA)

Phase II

Phase II of the South Suburban Commuter Rail Corridor Land Use and Local Financing Study was developed in December, 2007 and focused on the various financing alternatives. The goals of the Phase II study included:

- creating a framework for municipal cooperation along the corridor;
- recommending how funds will be secured, managed and distributed between stakeholder; and
- determining how much money will be required to be pooled to help build a basic station in each community.

The eight municipalities have formed a cooperative agreement under the Calumet Corridor Planning Council. The study recommended that the Council move forward and develop a Rail Corridor Board which would develop by-laws and procedures, work on developing a joint funding pool, and consider other recommendations as appropriate and necessary.

The proposed "pool" of funds would assist in design standards, fees, maintenance, parking, landscaping, and utilization. The primary areas of funding potential included the following:

- Tax Increment Financing (TIF)
- Enterprise Zones
- Public-Private cooperative efforts (i.e. joint development "packages')
- Grants
- Local/regional transportation initiatives

The report established a sound plan upon which to move forward as the RTA and Metra proceed with feasibility and financing planning for the proposed SouthEast Service Line.

South Suburban Regional Retail Assessment

The South Suburban Regional Retail Assessment developed by Business Districts, Inc. (BDI) in July 2009 provides three primary objectives:

1. Identify opportunities for successful south suburban retail developments, matching accepted retail market standards and strengthening the south suburban regional retail offering.
2. Develop information that municipal economic development staff and elected officials can use to market sites.
3. Build local capacity to enable successful retail development throughout the region.

The broad conclusions of the report were as follows:

» Using the three primary criteria for successful development (population density, average daily traffic counts (ADTs) and proximate spending power) there are few (if any) new development sites in the south suburbs which have been overlooked and which would serve an otherwise underserved population.

» The primary opportunity is the redevelopment and re-tenanting of existing sites through four options:

- Continuous improvement of an existing footprint.
- Partial redevelopment of a portion of an existing footprint to allow for the space needs of potential new tenants.
- Mixed-use through the addition of new uses to the existing footprint (i.e. the addition of office or residential to the land use).
- Full redevelopment (the demolition of the existing use to create a clean site).

» In order to be successful, municipalities and regional economic development entities will need to aggressively partner with developers and tenants.

BDI studied 92 intersections that met minimum ADTs as well as approximately 50 sites highlighted by the municipal Steering Committee members. In addition, BDI created proformas for the 11 most desired retail uses (by municipalities) in order to develop models for the site requirements of these uses versus the strengths or limitations of the sites under review.

The report provided an action plan for both municipalities and regional economic development entities to follow in successfully redeveloping and re-tenanting existing retail sites.

Cargo-Oriented Development Program

Working under the leadership of the Chicago Southland Economic Development Corporation (CSEDC) and the South Suburban Mayors and Managers Association (SSMMA), in 2008 the Center for Neighborhood Technology (CNT) developed a detailed report which summarized the opportunity for further intermodal (rail, truck, and in some cases barge) cargo centers in the south suburbs. It has been wisely established that the south suburbs is extremely well positioned to take advantage of Illinois' strategic location (as a central USA state) and more specifically the Chicago metropolitan area in being a primary cargo moving center in the USA.

Intermodal sites are intended to facilitate the speed of cargo movement and through coordinated development reducing the cost of cargo movement to users. The assets frequently cited in the south suburbs include but are not limited to the following: the amount and connectivity of freight rail corridors; the amount and connectivity of inter and intrastate highway corridors; the access to river (barge) corridors; the existence of current successful intermodal models in the region; the favorable acceptance of this industry presence in the region; the availability of land to support intermodal development; the quality of the labor force in the region; and, the recent investment of federal funds (i.e. the CREATE Program) in improving freight rail capability in the region.

The COD report highlighted the geographic areas which were best positioned to take advantage of these assets. These include:

- *Harvey*
- *Chicago Heights*
- *Alsip*
- *Markham*
- *Crete*
- *Burnham*
- *Homewood*
- *Dolton*
- *University Park*
- *Glenwood*
- *Thornton*
- *South Holland*
- *Mokena*
- *Lynwood*
- *Calumet Park*
- *Richton Park*

The key relevance of the COD report to the Chicago Southland Transit Region Initiative is the potential development of significant new employment centers in existing or potentially new Metra stations. From a rail transportation point of view, new employment centers enhance both commute and reverse commute opportunities. From a transit-oriented development point of view, the market analysis clearly indicates that the number of employees within a reasonable drive time of a TOD clearly enhances the TOD's potential with particular emphasis on food and beverage opportunities. It can also be presumed that a significant employment center would provide transportation between the employment center and the TOD either through existing public transit such as PACE or through private means.

Green River Pattern Book

The Green River Pattern Book was created by SSMMA and CSEDC as a reader-friendly guide to sustainable practices and techniques applicable to sites within the Calumet River Corridor. The book's intent is to help residents, stakeholders, and elected officials promote redevelopment along the Calumet River Corridor and review, revise, and implement new zoning and development ordinances that support sustainable development.

The book is organized in three sections:

» Sustainable Design and Development Techniques- describes and illustrates a series of environmentally-friendly design and development practices for residential, commercial, and industrial development.

» Sustainable Development Strategies- demonstrates the application of sustainable techniques in six locations along the corridor.

» Resources- describes the development process and additional sources of information.

The Calumet River Corridor encompasses a number of communities and station areas that are part of the Chicago Southland Transit Region Initiative. The development principles outlined in the document may benefit the station areas by guiding development in a more eco-friendly and sustainable fashion.

Homes for a Changing Region

In 2007, the Metropolitan Mayors Caucus (MMC) collaborated with Chicago Metropolis 2020 (CM 2020) and Fregonese Associates to undertake a two phased study to identify housing needs in the Chicago metropolitan area. In Phase 1, projections for housing demand and supply in the six (6) county Chicago metropolitan region through the year 2030 were created. In addition, imbalances that would likely impact the regional housing market were also identified along with recommendations to address them. Specific strategies at the local, regional, and state level were identified. Phase 2 is currently in progress, focusing on a select number of communities and their councils of government to implement recommendations and strategies outlined in Phase 1. In the first year, the project has selected three communities- Aurora, Libertyville, and Oak Forest. Oak Forest is one of the communities identified as part of the Chicago Southland Transit Region Initiative.

Oak Forest is considering a major redevelopment project near the 159th Street/Cicero Avenue Metra Station and was seeking outside advice related to upgrading portions of its housing stock that were deteriorating. The housing needs analysis revealed that Oak Forest has:

- a stable rental and owner-occupied market in terms of moderate and middle-income housing, but that future demand in both these market segments will not be as strong as it is today;
- a need for more subsidized housing for its lowest income residents, both today and in the future; and
- a current need for more rental and owner occupied upscale housing and must create such housing in the future or it will lose upper-income households to other communities.

To address these issues, the Housing Policy Plan for Oak Forest recommends the following strategies:

- Create more rental and owner-occupied housing for high-income households. A meaningful portion of the dwelling units planned for the redevelopment of the Metra Station area at 159th Street and Cicero Avenue can be targeted at upscale households, especially if the planned Metra Station development is expanded to include the Wille Brothers property.
- Zone the area for a variety of housing types. Smaller units, including townhomes and attached housing, can serve the needs of moderate income families. Larger units or high amenity/ high-density units tend to appeal to higher income households.
- Create multi-use zoning along key corridors such as 159th Street and Cicero Avenue. Such zoning will permit new residential and commercial development consistent with the city's plans to enhance these corridors.
- Establish a design standards overlay for buildings in targeted districts such as the Metra Station area to increase neighborhood aesthetics.

The Housing Policy Plan also identifies main growth areas in the city, the future of housing in Oak Forest, and further steps to create balanced housing in the future.

Summary of Existing TOD Plans

24 of the 33 communities participating in the Chicago Southland Transit Region Initiative are currently in the process of creating or have already completed a TOD Master Plan, Redevelopment Plan, or Vision Plan for their individual station area. These communities include:

- *Metra Electric District Line:* Village of Riverdale, City of Harvey, Village of University Park, Village of Richton Park, Village of Olympia Fields, Village of Hazel Crest, Village of Homewood, Village of Park Forest, Village of Matteson
- *Rock Island District Line:* Village of Robbins, Village of Mokena, Village of Tinley Park, Village of Midlothian, Village of New Lenox, Blue Island (Vermont Street), Village of Oak Forest
- *SouthWest Service Line:* Village of Orland Park, Village of Manhattan, Village of Palos Park
- *Proposed SouthEast Service Line:* City of Chicago Heights, Village of South Chicago Heights, Village of South Holland, Village of Crete, Village of Glenwood

The consultant team has reviewed the plans prepared by each of the communities and included a summary of their individual visions and desires. The recommendations outlined in these documents, along with the one-on-one stakeholder interviews conducted with municipal representatives, have provided the consultant team with a clear understanding of each individual community's desired type, character, and scale of development.

South Suburban Bicycle Plan

In 2008, South Suburban Mayors and Managers Association (SSMMA) collaborated with the Active Transportation Alliance to prepare an update to the 2001 Bicycle Plan. The plan outlines programs and infrastructure improvements that will help improve the quality of biking in the south suburban region.

The Plan aims to build upon the creation of a bicycle-friendly Southland by:

- leveraging the economic and environmental opportunities provided by a completed regional trail network;
- providing communities with a flexible and accessible transportation system; and
- encouraging residents to bicycle for transportation, recreation, and good health.

The plan includes a recommended prioritization of projects. These include but are not included to:

- completion of the regional trail network;
- clearly marking bicycle paths and lanes using signage and wayfinding; and
- creating an on-street bike network for the region.

The plan provides program and staffing recommendations to facilitate the implementation of recommended improvements. These include:

- expanding bikes on transit services;
- establishing a bicycle parking program;
- producing a car-free regional bicycling event that utilizes a major arterial; and
- seeking out partnerships and opportunities with other transportation agencies, park districts, and advocacy organizations

EXISTING CONDITIONS ANALYSIS

Rail Corridor History

For over a century now, the Chicago metropolitan area has been served by public commuter rail transit. Carrying a total of 93.9 million riders annually, four (4) of the twelve (12) existing Metra lines serve the Chicago Southland, with a fifth proposed line in the works. Businesses and industries have utilized these rail corridors to expand and successfully attract investment and residents to the south suburbs, in the process creating vibrant and diverse communities along their routes.

Two of the south suburban rail corridors predate the Great Chicago Fire of 1871. Constructed in 1852, the Rock Island District Line is the earliest rail line connecting the City of Chicago to its suburbs. The Metra Electric District Line, established in 1856 contains the largest number of stations (49) and the highest level of service (170 trains) between downtown Chicago and University Park. Over the past several decades, initiatives undertaken by the RTA and Metra have resulted in increased ridership to current levels of 80,600 trips per weekday for all four lines combined.

Sub Regional Market Summary

The most obvious overall characteristic of the four existing lines (Metra Electric, Rock Island, SouthWest, South Shore) and the proposed SouthEast Line is the significant diversity of the key measurable factors throughout the region and also within each line. These factors include:

- Ridership
- Half mile and five minute drive time populations
- Half mile and five minute drive time median incomes
- Half mile and three mile employee populations
- Proximity vs. lack of proximity to roads with adequate traffic counts
- Proximity vs. lack of proximity to other retail/ commercial centers
- Experience and capacity of municipalities relative to development/redevelopment
- Available land for development/redevelopment (or lack of available land)
- Character of the TOD's (i.e. the station typology assessments)

The South Suburban Regional Retail Assessment Report indicated that there are no significant areas in the region that are underserved by major retail centers. Accordingly, given the existing retail centers, the limited land around the majority of the TOD's and the very poor projections for retail development in the near and intermediate term, it suggests that TOD development will be convenience retail and small office oriented with an emphasis on redevelopment (and re-tenanting) of existing structures with selective new development where appropriate. While condominium/townhome development has been common in TODs in recent years the current national housing conditions certainly dampens this opportunity for the foreseeable future. Also, considering projected housing trends, it is anticipated that market rate rentals and perhaps senior housing will present more near term opportunities.

The key factors associated with successful TOD development/redevelopment will include:

- Properly assessing the market potential of the TOD.
- Identifying land and buildings which are appropriate for the transit-oriented development and also identifying willing property owners.
- Developing local municipal tools and resources which can support development.
- Developing strong partnerships with the private sector relative to development and tenant opportunities.
- Enhancing municipal capabilities in regards to development and a community consensus relative to the vision for the transit-oriented development.

Future station development and station enhancements will assist. Stations are often a welcome "kick-start" project for an area which begins to create the "sense of place". In addition, the Metra riders represent a "bonus" market for commercial development. However, successful TOD development will be dependent upon the core demographic factors near the TOD not the ridership at the station.

Top 10 System-Wide Rankings

Utilizing the database containing ridership, demographic, and market information for all stations included in this Initiative, a series of four (4) summary tables were created. these summary tables identify the top ten stations in the following categories:

- Weekday Boardings
- 1/2 Mile Population
- 5 Minute Drive Time Population
- 5 Minute Drive Time Employment

The summary tables begin to develop potential relationships between the primary demographic factors that predict success and relationship to the TOD Station Area. The data can also help understand the relationship and correlation between ridership and station area development.

Weekday Boardings

9 out of the top 10 stations in this category are located on the Metra Electric District and Rock Island District Lines. The Metra Electric District Line captures riders from Northwest Indiana in addition to its local Illinois municipalities. Larger population centers and availability of parking provide a boost to ridership along the Rock Island District Line (e.g. Tinley Park 80th Avenue, Oak Forest).

1/2 Mile Population

Communities in close proximity to the city of Chicago have a higher density of population within the station area with a few exceptions (Steger, Midlothian). All four (4) stations in the City of Blue Island have large populations living within their station areas.

5-Minute Drive Time Population

The top 10 stations with largest population within a 5 minute drive time do not (with a few exceptions) correspond to ridership numbers, suggesting that there isn't always a direct correlation between ridership and population density.

5-Minute Drive Time Employment

The concentration of commercial uses or presence of a large employer contribute to higher 5 minute drive time employment numbers, e.g. downtown Homewood contains several retail businesses, institutional facilities, and office buildings.

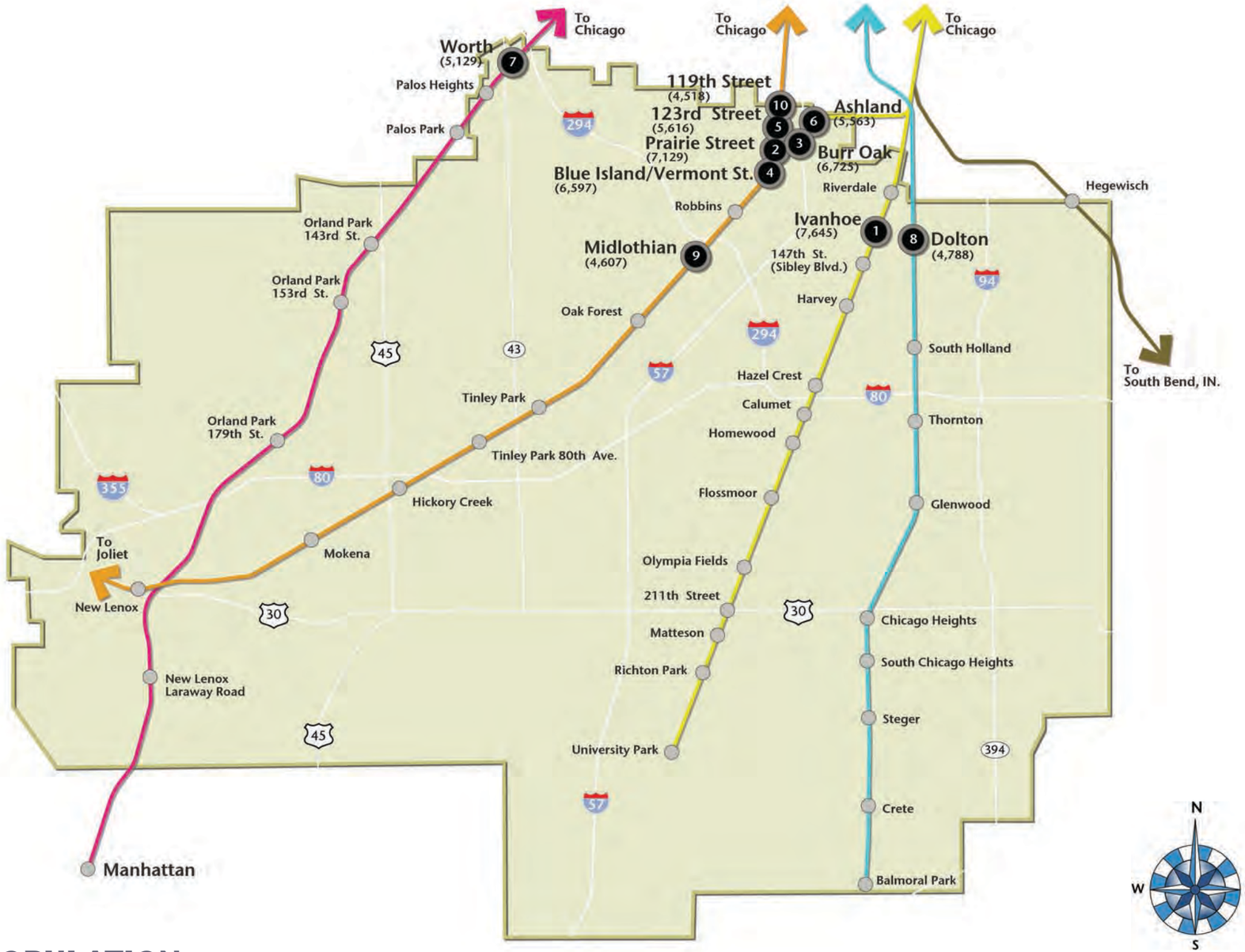
Top 10 Transit Region Weekday Boardings (2006)	
Station	***Boardings***
80th Avenue	2,459
Richton Park	1,625
Oak Forest	1,487
Homewood	1,456
Hegewisch	1,449
Calumet	1,363
New Lenox	1,348
147th Street	1,255
University Park	1,243
Hickory Creek	1,236

LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- 5 *Existing Weekday Boardings*
- *SSMMA Service Area*

TOD Selector Analysis | EXISTING WEEKDAY BOARDINGS (2006)

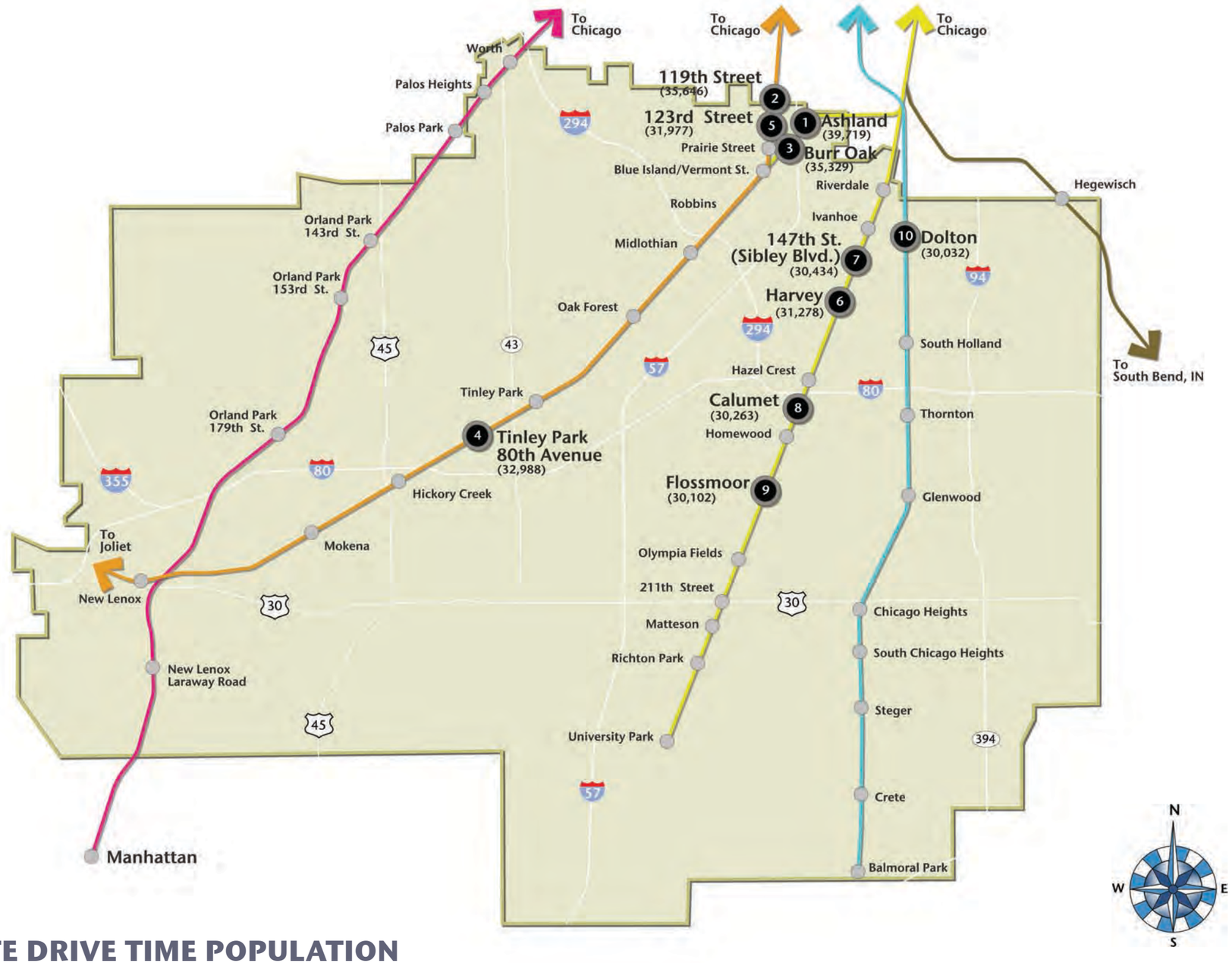
Top 10 Transit Region 1/2 Mile Population	
Station	***1/2 Mile Population***
Ivanhoe	7,645
Prairie Street	7,129
Burr Oak	6,725
Blue Island	6,597
123rd Street	5,616
Ashland	5,563
Worth	5,129
Dolton	4,788
Midlothian	4,607
119th Street	4,518



LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- 5 *½ Mile Population*
- *SSMMA Service Area*

Top 10 Transit Region 5 Minute Drive Time Pop.	
Station	***5-Min. Drive Time Population***
Ashland	39,719
119th Street	35,646
Burr Oak	35,329
80th Avenue	32,988
123rd Street	31,977
Harvey	31,278
147th Street	30,434
Calumet	30,263
Flossmoor	30,102
Dolton	30,032



LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- 5 *5-Minute Drive Time: Population*
- *SSMMA Service Area*

TOD Selector Analysis | 5-MINUTE DRIVE TIME POPULATION

Top 10 Transit Region 5 Min. Drive Time Employ.	
Station	***5-Min. Drive Time Employment***
Harvey	18,985
Calumet	15,944
Homewood	15,912
South Holland	15,633
211th Street	15,459
Hazel Crest	14,706
Chicago Heights	14,198
Hickory Creek	14,113
143rd Street	14,046
Matteson	13,823

LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- 5 *5-Minute Drive Time: Employment*
- *SSMMA Service Area*

TOD Selector Analysis | 5-MINUTE DRIVE TIME EMPLOYMENT

Metra Electric District Line

Land Use and General Characteristics

One of the oldest commuter rail lines in the country, the Metra Electric District Line has connected the City of Chicago with its southern suburbs for over 150 years. Commuter service on the rail line began in 1856 with parts being utilized for the World's Columbian Exposition of 1893. The current day Metra Electric District Line consists of one main and two branch lines (South Chicago Branch and Blue Island Branch) connecting Chicago's Millennium Station to University Park.

The south suburban communities connected by the Metra Electric District Line vary a great deal in terms of their size, development characteristics, demographics, socio-economics, and land use patterns. The station area's character (1/2 mile radius around train station) in each community ranges from predominantly residential (e.g. Matteson and Ivanhoe) to traditional downtowns (e.g. Homewood and Flossmoor) to predominantly undeveloped (e.g. University Park).

Market Context

The Metra Electric District Line clearly reflects the diversity of the region in terms of every measurable factor highlighted in the Sub Regional Market Summary. Overall ridership is very strong for this line. Six of the thirteen station areas have been or are actively involved in TOD development. These include:

- Riverdale
- Homewood
- Olympia Fields
- 211th Street
- Richton Park
- University Park

Perhaps the most significant characteristic is that three or four stations with market potential will require some regional support in order to help build municipal capacity for station development.

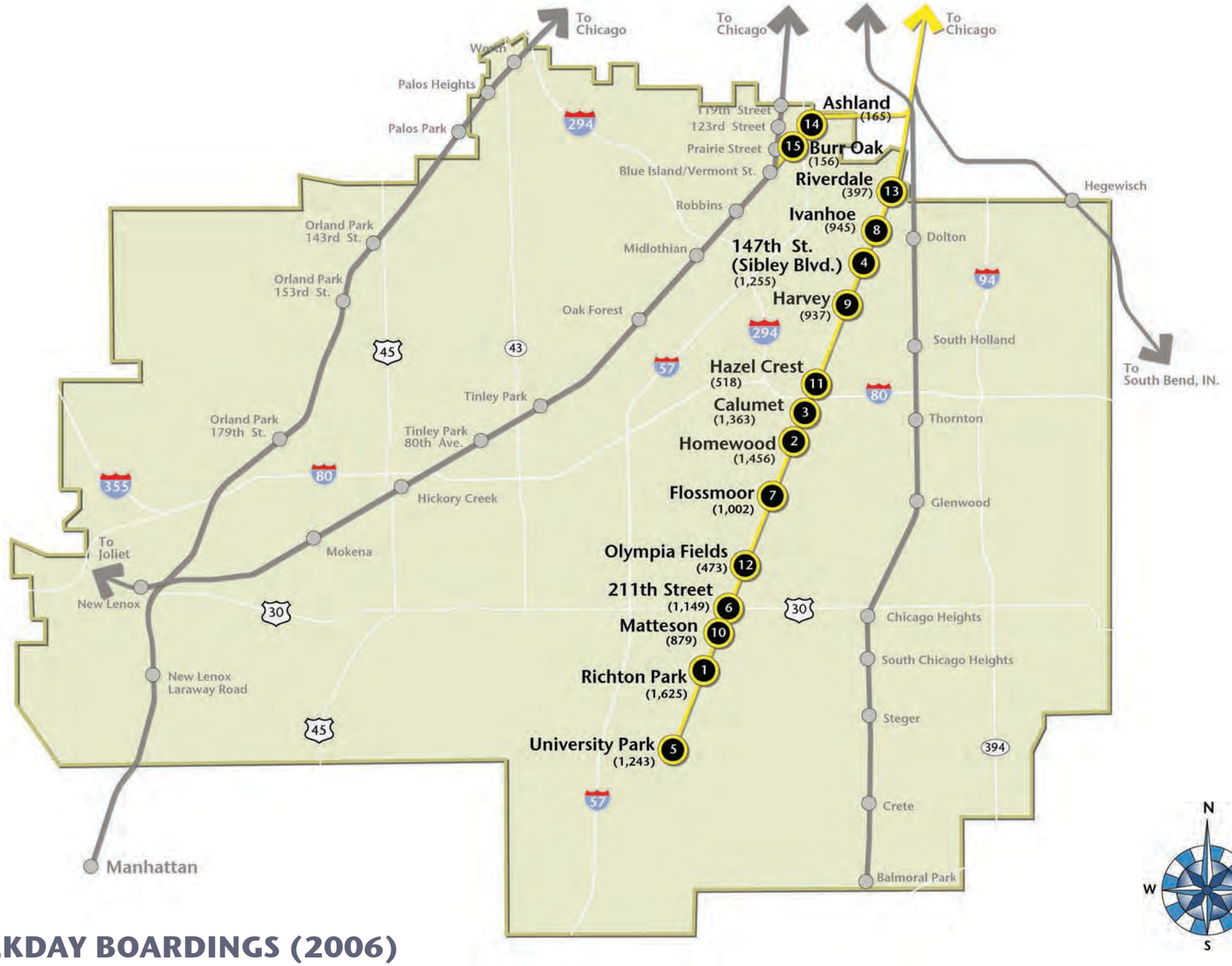
Top 10 Station Rankings

The following series of four (4) summary tables and corresponding maps contains ridership, demographic, and market information for stations along the Metra Electric District Line. The tables identify the top ten stations in the following categories:

- Weekday Boardings (2006): Boardings at all the stations along the Metra Electric District Line is relatively high, with the exception of Riverdale (397). Higher ridership will encourage the growth of commercial development in the station area.
- 1/2 Mile Population: The population within the station area varies from as high as 7,645 (Ivanhoe) to as low as 62 (University Park), providing a diverse set of development opportunities.
- 5-Minute Drive Time Population: The number of people living within a 5-minute drive of the station is consistently high among all station areas in the Metra Electric District Line. This shows the presence of a captive population around the train station to support transit-oriented development.
- 5-Minute Drive Time Employment: Downtown Harvey contains a number of institutional, commercial, and industrial uses employing a large number of people close to the station area (15,912).

ASHLAND | BURR OAK | RIVERDALE | IVANHOE | 147TH STREET | HARVEY | HAZEL CREST | CALUMET | HOMEWOOD | FLOSSMOOR | OLYMPIA FIELDS | 211TH STREET | MATTESON | RICHTON PARK | UNIVERSITY PARK

Top 10 Metra Electric Line Weekday Boardings (2006)	
Station	***Boardings***
Richton Park	1,625
Homewood	1,456
Calumet	1,363
147th Street	1,255
University Park	1,243
211th Street	1,149
Flossmoor	1,002
Ivanhoe	945
Harvey	937
Matteson	879



LEGEND

- *Metra Electric District Line*
- 5 *Weekday Boardings*
- *SSMMA Service Area*

Metra Electric District Line | WEEKDAY BOARDINGS (2006)

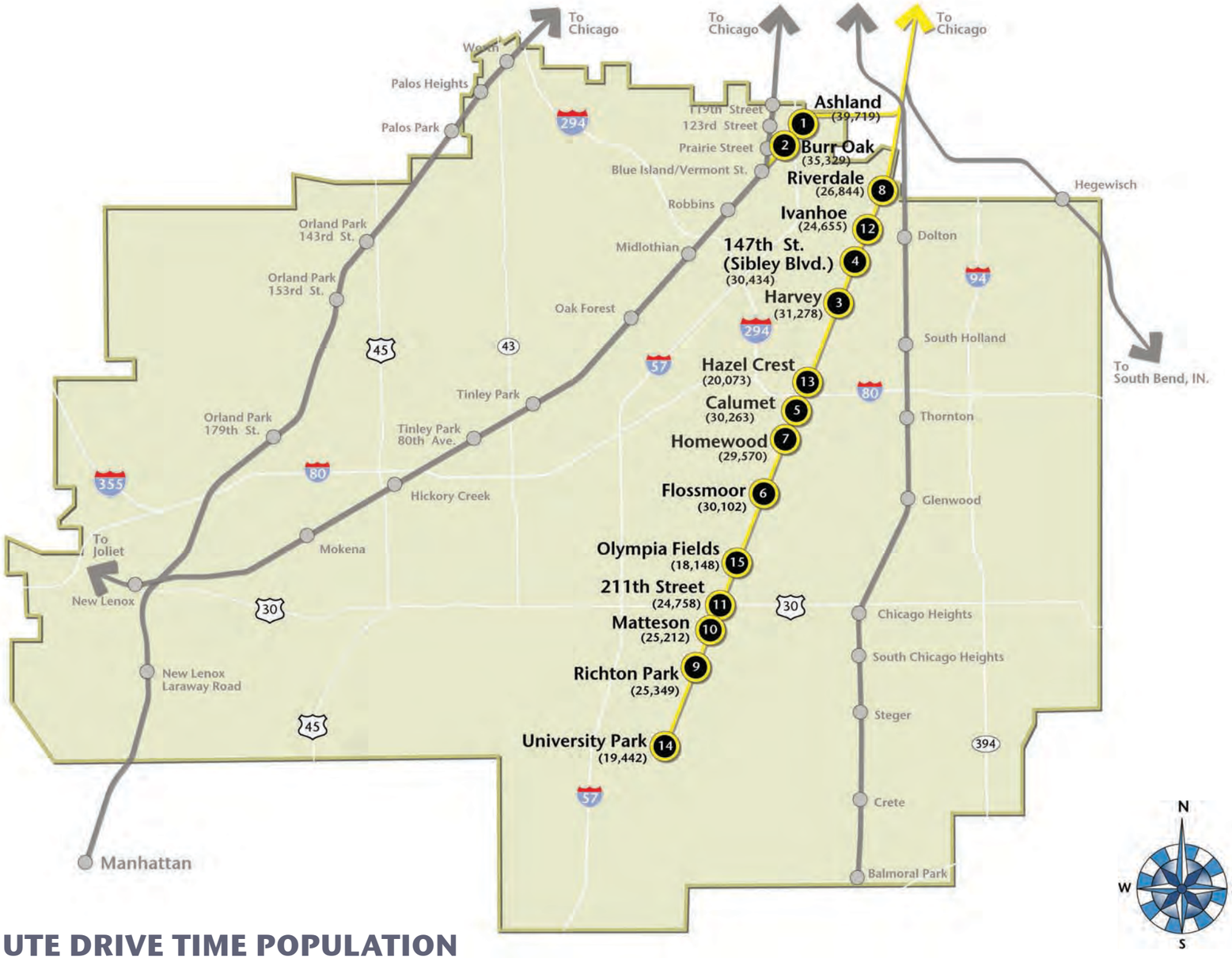
Top 10 Metra Electric Line 1/2 Mile Population	
Station	***1/2 Mile Population***
Ivanhoe	7,645
Burr Oak	6,725
Ashland	5,563
Harvey	4,456
Richton Park	4,237
Riverdale	4,236
147th Street	4,027
Homewood	2,962
Flossmoor	2,534
Matteson	2,474

LEGEND

- *Metra Electric District Line*
- 5 *1/2 Mile Population*
- *SSMMA Service Area*

Metra Electric District Line | ½ MILE POPULATION

Top 10 Metra Electric Line 5 Minute Drive Time Pop.	
Station	***5-Min. Drive Time Population***
Ashland	39,719
Burr Oak	35,329
Harvey	31,278
147th Street	30,434
Calumet	30,263
Flossmoor	30,102
Homewood	29,570
Riverdale	26,844
Richton Park	25,349
Matteson	25,212



LEGEND

- *Metra Electric District Line*
- 5 *5 Minute Drive Time Population*
- *SSMMA Service Area*

Metra Electric District Line | 5-MINUTE DRIVE TIME POPULATION

Top 10 Metra Electric Line 5 Minute Drive Time Employ.	
Station	***5-Min. Drive Time Employment***
Harvey	18,985
Calumet	15,944
Homewood	15,912
211th Street	15,459
Hazel Crest	14,706
Matteson	13,823
Richton Park	12,803
Flossmoor	12,414
Olympia Fields	11,582
147th Street	10,332

LEGEND

- *Metra Electric District Line*
- 5 *5 Minute Drive Time Employment*
- *SSMMA Service Area*

Metra Electric District Line | 5-MINUTE DRIVE TIME EMPLOYMENT

Rock Island District Line

Land Use and General Characteristics

Originally built in 1852 to run steam dummy engines, the Rock Island District Line today caters to over 32,100 daily commuters traveling between the south suburbs and the city of Chicago. The twenty five (25) stations on the line serve nine (9) communities with one main line to Joliet and a branch line service to Beverly and Morgan Park neighborhoods of Chicago and the near-in suburbs. Out of these, seven (7) communities served by twelve (12) stations are within the Chicago Southland Transit Region.

The type and character of development around the stations vary throughout the line from low density residential (e.g. Midlothian and 80th Avenue) to multi-use downtowns (e.g. Tinley Park and Mokena) to predominantly undeveloped (e.g. Hickory Creek). Realizing the future of transportation and the increasing value of public transit, several Rock Island District Line communities are actively planning or have undertaken development projects within their station areas to attract new businesses and residents (e.g. Tinley Park, New Lenox, Oak Forest).

Market Context

The Rock Island District Line reflects the diversity of the region in the measurable factors highlighted in the Sub Regional Market Summary. Ridership is strong. Six of the twelve TOD's are actively engaged in development/ redevelopment. While development/redevelopment is happening at several stations (e.g. Robbins, Tinley Park), others are limited in their TOD potential (e.g. 80th Avenue, 119th Street) at this time due to land use constraints and other factors.

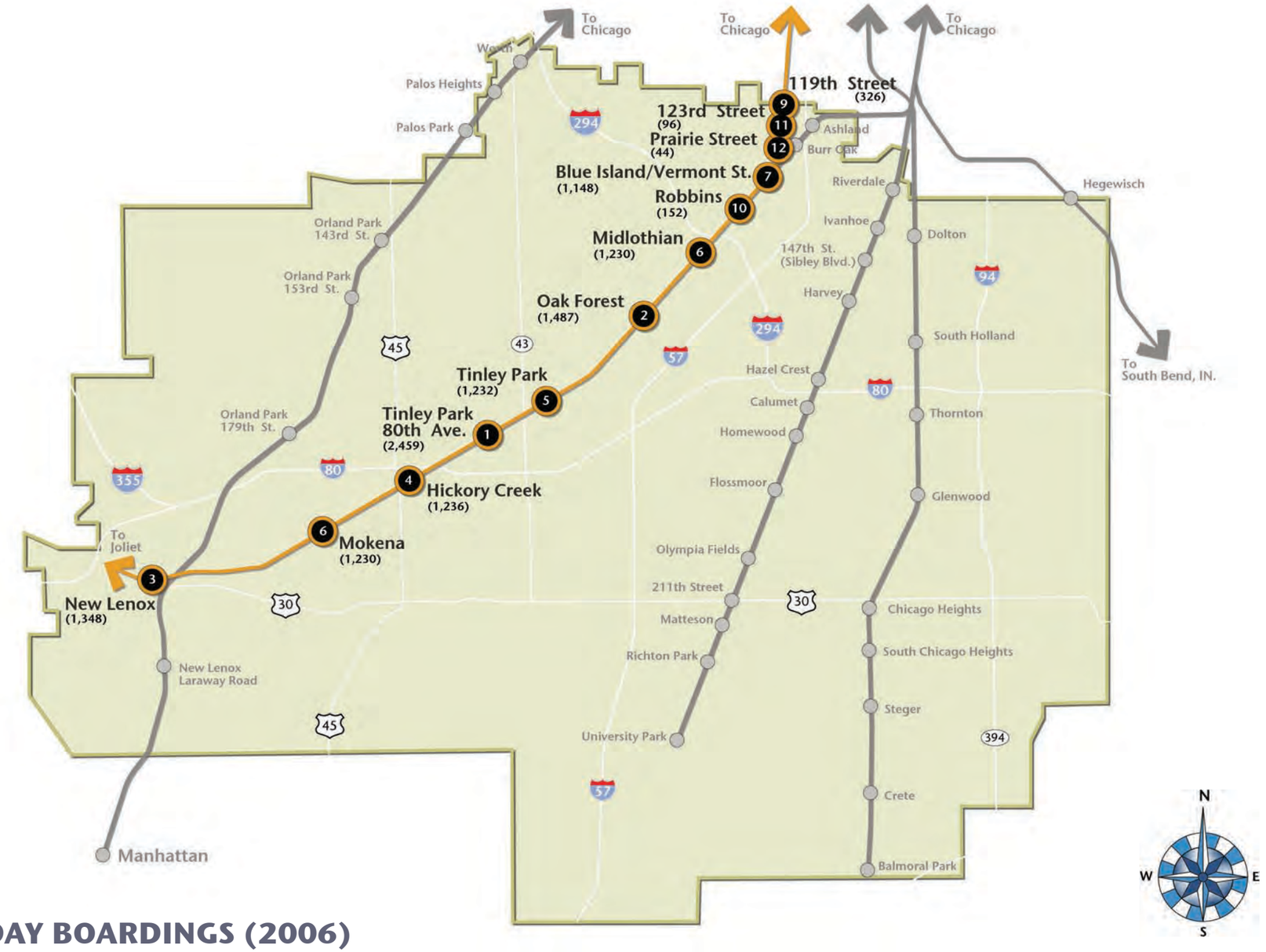
Top 10 Station Rankings

The following series of four (4) summary tables and corresponding maps contains ridership, demographic, and market information for stations along the Rock Island District Line. The tables identify the top ten stations in the following categories:

- Weekday Boardings (2006): Boardings varies from a high of 2,459 daily riders at 80th Avenue station to a low of 152 at the Robbins station. Ridership is generally high at stations south of Robbins.
- 1/2 Mile Population: Station areas closer to the city of Chicago contain a greater density of people that decreases as one moves south along the corridor. This provides a range of infill redevelopment and greenfield development opportunities.
- 5-Minute Drive Time Population: Larger communities such as Tinley Park and Blue Island contain more people living within a 5-minute drive of the station area. This shows the presence of a captive population around train stations to support transit-oriented development.
- 5-Minute Drive Time Employment: The combination of office buildings (Ozinga, Mokena Professional Center), business parks, institutions (University of Phoenix), hotels, and several retail establishments in close proximity to the station area enables Hickory Creek Metra Station to provide easy access to employees.

119TH STREET | 123RD STREET | PRAIRIE STREET | BLUE ISLAND (VERMONT STREET) | ROBBINS | MIDLOTHIAN | OAK FOREST | TINLEY PARK | 80TH AVEUNE (TINLEY PARK) | HICKORY CREEK | MOKENA | NEW LENOX

Top 10 Rock Island Line Weekday Boardings (2006)	
Station	***Boardings***
80th Avenue	2,459
Oak Forest	1,487
New Lenox	1,348
Hickory Creek	1,236
Tinley Park	1,232
Midlothian	1,230
Blue Island (Vemont Street)	1,148
Mokena	634
119th Street	326
Robbins	152



LEGEND

- *Rock Island District Line*
- 5 *Weekday Boardings*
- *SSMMA Service Area*

Rock Island District Line | WEEKDAY BOARDINGS (2006)

Top 10 Rock Island Line 1/2 Mile Population	
Station	***1/2 Mile Population***
Prairie Street	7,129
Blue Island (Vermont Street)	6,597
123rd Street	5,616
Midlothian	4,607
119th Street	4,518
Tinley Park	4,000
Robbins	3,187
Oak Forest	3,178
80th Avenue	2,483
Mokena	2,462

LEGEND

- *Rock Island District Line*
- 5 *1/2 Mile Population*
- *SSMMA Service Area*

Rock Island District Line | ½ MILE POPULATION

Top 10 Rock Island Line 5 Minute Drive Time Pop.	
Station	***5-Min. Drive Time Population***
119th Street	35,646
80th Avenue	32,988
123rd Street	31,977
Midlothian	27,508
Oak Forest	27,456
Hickory Creek	27,403
Prairie Street	25,177
Blue Island (Vermont Street)	24,602
Robbins	24,324
Tinley Park	23,807

LEGEND

- *Rock Island District Line*
- *5 Minute Drive Time Population*
- *SSMMA Service Area*

Rock Island District Line | 5-MINUTE DRIVE TIME POPULATION

Top 10 Rock Island Line 5 Min. Drive Time Employ.	
Station	***5-Min. Drive Time Employment***
Hickory Creek	14,113
Robbins	12,937
Tinley Park	11,000
Blue Island (Vermont Street)	10,862
80th Avenue	10,536
Midlothian	10,473
Oak Forest	10,322
123rd Street	9,131
119th Street	8,787
Prairie Street	8,428

LEGEND

- *Rock Island District Line*
- 5 — *5 Minute Drive Time Employment*
- *SSMMA Service Area*

Rock Island District Line | 5-MINUTE DRIVE TIME EMPLOYMENT

SouthWest Service Line

Land Use and General Characteristics

The SouthWest Service Line serves nine (9) communities in the southwest suburbs with a majority of trips originating or terminating at Orland Park's 179th Street station. Thirty trains serve the line each weekday, and six trains serve the line on Saturdays. Currently, three round-trip trains run to the Laraway Road and Manhattan Stations on weekdays and Saturdays.

The communities that are served by the SouthWest Service Line vary from mature and affluent residential communities such as Palos Park and Palos Heights to growing communities such as Manhattan and New Lenox. Similarly, the land use and circulation patterns within each station area present a variety of development typologies from infill redevelopment and adaptive reuse on an established grid (e.g. Worth) to new large format development on undeveloped parcels (e.g. Manhattan).

Market Context

The SouthWest Service Line has fewer stations and overall the lowest ridership (9,000 daily riders) compared to the other Metra lines that serve the Chicago Southland transit region. Individual station evaluations suggested limited opportunities for additional TOD development compared to the other lines. Two stations (Laraway and Manhattan) exhibit strong long term potential due to the raw land which is available but the rural location of the stations suggest that significant development is unlikely in the short term.

Top 10 Station Rankings

The following series of four (4) summary tables and corresponding maps contains ridership, demographic, and market information for stations along the SouthWest Service Line. The tables identify the top ten stations in the following categories:

- Weekday Boardings (2006): Due to the fewer number of roundtrips between Manhattan and downtown Chicago, the average weekday boardings on the SouthWest Service is lower compared to the Rock Island District and Metra Electric District Line. The 153rd Street Station in Orland Park has the maximum ridership at present, followed by Worth.
- 1/2 Mile Population: Cook County communities have well developed station areas with 1000+ people living within each of them. Due to its proximity to the city of Chicago, Worth's station area population is significantly higher.
- 5-Minute Drive Time Population: Larger communities such as Orland Park and Worth contain more people living within a 5-minute drive from the Metra station. Downtown Orland Park is densely developed with several multi-family residential buildings. Communities south of Orland Park are relatively undeveloped.
- 5-Minute Drive Time Employment: The combination of office buildings, institutions (Palos Community Hospital), and several retail establishments (Orland Park) in close proximity to the station area creates more employment opportunities in communities such as Worth, Palos Heights, Palos Park, and Orland Park.



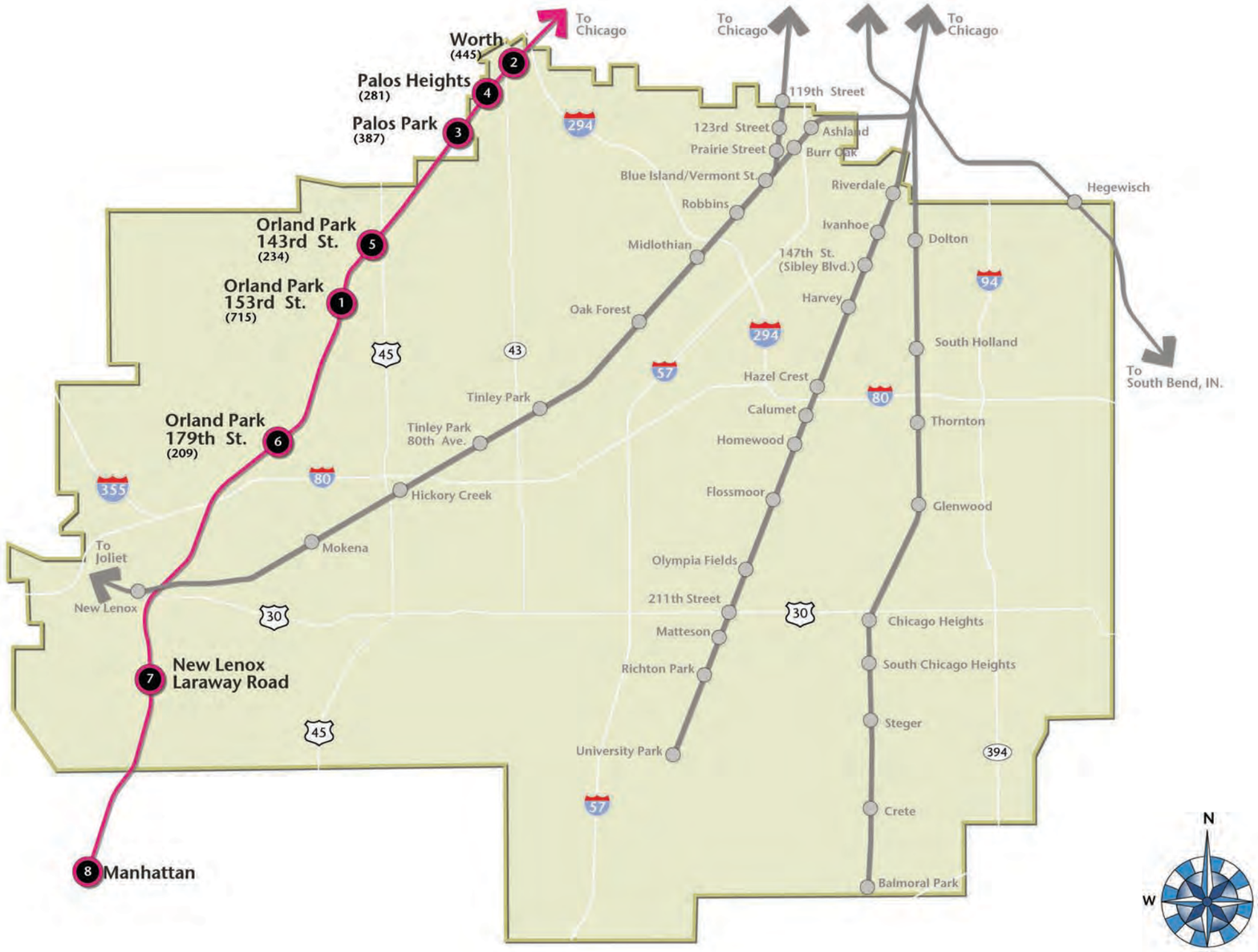







WORTH | PALOS HEIGHTS | PALOS PARK | ORLAND PARK (143RD STREET) | ORLAND PARK (153RD STREET) | ORLAND PARK (179TH STREET) | NEW LENOX (LARAWAY ROAD) | MANHATTAN

Top 10 SouthWest Line Weekday Boardings (2006)	
Station	***Boardings***
153rd Street	715
Worth	445
Palos Park	387
Palos Heights	281
143rd Street	234
179th Street	209
Laraway Road	11
Manhattan	22

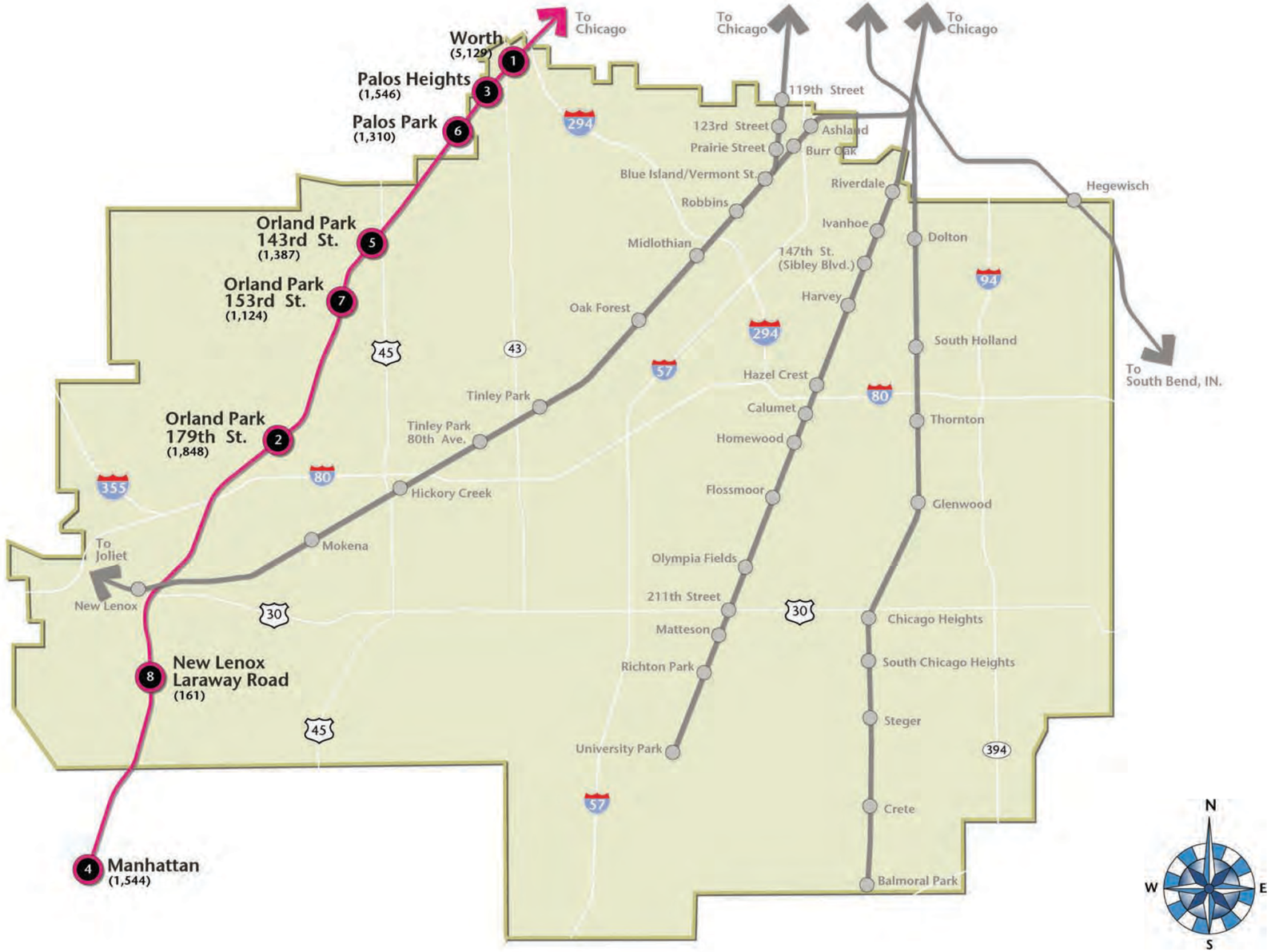


LEGEND

- *SouthWest Service*
- 5 *Weekday Boardings*
- *SSMMA Service Area*

SouthWest Service Line | WEEKDAY BOARDINGS (2006)

Top 10 SouthWest Line 1/2 Mile Population	
Station	***1/2 Mile Population***
Worth	5,129
179th Street	1,848
Palos Heights	1,546
Manhattan	1,544
143rd Street	1,387
Palos Park	1,310
153rd Street	1,124
Laraway Road	161

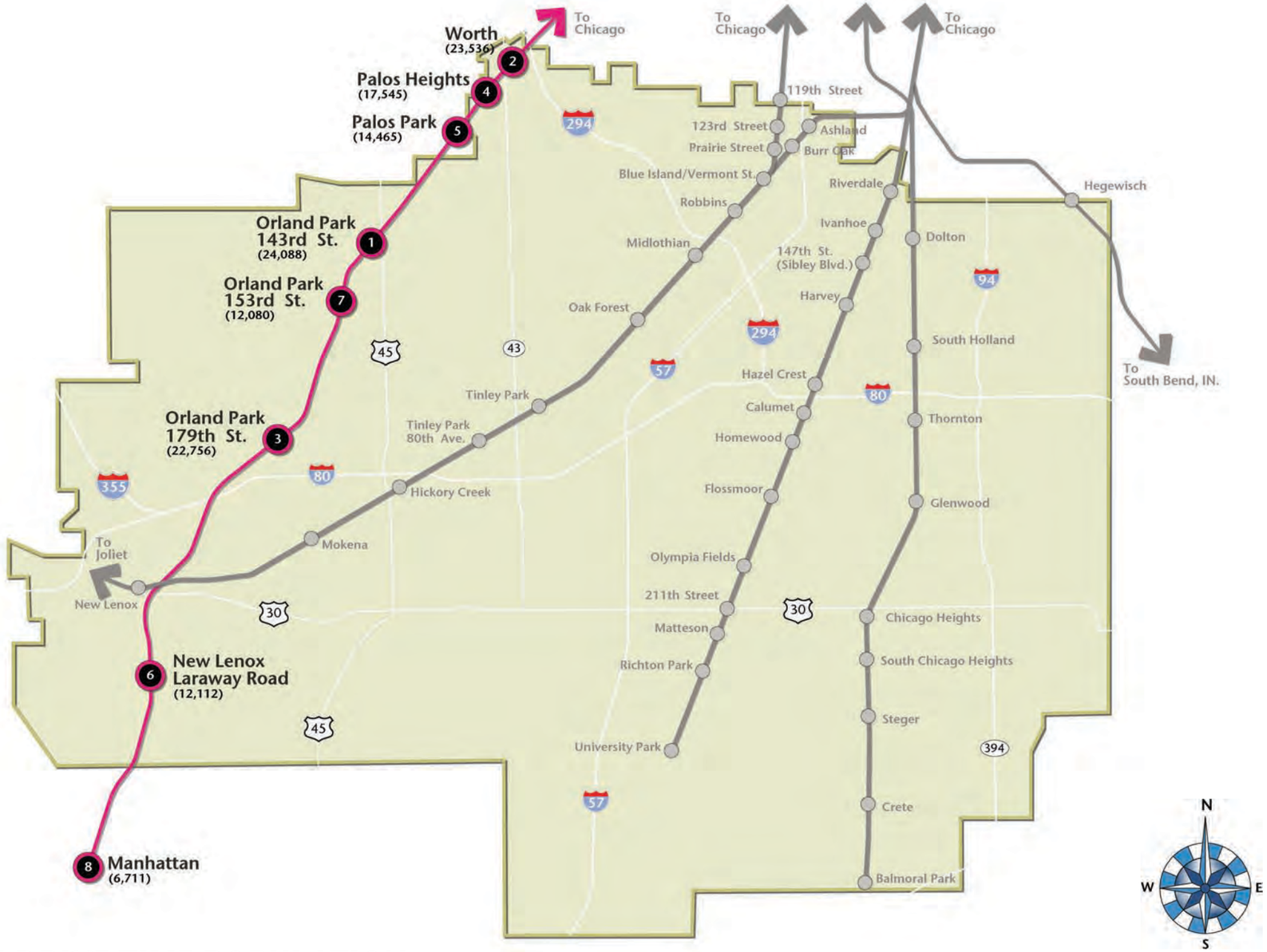


LEGEND

- *SouthWest Service*
- 5 *1/2 Mile Population*
- *SSMMA Service Area*

SouthWest Service Line | ½ MILE POPULATION

Top 10 SouthWest Line 5 Minute Drive Time Pop.	
Station	***5-Min. Drive Time Population***
143rd Street	24,088
Worth	23,536
179th Street	22,756
palos Heights	17,545
Palos Park	14,465
Laraway Road	12,112
153rd Street	12,080
Manhattan	6,711

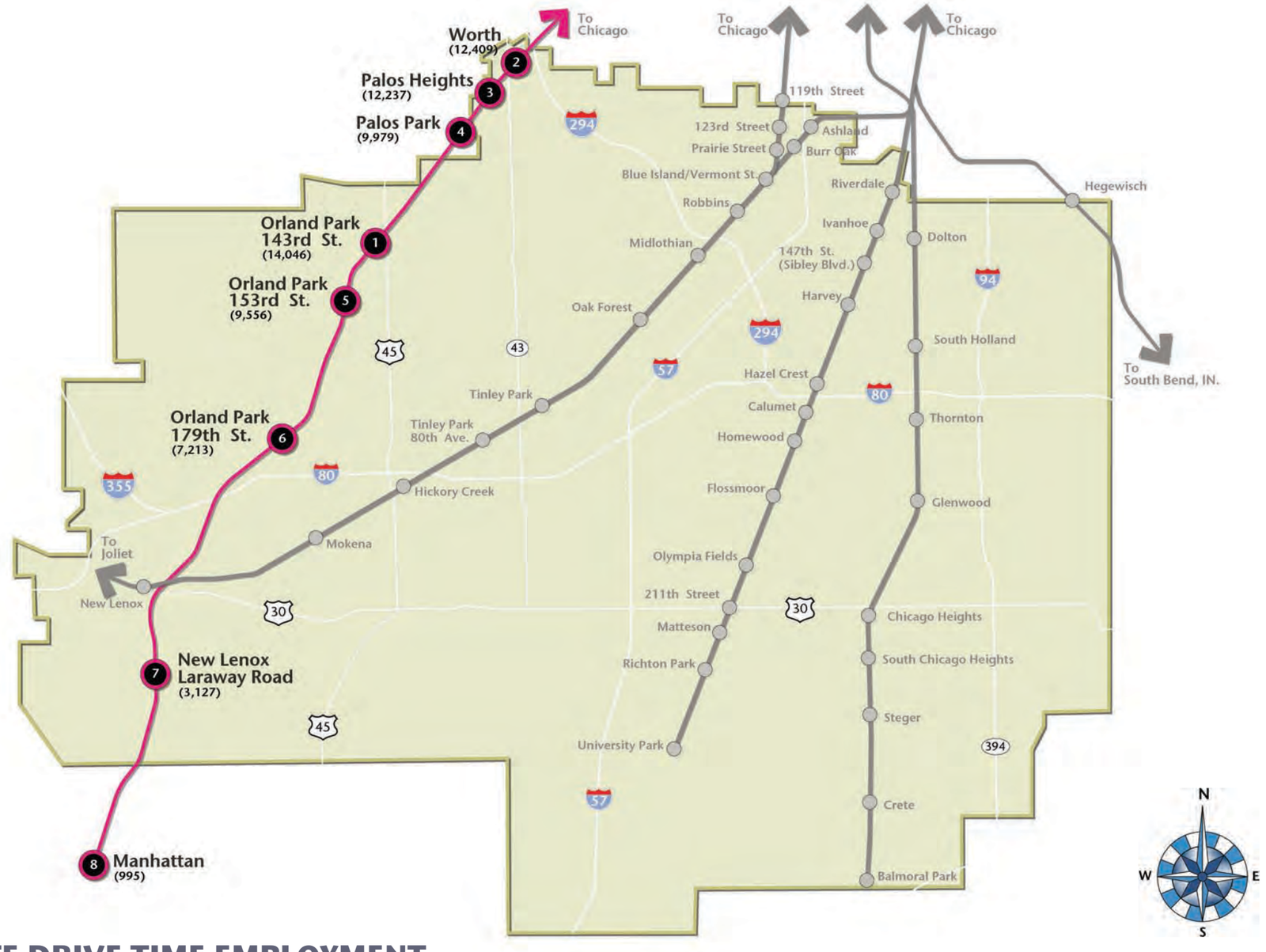


LEGEND

- *SouthWest Service*
- 5 — *5 Minute Drive Time Population*
- *SSMMA Service Area*

SouthWest Service Line | 5-MINUTE DRIVE TIME POPULATION

Top 10 SouthWest Line 5 Min. Drive Time Employ.	
Station	***5-Min. Drive Time Employment***
143rd Street	14,046
Worth	12,409
Palos Heights	12,237
Palos Park	9,979
153rd Street	9,556
7213	3,127
Laraway Road	3,127
Manhattan	995



LEGEND

- *SouthWest Service*
- 5 — *5 Minute Drive Time Employment*
- *SSMMA Service Area*

SouthWest Service Line | 5-MINUTE DRIVE TIME EMPLOYMENT

SouthEast Service Line (Proposed)

Land Use and General Characteristics

The proposed SouthEast Service Line is part of the Metra Connects program intended to provide a safe and reliable transportation alternative between the southeast suburbs and the city of Chicago. The line is proposed to run along the existing Union Pacific/CSX railroad connecting eight (8) communities and over 50 major businesses to the city of Chicago via ten (10) new and three (3) existing train stations with nine (9) of those new stations within the Chicago Southland Transit Region.

The communities and station areas that will potentially benefit from the SouthEast Service Line range in character from lower density residential, e.g. Glenwood and Steger to town centers such as Crete. In addition, the corridor will also serve several recreational destinations in the southeast suburbs including the Balmoral Park Race Track, Brownwell Woods Forest Preserve, and Glenwoodie Country Club.

Market Context

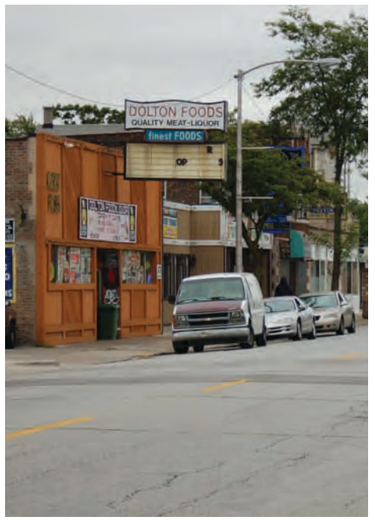
Ridership for the SouthEast Service Line is only a projection but the projections are strong. This line represents the most consistency in the key demographic factors on a proposed station-by-station basis. Up to six municipalities have conducted TOD opportunity assessments and some have started the implementation of the TOD plans (e.g. South Holland). However, plans have been affected by the recession. Limited available land will be a key factor in some municipalities. Regional support for municipal capacity building will also be a significant issue for some potential TOD's on this line. Finally, the potential TOD at the Balmoral Park Race Track represents a unique opportunity for development of a Special Use/ Employment focused TOD.

Top 10 Station Rankings

The following series of four (4) summary tables and corresponding maps contains projected ridership, demographic, and market information for stations along the SouthWest Service Line. The tables identify the top ten stations in the following categories:

- Weekday Boardings (Projected): *Data not available at station level.*
- 1/2 Mile Population: Dolton station area is home to several institutional uses including schools, public library, Village Hall that support the surrounding residential development and contribute to its growth. Chicago Heights station area contains a variety of low to medium density residential units with supporting retail uses.
- 5-Minute Drive Time Population: Drive time populations vary widely along the SouthEast corridor from over 30,000 in Dolton to less than 6,000 in Balmoral Park. This results in a diversity of development scenarios for the communities.
- 5-Minute Drive Time Employment: Due to the location of most of the proposed stations in commercial districts or existing downtowns, there are many employment opportunities available within a 5 minute drive of the station area. (e.g. South Holland, Chicago Heights)





DOLTON | SOUTH HOLLAND | THORNTON | GLENWOOD | CHICAGO HEIGHTS | SOUTH CHICAGO HEIGHTS | STEGER | CRETE | BALMORAL PARK

Projected 2030 Weekday Boardings		
Fare Zone Pair	***Stations***	***Weekday Boardings (2030)A***
A	LaSalle Street, 35th Street	9,000
B-C	Gresham, 115th Street	2,700
D-E	Dolton, South Holland, Thornton, Glenwood	4,300
F-G	Chicago Heights, South Chicago Heights, Steger, Crete, Balmoral Park	2,700
	Total	18,700

LEGEND

- *SouthEast Service (proposed)*
- 5 *Weekday Boardings*
- *SSMMA Service Area*

SouthEast Service Line | WEEKDAY BOARDINGS (PROJECTED) *Data Not Available at Station Level*

Top 10 SouthEast Line (Proposed) 1/2 Mile Population	
Station	***1/2 Mile Population***
Dolton	4,788
Steger	4,439
Chicago Heights	3,762
South Holland	3,278
Crete	2,447
South Chicago Heights	1,875
Glenwood	1,768
Thornton	1,537
Balmoral Park	272

LEGEND

- *SouthEast Service (proposed)*
- 5 *1/2 Mile Population*
- *SSMMA Service Area*

SouthEast Service Line | ½ MILE POPULATION

Top 10 SouthEast Line (Proposed) 5 Minute Drive Time Population	
Station	***5-Min. Drive Time Population***
Dolton	30,032
Chicago Heights	26,958
South Holland	26,749
South Chicago Heights	22,944
Steger	18,521
Thornton	9,613
Crete	9,516
Glenwood	9,420
Balmoral Park	5,785

LEGEND

- *SouthEast Service (proposed)*
- 5 *5 Minute Drive Time Population*
- *SSMMA Service Area*

SouthEast Service Line | 5-MINUTE DRIVE TIME POPULATION

Top 10 SouthEast Line (Proposed) 5 Minute Drive Time Employment	
Station	***5-Min. Drive Time Employment***
South Holland	15,633
Chicago Heights	14,198
South Chicago Heights	10,168
Thornton	8,687
Steger	7,289
Dolton	5,527
Glenwood	3,627
Crete	2,822
Balmoral Park	1,499

LEGEND

- *SouthEast Service (proposed)*
- 5 *5 Minute Drive Time Employment*
- *SSMMA Service Area*

SouthEast Service Line | 5-MINUTE DRIVE TIME EMPLOYMENT

South Shore Line

Land Use and General Characteristics

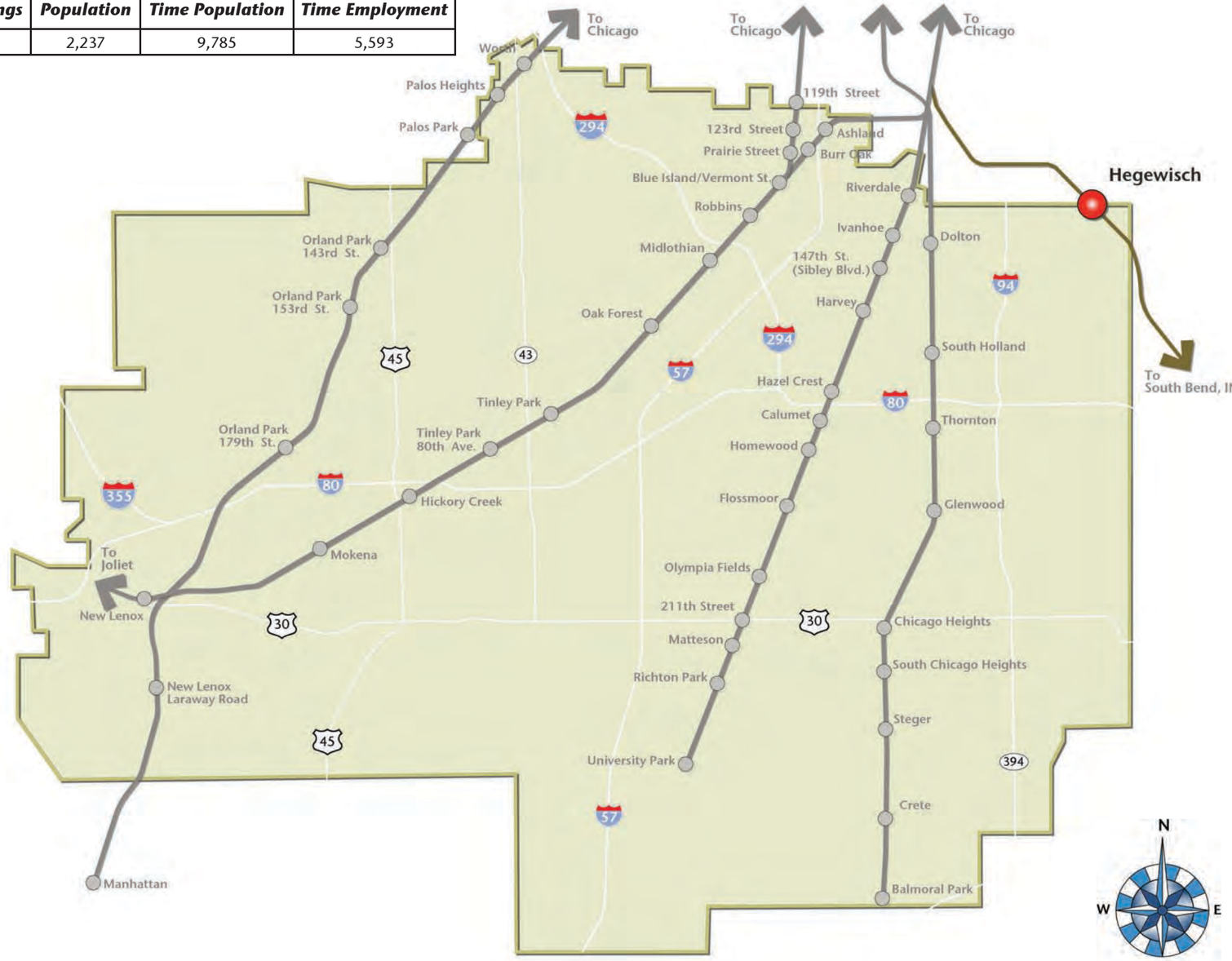
The South Shore Line is an interstate transit service operated by NICTD between Chicago's Millennium Station and South Bend Regional Airport in Indiana.

The Chicago Southland Transit Region Initiative focuses on Hegewisch station, the easternmost stop in Chicago. The station is surrounded by several heavy industrial facilities (e.g. Calumet Harbor Lumber Mill, Azcon Corporation) and intermodal facilities serving Illinois and Indiana. New commercial and higher density residential development had been built in the last few years near the station area (e.g. Burger King, Senior Suites of Hegewisch)

Market Context

The station exhibits very strong characteristics with an emphasis on ridership, acceptable median incomes and the proximate employee population. While opportunities will be available, the ability to assemble land will be the key hurdle for successful development.

South Shore Line				
Station	***Weekday Boardings***	***1/2 Mile Population***	***5-Minute Drive Time Population***	***5-Minute Drive Time Employment***
Hegewisch	1,449	2,237	9,785	5,593



LEGEND

- *South Shore Line*
- *Hegewisch Station*
- *SSMMA Service Area*

South Shore Line | STATION AREA MAP

Individual Station Areas Analysis

Building upon the land use and market analysis of each of the four (4) existing and one (1) proposed transit corridors, the following section provides a summary of the key characteristics of each station area.

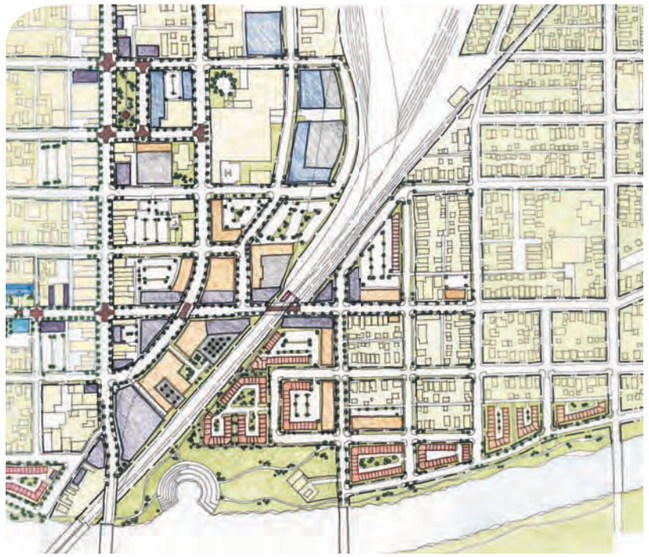
The key station area components analyzed and discussed include:

- Station Area Context
- Station Area Amenities (e.g. parking, bus connections)
- Key Assets and Constraints
- Zoning Classifications
- Mix of Land Uses
- Physical Conditions
- Demographic Characteristics
- Economic Conditions
- Transit Ridership
- Community Desires

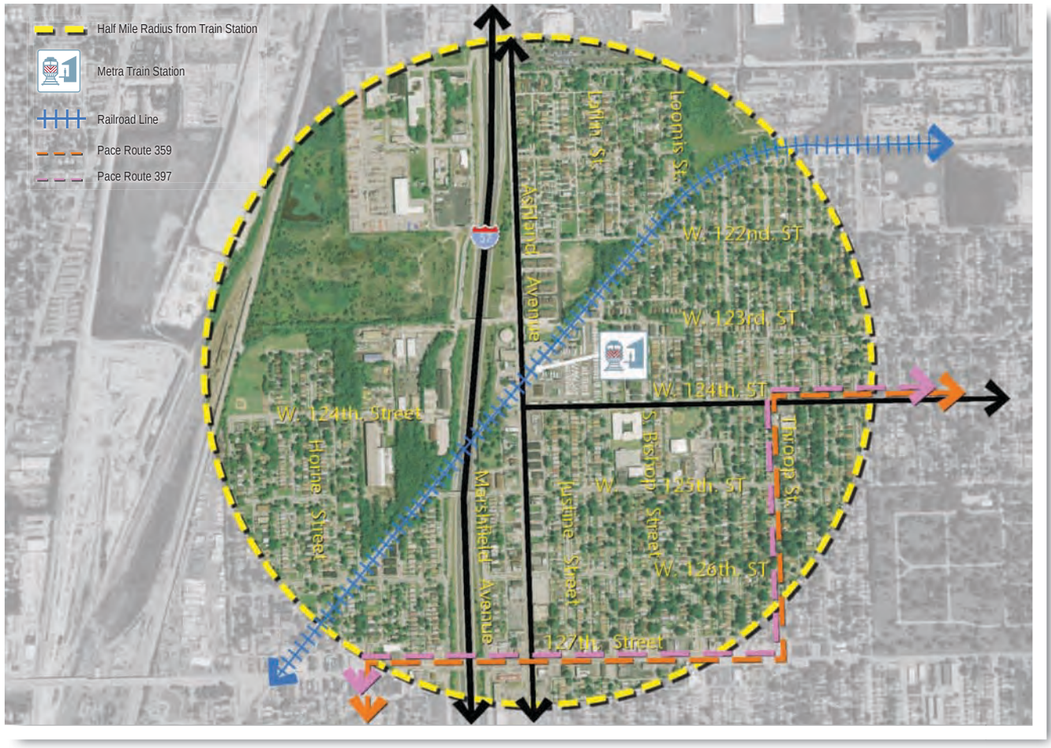
The community desires for each station area is based on a combination of one-on-one interviews with community representatives and previously completed station area studies.

The station areas are arranged by Line in the following order:

- Metra Electric District Line
- Rock Island District Line
- SouthWest Service Line
- SouthEast Service Line (proposed)
- South Shore Line



Metra Electric District

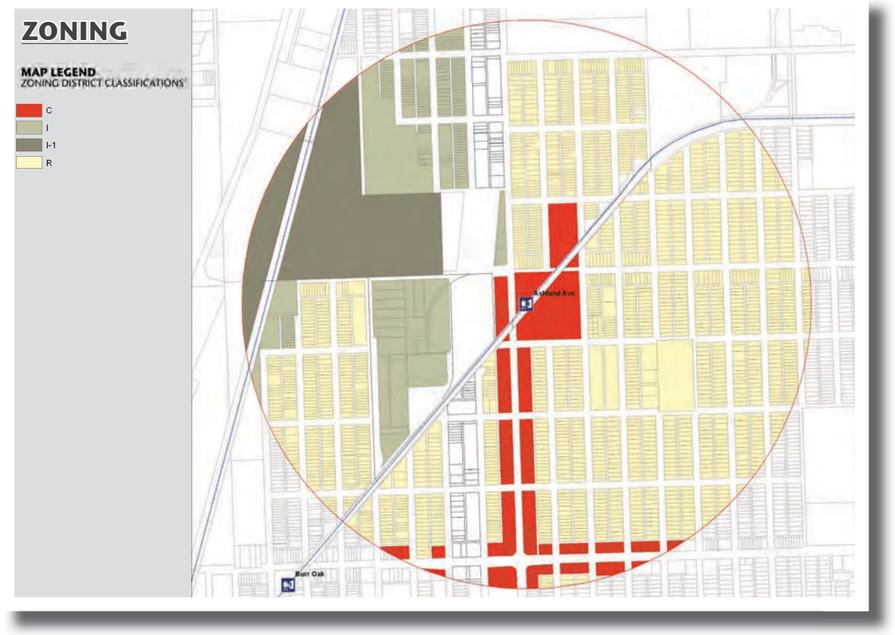


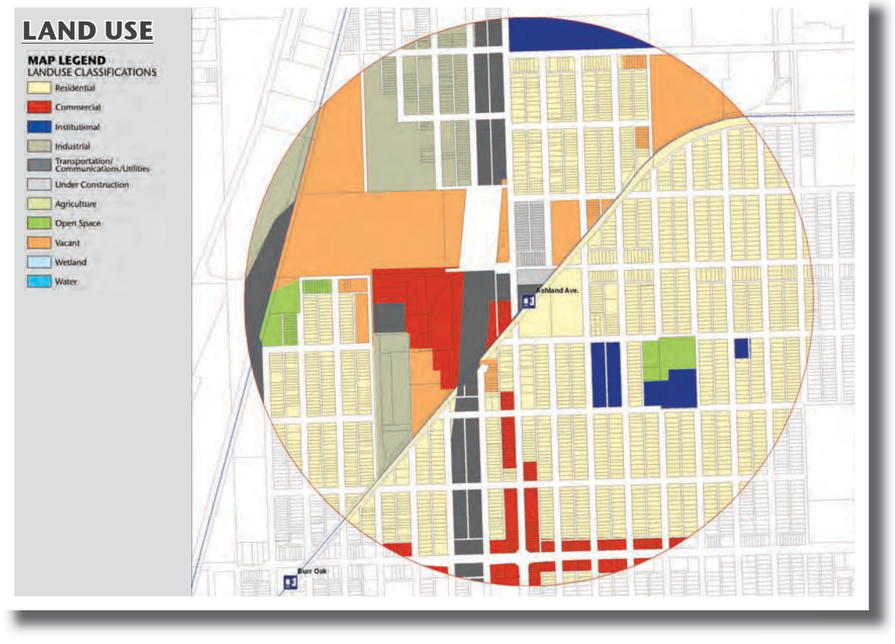
The Ashland Metra Station is a relatively small station located on Ashland Avenue just north of 124th Street in the Village of Calumet Park. The station area contains a variety of residential uses including single-family homes, mobile homes, and multi-family condos and apartments. A mix of old and new commercial development is located to the south of the Metra station as well as a small cluster of industrial uses to the west.

Commuter parking is available north of the station south at 123rd Street. The parking lot is 75% utilized. Commuters also park on-street on the northwest and southwest corners of Ashland Avenue and 124th Street. Pace Bus Routes 354 and 397 circulate near the station but do not provide direct connections for Metra riders.

Contact Information

Village of Calumet Park Contact: (708) 389-1906 • SSMMA Contact: (708) 226-1155





Ashland Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,518*	*21,654*	*35,646*
Population Density	*7,150.50*	*7,258.70*	*6,441.50*
Average HH Income	*$46,739.00*	*$53,988.00*	*$57,641.00*
Median HH Income	*$47,001.00*	*$49,983.00*	*$51.033.00*
Total Employees	*1.087*	*5,899*	*9,131*
Total Retail Expenditure	*$37,845,047*	*$140,233,552*	*$264,352,595*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*165/19/--*
Commuter Parking Capacity (2008)			*95*
Commuter Parking Utilization (2008)			*75%*

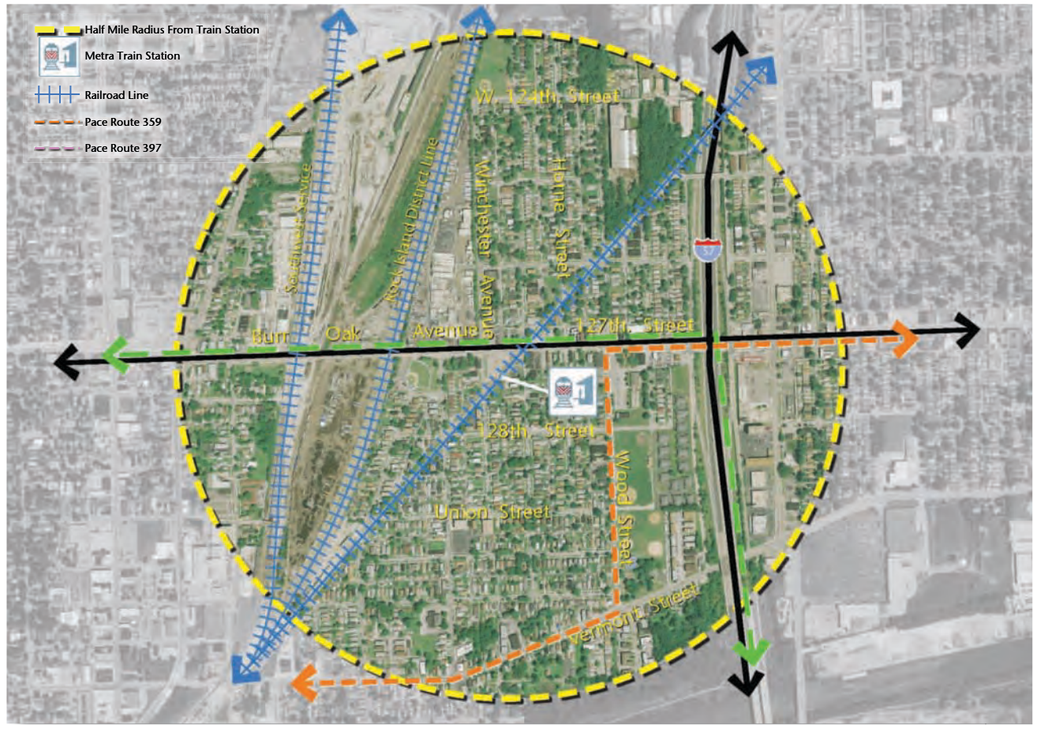
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

Calumet Park is a growing and diverse community that has sustained a good quality of commercial and industrial development over the years. The Metra station located in the core of the community provides the city with an opportunity to boost commercial activity and attract additional residents to the station area.

The village envisions a predominantly residential character with supporting commuter and neighborhood oriented retailers (e.g. café, bakery) located close to the station. The success of residential development in Calumet Park is demonstrated by low vacancy rates, although commercial vacancy rates remain relatively high. The village supports an increased density and height of up to 3 stories within the station area. In addition to land use redevelopment, streetscape and landscape improvements are envisioned along major corridors including Ashland Avenue and 124th street to create a safe, attractive, and inviting station area.

To assist in the redevelopment process, the village may need to upgrade basic site infrastructure facilities to accommodate greater intensity of development and ensure high quality design.



Burr Oak is the second to last station along the Blue Island Branch of the Metra Electric District Line. The station is located in a predominantly (50% in terms of land use) residential neighborhood of Blue Island with limited commercial uses immediately adjacent to it. MetroSouth Medical Center, a 12 acre campus in the heart of Blue Island's uptown commercial business district is one of the major employers attracting investment and individuals to the city and station area.

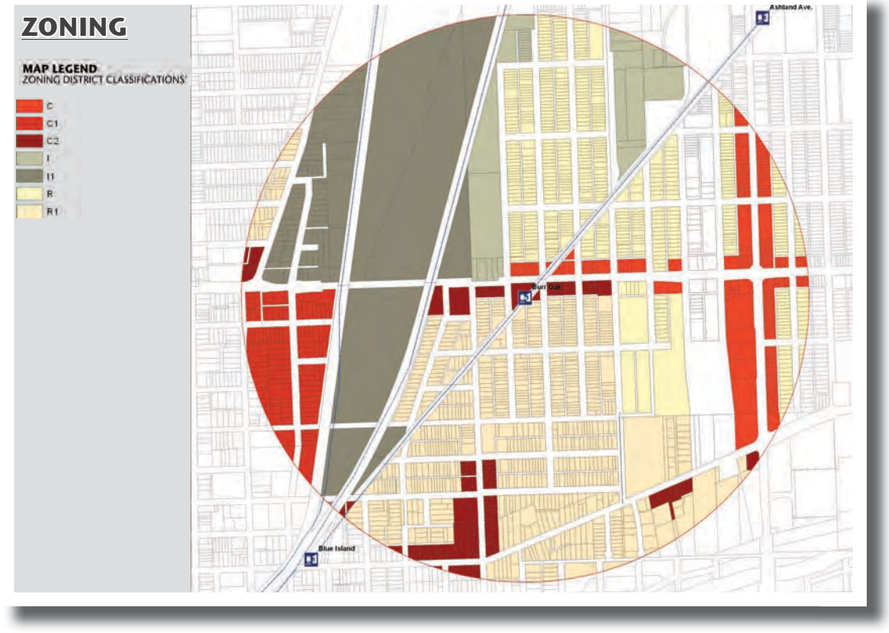
Commuter parking for Metra riders is available near the station in a triangular parcel on the southeast corner of Burr Oak Avenue and Winchester Street and is utilized to its capacity during weekdays. Pace Bus Route 877 has a stop at the Metra station and Route 359 runs three blocks east of the station. Most commuters access the train station by car (59%) or on foot (30%).

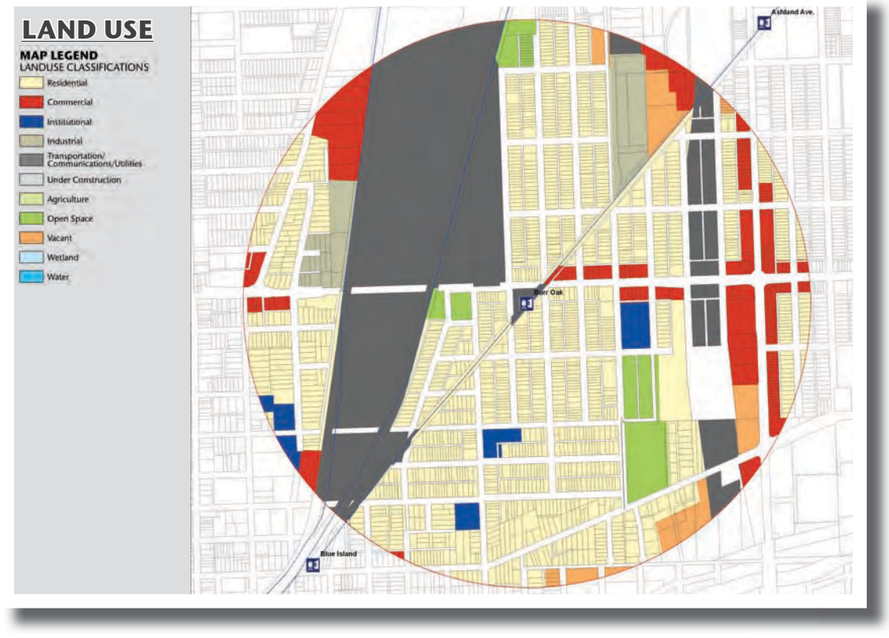
Contact Information

City of Blue Island Contact: (708) 597-8602 • SSMMA Contact: (708) 226-1155

Burr Oak Station

Initiative for the Chicago Southland Transit Region





DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*6,725*	*22,694*	*35,329*
Population Density	-	-	*6,467*
Average HH Income	*$50,739.00*	*$52,157.00*	*$53,839.00*
Median HH Income	*$45,818.00*	*$47,562.00*	*$49,278.00*
Total Employees	*2,012*	*6,631*	*9,448*
Total Retail Expenditure	*$47,266,951*	*$154,037,967*	*$242,755,048*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*156/41/--*
Commuter Parking Capacity (2008)			*60*
Commuter Parking Utilization (2008)			*98%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

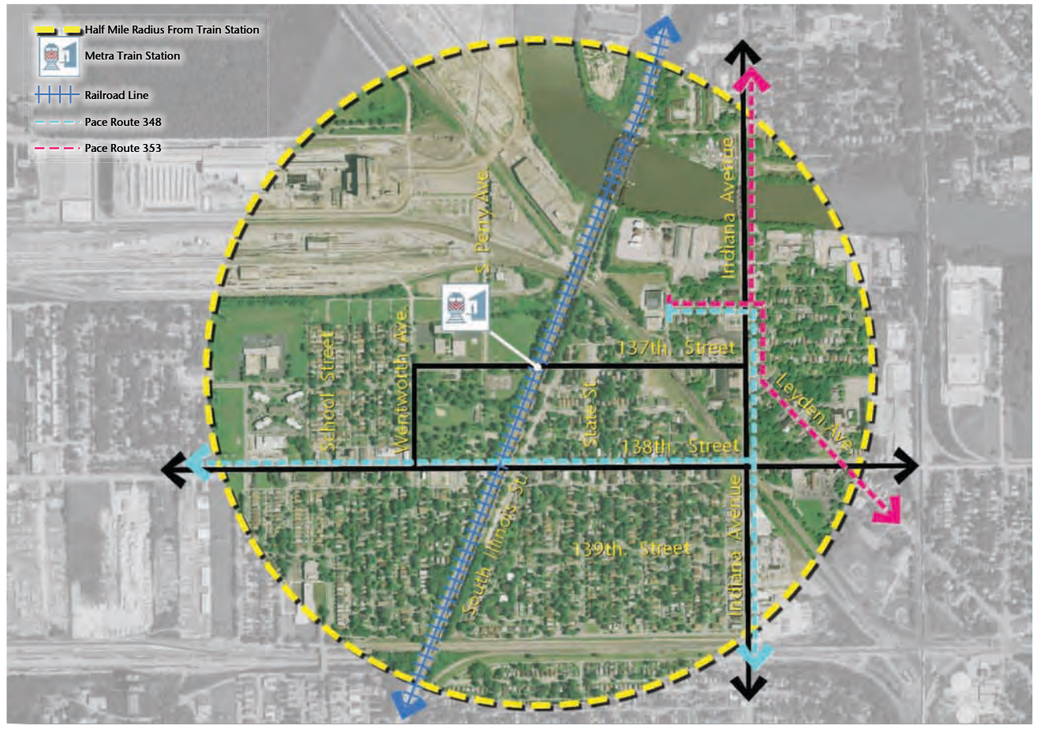
COMMUNITY DESIRES

The city of Blue Island desires to develop the Burr Oak station area for commuter-oriented services and municipal and recreational facilities with bike and pedestrian connections to adjacent residential neighborhoods. 127th Street and Ashland Avenue are major commercial corridors serving the community and provide an excellent opportunity for redevelopment around the station area.

The availability of vacant and underdeveloped parcels in the station area (e.g. northwest corner of 127h Street and Honore Street) provides a key advantage to the city and development community in planning and building a transit-supportive development. The city sees MetroSouth Medical Center as an incredible asset to and partner for the station area redevelopment.

ADDITIONAL INFORMATION

- Blue Island Plan for Economic Development (2005)
- Blue Island TOD/COD Study (2009)
- Homes for a Changing Region (2009)



Riverdale Station is one of two Metra stations in the Village of Riverdale. Located in the midst of a diversity of land uses south of the Calumet River, the station sits across from Riverdale Park, a large recreational facility for the residential neighborhoods to the south and east. Other land uses within the station area include retail, institutional (school district office, chapel), industrial, and multi-family residential.

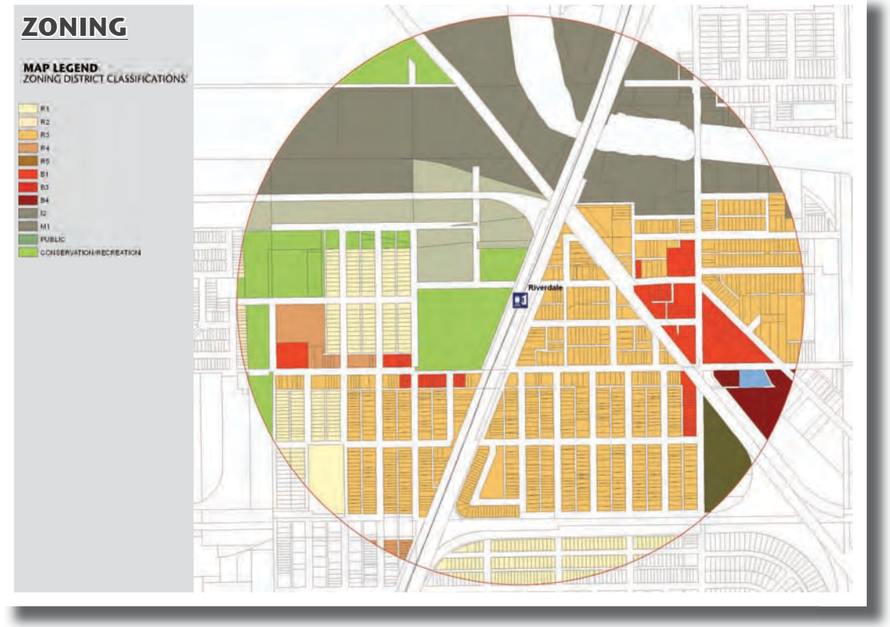
Commuter parking is fairly well utilized (62%) and available at four (4) locations, primarily along Illinois street between 137th Street and 139th Street. On-street parking is also available on the west side of the street between 137th Street and 137th Place, and along 137th Street west of the railroad bridge. Although two (2) Pace Bus Routes (348 and 353) operate within the station area, there are no connections to the train station at this time.

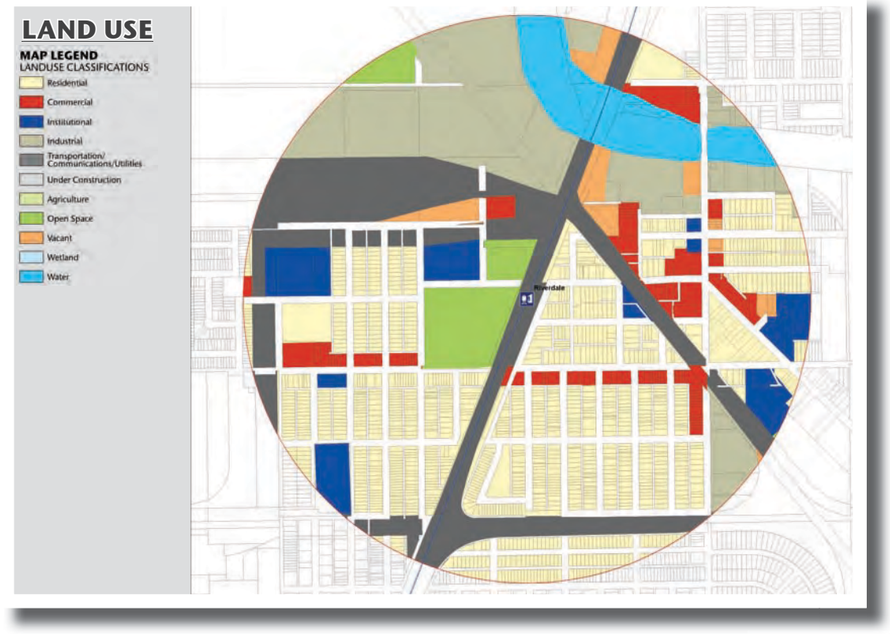
Contact Information

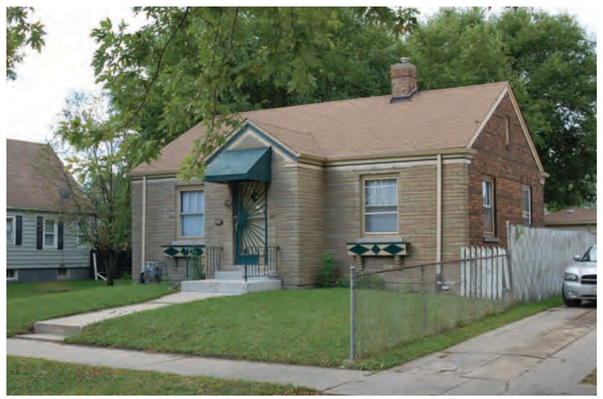
Village of Riverdale Contact: (708) 841-2200 • SSMMA Contact: (708) 226-1155

Riverdale Station

Initiative for the Chicago Southland Transit Region







DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,236*	*15,204*	*26,844*
Population Density	*5,393.53*	*4,839.45*	*5,049.00*
Average HH Income	*$45,912.00*	*$45,161.00*	*$48,937.00*
Median HH Income	*$41,571.00*	*$42,417.00*	*$45,625.00*
Total Employees	*690*	*2,294*	*4,086*
Total Retail Expenditure	*$24,295,817*	*$86,615,170*	*$162,662,327*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*397/69/26*
Commuter Parking Capacity (2008)			*260*
Commuter Parking Utilization (2008)			*62%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

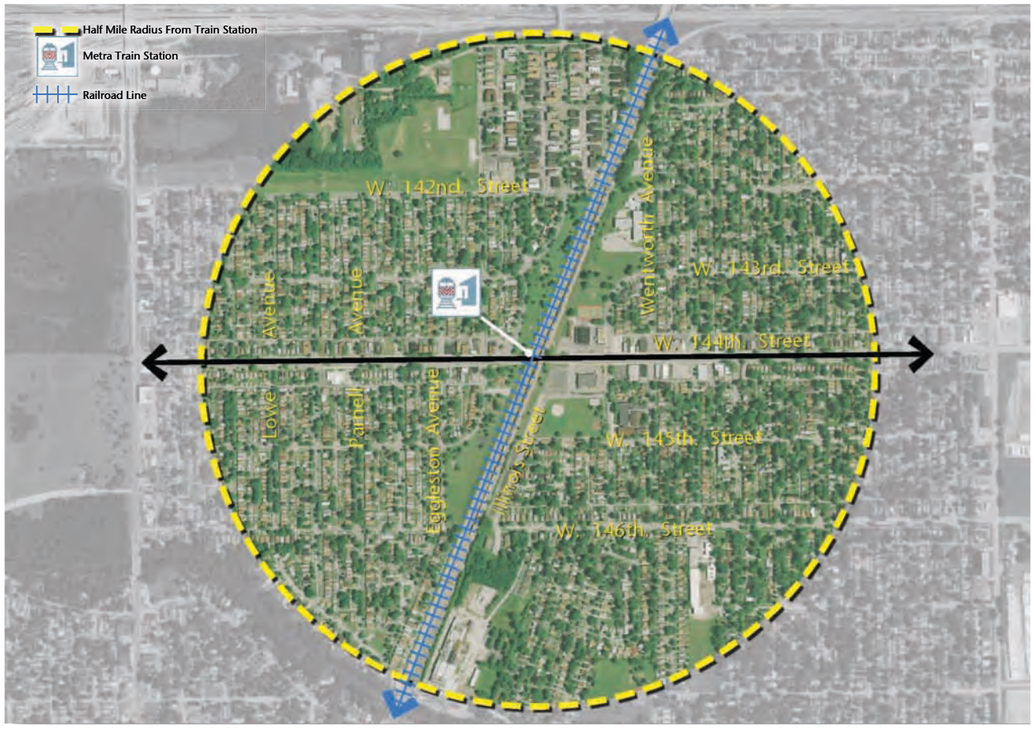
COMMUNITY DESIRES

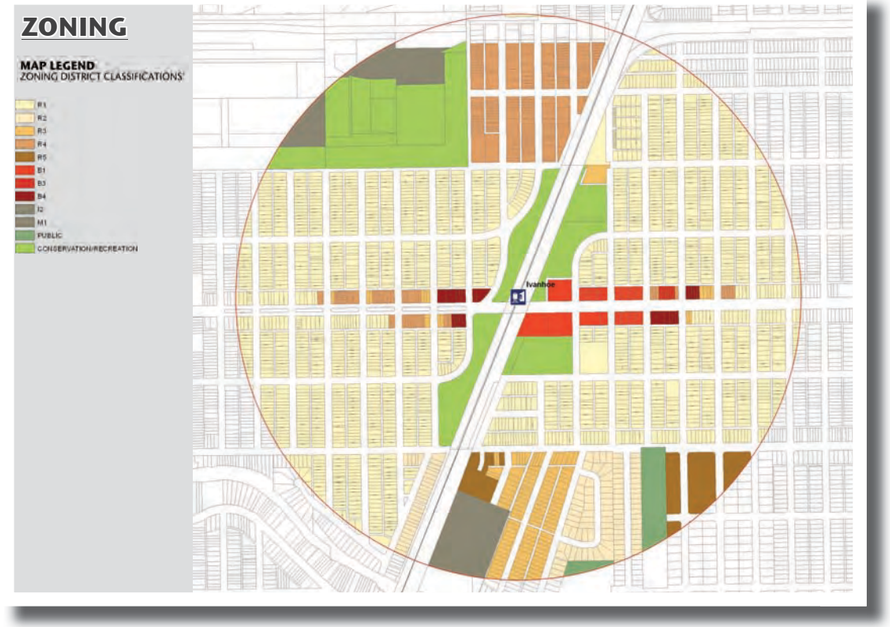
Located in the midst of a predominantly residential neighborhood, Riverdale Station area is envisioned as a neighborhood oriented development with supporting commercial uses. The village undertook a TOD study in 2001 to help create its vision for the station area. The village desires to focus on the infill development of vacant and underutilized parcels so as to make them blend with the existing building character and scale. Although the village is willing to accept 3 to 4 story multi-use buildings, it does not wish to encourage rental housing within the station area.

In terms of commercial redevelopment, the village sees a limited demand for office uses and would prefer to focus on neighborhood and commuter oriented commercial development. Better vehicular and pedestrian signage and wayfinding signs are required to help commuters and visitors identify the entrance to the train station.

ADDITIONAL INFORMATION

- Transit Oriented Development Plan for Riverdale Metra Station Area (2001)



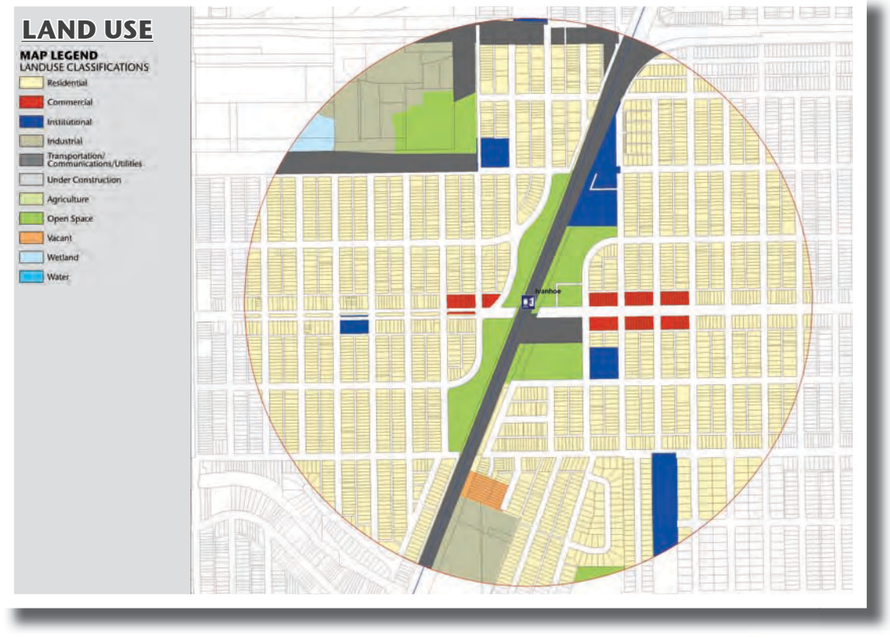


Ivanhoe Station is located in a largely residential area on the western edge of Riverdale's downtown. The station area contains a diversity of land uses including large open spaces (e.g. Kelly Franson Park) north and south of the train station, single-family homes, multi-story apartments, schools, and retail buildings. 144th Street is a commercial corridor with a mix of old and new retail and office development as well as limited institutional uses (e.g. public library, Village Hall). To the east of the station, the village has begun some transit supportive development including a CVS store, Family Dollar store, and Chase bank.

Community parking is available at six (6) locations east of the station, primarily north of Illinois Street between 143rd Street and 145th street. On-street parking is also available on 145th Street between Illinois Street and Atlantic Avenue. All the commuter parking lots are well utilized (93%) during weekdays. No bus connections are available at this train station.

Contact Information

Village of Riverdale Contact: (708) 841-2200 • SSMMA Contact: (708) 226-1155



Ivanhoe Station

Initiative for the Chicago Southland Transit Region

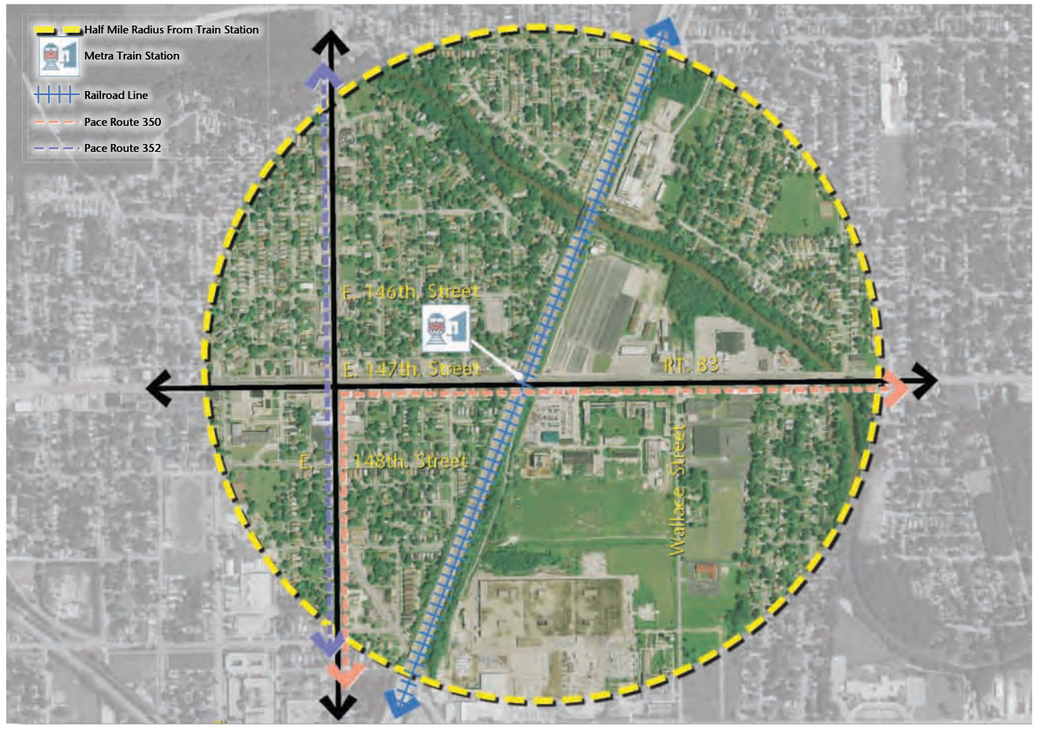
DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	7,645	20,351	24,655
Population Density	9,734.52	6,477.86	6,107.00
Average HH Income	$47,674.00	$50,056.00	$51,206.00
Median HH Income	$49,711.00	$48,412.00	$48,624.00
Total Employees	652	2,536	3,825
Total Retail Expenditure	$48,214,593	$125,626,921	$154,375,701
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			945/204/81
Commuter Parking Capacity (2008)			396
Commuter Parking Utilization (2008)			93%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

The Ivanhoe Station area is envisioned as a neighborhood oriented development with supporting commercial uses. The village desires to focus on the infill development of vacant and underutilized parcels so as to make them blend with the existing building character and scale. Although the village is willing to accept 3 to 4 story multi-use buildings, it does not wish to encourage rental housing within the station area.

In terms of commercial redevelopment, the village sees a limited demand for office uses and would prefer to focus on neighborhood and commuter oriented commercial development.



147th Street (Sibley Boulevard) is a destination station for riders driving from northwest Indiana to take the train to Chicago, as well as Harvey-area residents. Located in the City of Harvey, the station area contains a diverse mix of land uses including traditional single-family homes, multi-family homes, commercial uses along 147th Street, vacant and underutilized parcels, and light industrial uses. The area west of the tracks contains a bulk of the residential development within the station area with the east side containing a new retail center development.

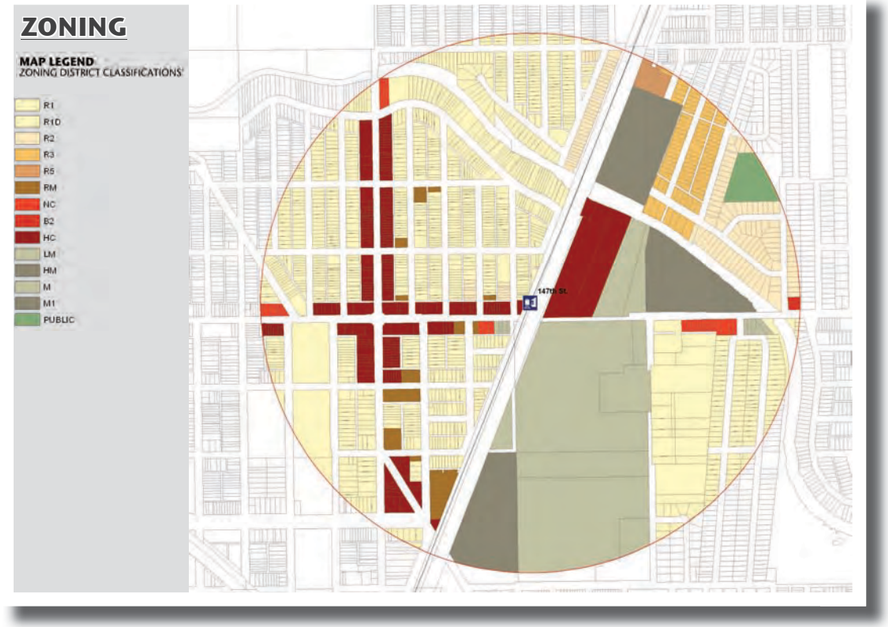
Parking for commuters is provided in two (2) commuter lots to the east and west of the station. Pace Bus Route 350 is an east-west connector that serves commercial and residential areas in communities between Hammond Transit Center and Harvey Transportation Center.

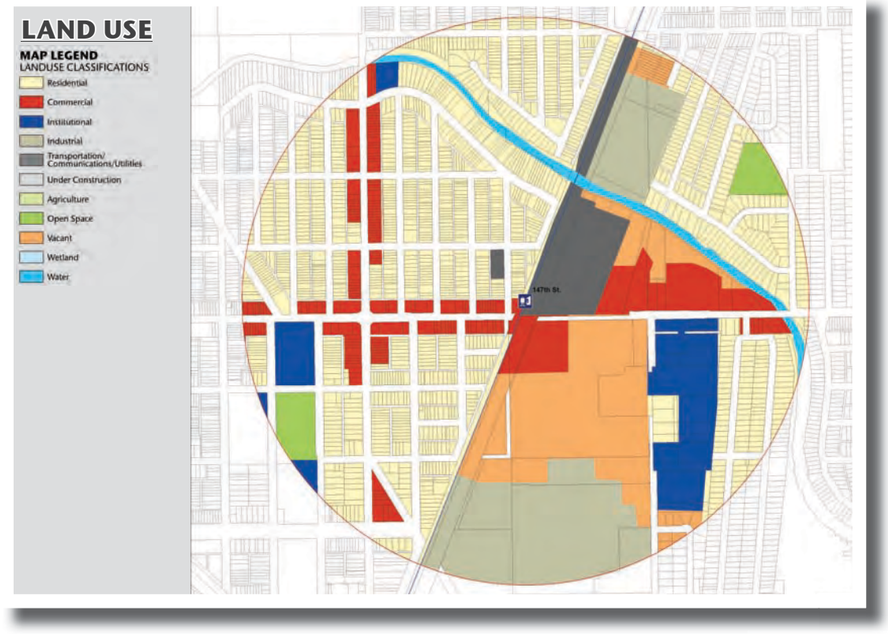
Contact Information

City of Harvey Contact: (708) 210-5301 • SSMMA Contact: (708) 226-1155

147th St. Sibley Blvd. Station

Initiative for the Chicago Southland Transit Region





DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	4,027	17,052	30,434
Population Density	5,127.09	5,427.70	4,981.00
Average HH Income	$51,382.00	$49,835.00	$49,271.00
Median HH Income	$44,301.00	$47,185.00	$45,144.00
Total Employees	794	4,326	10,332
Total Retail Expenditure	$22,965,419	$101,839,145	$177,586,471
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			1,255/222/50
Commuter Parking Capacity (2008)			1,302
Commuter Parking Utilization (2008)			65%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

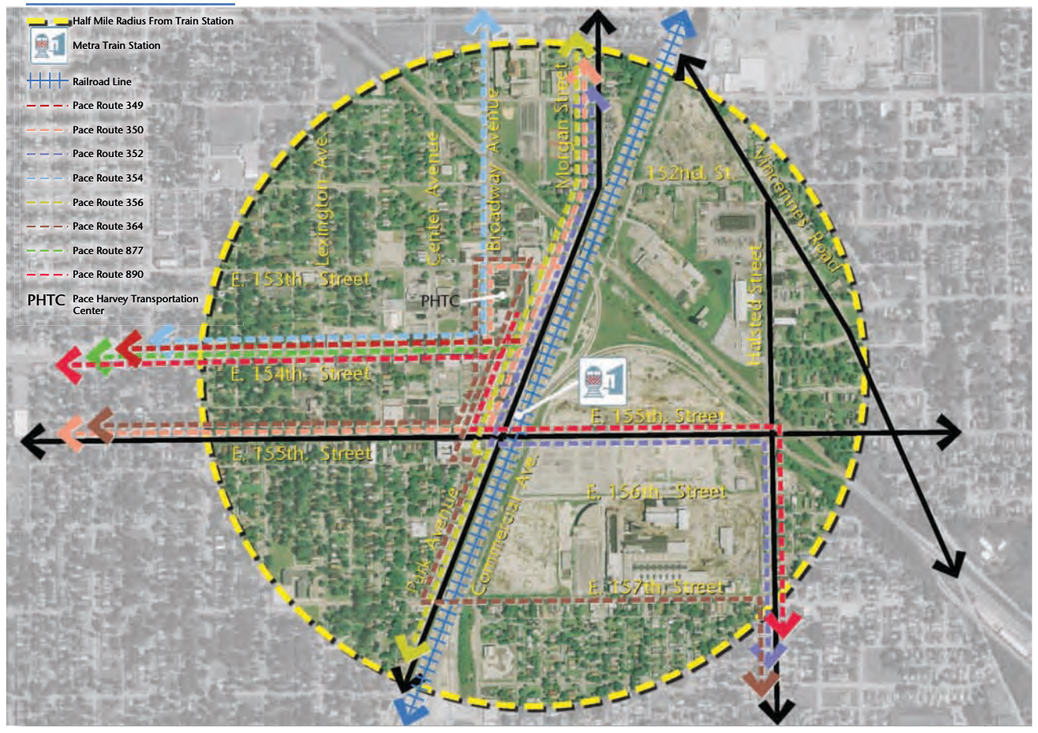
COMMUNITY DESIRES

The City of Harvey seeks to capitalize on the opportunity to create a visually attractive and economically profitable place for its residents, businesses, and visitors by redeveloping available parcels around the Metra station. The city desires the station area to be a vibrant, multi-use neighborhood that focuses on attracting new businesses and institutional uses that will generate jobs for the community.

To complement the character of existing residential development surrounding the station, the city desires to build higher density housing products including townhomes, row homes, and mid-rise condominiums. Additionally, to take advantage of the Little Calumet River, bike and pedestrian paths are envisioned along the river connecting the station area to surrounding neighborhoods. Large parcels east of the station shall be redeveloped to accommodate a mix of high-density commercial and institutional facilities.

ADDITIONAL INFORMATION

- Harvey Station Area Plan (2005)

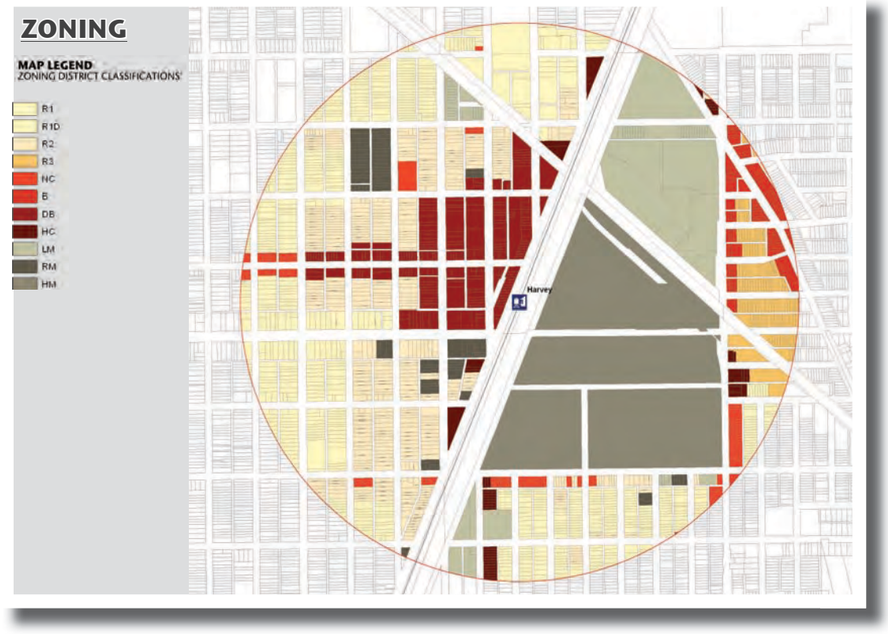


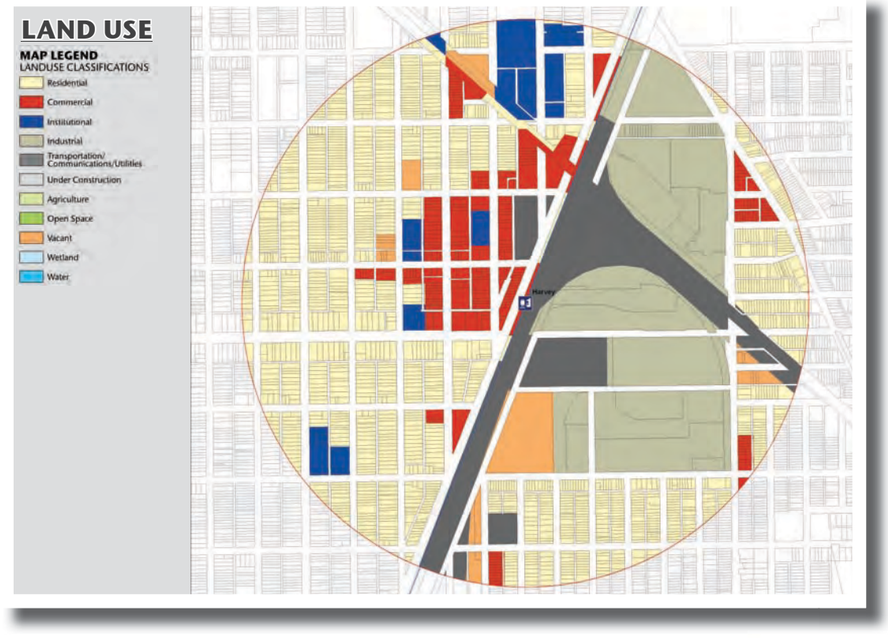
Harvey Station is an aesthetically designed train station located conveniently across the street from Pace's Harvey Transportation Center and in close proximity to City Hall, YMCA, public library, and the post office. Due to its proximity to downtown Harvey, the station area contains a healthy mix of residential, commercial, institutional, and industrial uses. To accommodate future growth, the station area includes several redevelopment opportunities on the eastern edge of the downtown, some of them owned by the city.

Commuter parking is provided around the train station in two (2) locations. The first is a linear parking lot along Park Avenue between 153rd and 155th Streets and the second larger lot (839 spaces) is located east of the station along 155th Street. Several Pace Buses stop at the Transportation Center, providing easy access to the train station. These include Routes 349, 350, 352, 354, 356, 364, 877, 889, and 890.

Contact Information

City of Harvey Contact: (708) 210-5301 • SSMMA Contact: (708) 226-1155





Harvey Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	4,456	16,675	31,278
Population Density	5,673.20	5,307.93	4,290.00
Average HH Income	$39,045.00	$45,562.00	$47,914.00
Median HH Income	$36,937.00	$40,834.00	$42,487.00
Total Employees	1,812	12,441	18,985
Total Retail Expenditure	$21,296,813	$87,713,413	$177,868,695
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			937/153/52
Commuter Parking Capacity (2008)			905
Commuter Parking Utilization (2008)			43%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

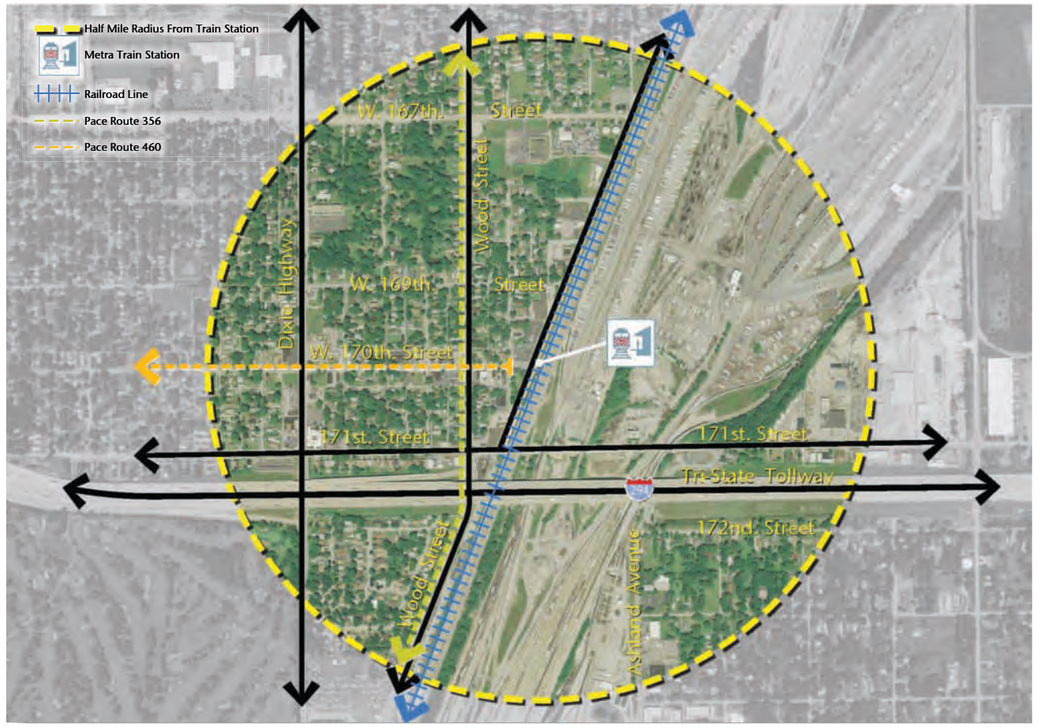
As part of a multi- faceted revitalization effort, the city of Harvey has created a redevelopment plan for the area surrounding Harvey Station. The plan aims to transform the downtown station area into a prosperous and vibrant hub of economic and civic activity serving the South Suburbs.

The city envisions the downtown as an integrated mix of uses containing rehabilitated commercial buildings, new buildings with a variety of high quality businesses, civic facilities, and attractive open spaces in the heart of downtown. The city desires to build a variety of higher density housing types including townhomes, row homes, mid-rise condominiums, and single-family homes. Ease of access for pedestrians will be essential to the success of the Plan as the existing Metra station is not easily accessible by walking commuters due to a lack of connectivity with surrounding residential neighborhoods.

To help implement the plan, the zoning and development regulations will need to be modified to facilitate transit-supportive and appropriately scaled redevelopment.

ADDITIONAL INFORMATION

- Harvey Station Area Plan (2005)



Hazel Crest Station is located within the community's "downtown" area and only a few blocks away from the larger Calumet Station. The land uses within the station area are in stark contrast on either side of the tracks. The area east of the tracks is home to an intermodal facility that is the single largest use (43%) within the station area. The area to the west consists of a mix of uses including retail stores along 170th Street, single-family residential homes, and a few multi-family buildings located near the train station. The station area provides opportunities for housing redevelopment and new residential construction in existing neighborhoods as well as limited commercial development.

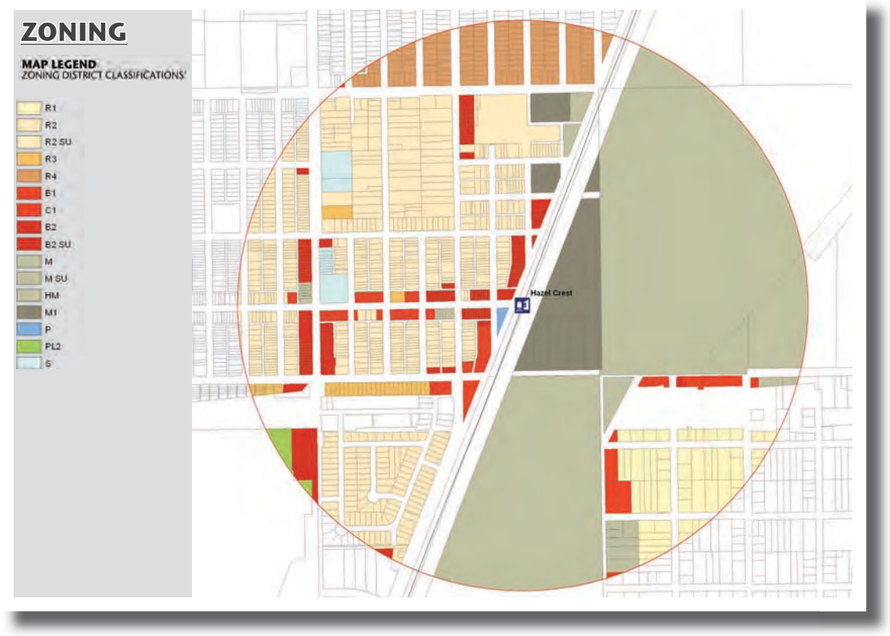
Adequate commuter parking is available at four (4) locations near the train station along Park Avenue and well utilized (88%) during weekdays. Pace Bus Route 460 originates near the station on 170th Street and Route 356 runs north-south on Wood Street, two blocks from the station.

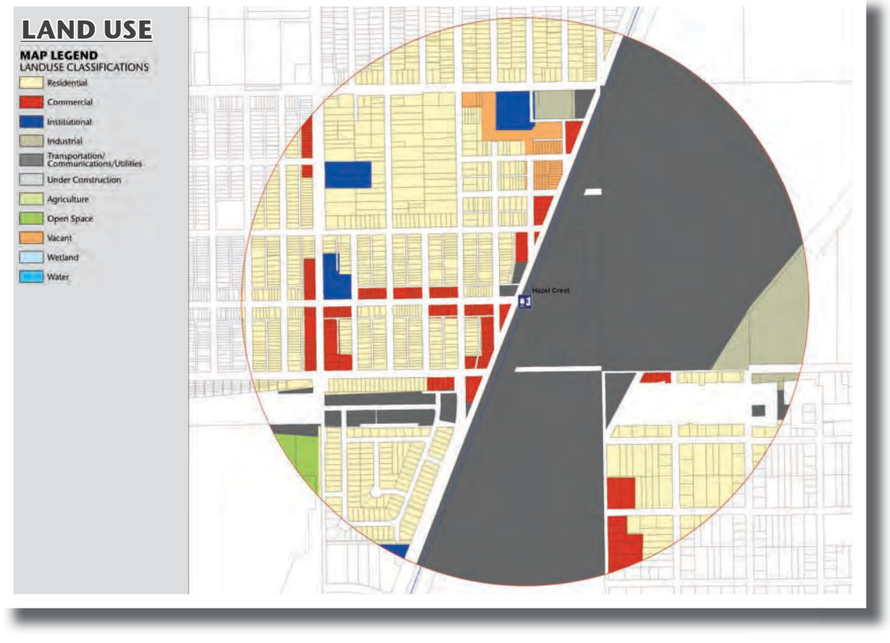
Contact Information

Village of Hazel Crest Contact: (708) 335-9600 • SSMMA Contact: (708) 226-1155

Hazel Crest Station

Initiative for the Chicago Southland Transit Region





DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	1,909	8,115	20,073
Population Density	2,431.15	2,583.09	2,569.00
Average HH Income	$61,907.00	$58,389.00	$66,089.00
Median HH Income	$52,277.00	$50,726.00	$66,089.00
Total Employees	1,117	3,711	14,706
Total Retail Expenditure	$14,908,811	$55,241,067	$159,454,831
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			518/71/35
Commuter Parking Capacity (2008)			304
Commuter Parking Utilization (2008)			88%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

The village of Hazel Crest is an attractive community well connected to the region by the regional expressway, toll road, Pace buses, and Metra commuter train system. As per the TOD Plan completed in 2002, the community's vision for the station area builds upon the well established neighborhood character and grid network.

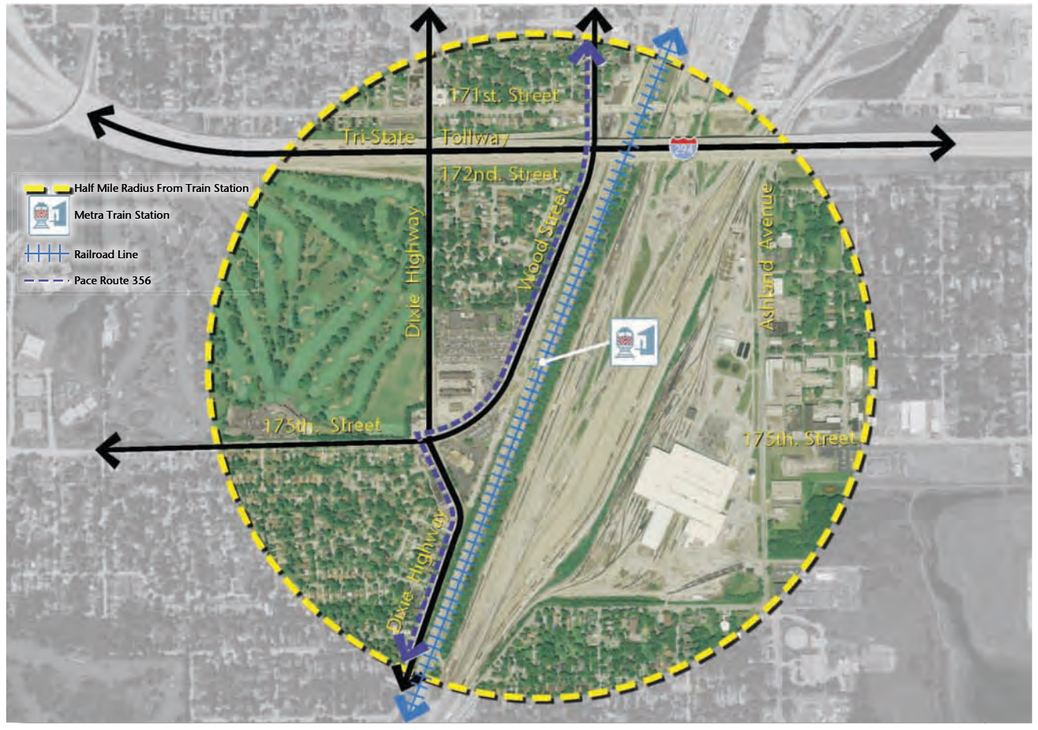
There is an opportunity to create higher density (up to 3 stories) multi-use buildings immediately west of the station along 170th street. The retail component that the village desires to attract will cater to commuters (e.g. café, coffee shop, bakery). The station area is designated as a TIF district and the village is pro-actively acquiring properties in the northwest corner of the station area.

The village wishes to undertake approximately $100,000 in infrastructure improvements to help attract additional businesses and homeowners. Parking for commuters also needs to be expanded by either providing parallel parking along Wood Street or by building a parking garage near the train station.

Metra is currently assisting the village in cleaning-up and upgrading the existing station and platform amenities.

ADDITIONAL INFORMATION

- Village of Hazel Crest Transit Oriented Development Plan (2002)
- Village of Hazel Crest Comprehensive Plan (2007)



Calumet Station is located near the Calumet Country Club at Park Avenue and 174th Street in East Hazel Crest. The primary uses within the station area include an intermodal facility located east of the station, single-family homes to the north and south, and open space in the form of the Calumet Country Club. A renovation of Calumet Station is nearing completion and includes construction of a new vendor space, a lower level waiting area and washroom facilities. Belagio's restaurant recently relocated from downtown Homewood to the station area and is a very successful commercial anchor. Limited development sites are available, although existing surface parking lots could be utilized for this purpose in the future.

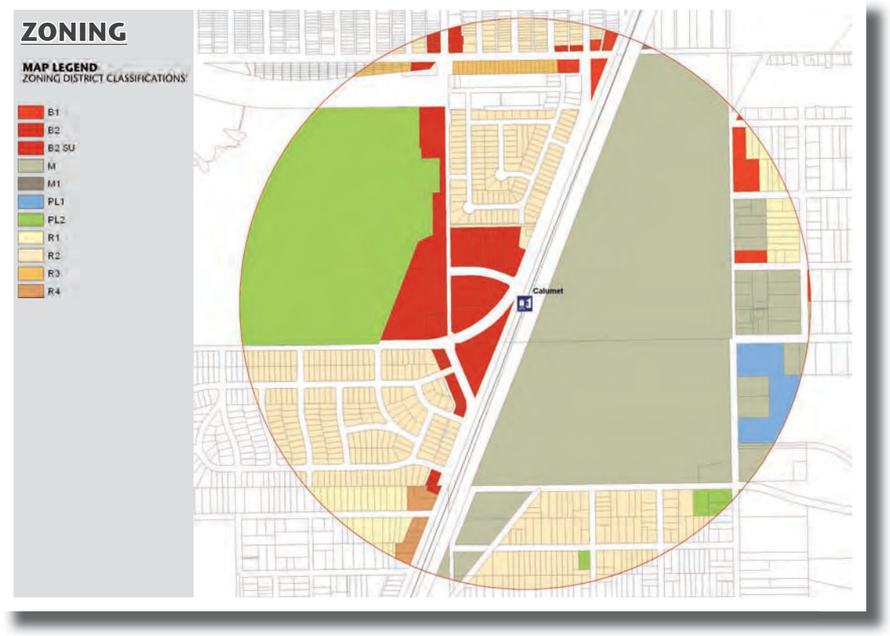
Commuter parking for Metra riders is available west of the station along Park Avenue and north of SSMMA offices. It is utilized to its maximum capacity during weekdays as a majority of commuters (78%) drive to the train station, including 7% who carpool. Pace Bus Route 356 runs north-south on Wood Street with a stop near the train station.

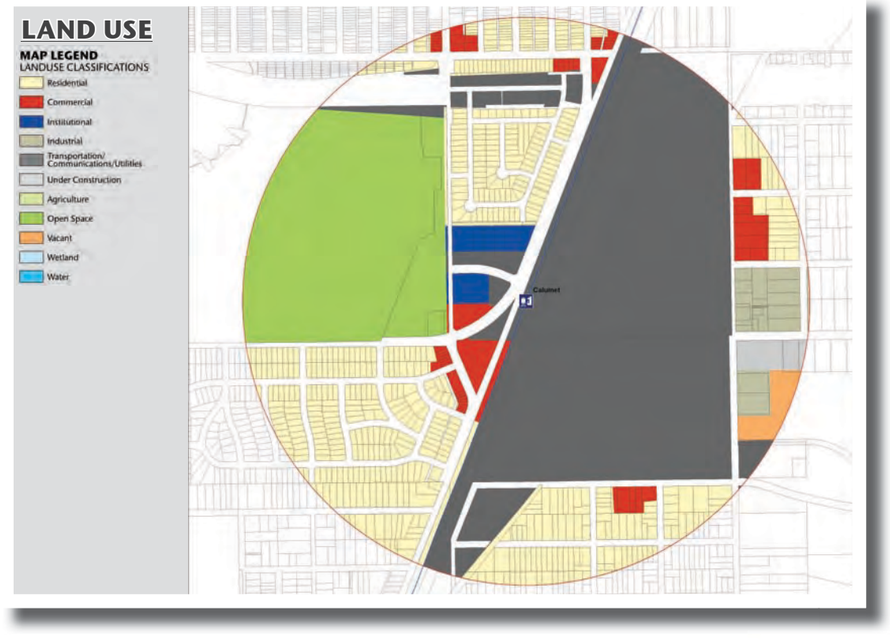
Contact Information

Village of East Hazel Crest Contact: (708) 798-0213 • SSMMA Contact: (708) 226-1155

Calumet Station

Initiative for the Chicago Southland Transit Region





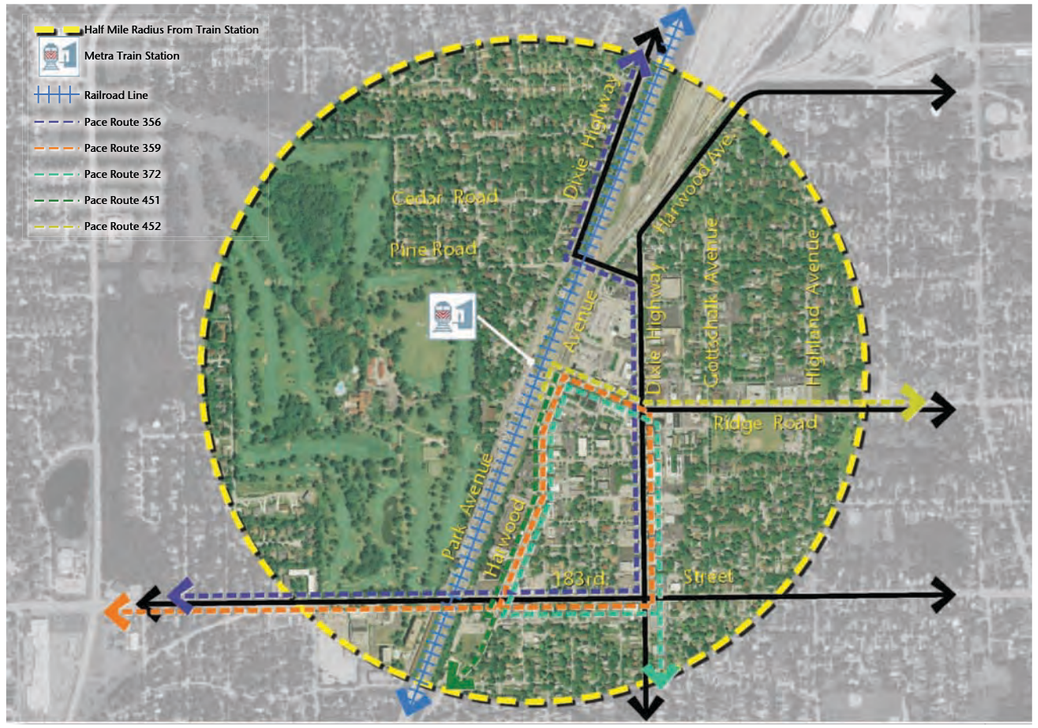
DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,280*	*9,595*	*30,263*
Population Density	*2,903.07*	*3,054.21*	*3,425.54*
Average HH Income	*$77,629.00*	*$75,423.00*	*$82,091.00*
Median HH Income	*$63,718.00*	*$75,423.00*	*$82,091.00*
Total Employees	*2,043*	*6,821*	*15,944*
Total Retail Expenditure	*$24,919,146*	*$88,756,899*	*$293,022,924*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,363/131/51*
Commuter Parking Capacity (2008)			*1,067*
Commuter Parking Utilization (2008)			*99%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

With just over 1600 residents, East Hazel Crest is one of the smallest communities in the Transit Initiative Area. Despite its small size, the village has several unique and diverse residential neighborhoods and is home to the Calumet Country Club. To build upon these existing strengths, the station area surrounding Calumet Station is envisioned as commercial in character with supporting uses adjacent to the train station. Due to the large intermodal facility east of the tracks and private Country Club to the west, redevelopment of the station area will be restricted.

The existing SSMMA campus west of the train station presents a great multi-use redevelopment opportunity for medium density residential and commercial uses. Redevelopment will take into account the ease of pedestrian access to and from the train station and between the various land uses in the station area. Streetscape and landscape improvements along major corridors including Dixie Highway, 175th Street, and Wood Street are envisioned to create a safe, attractive, and inviting station area.

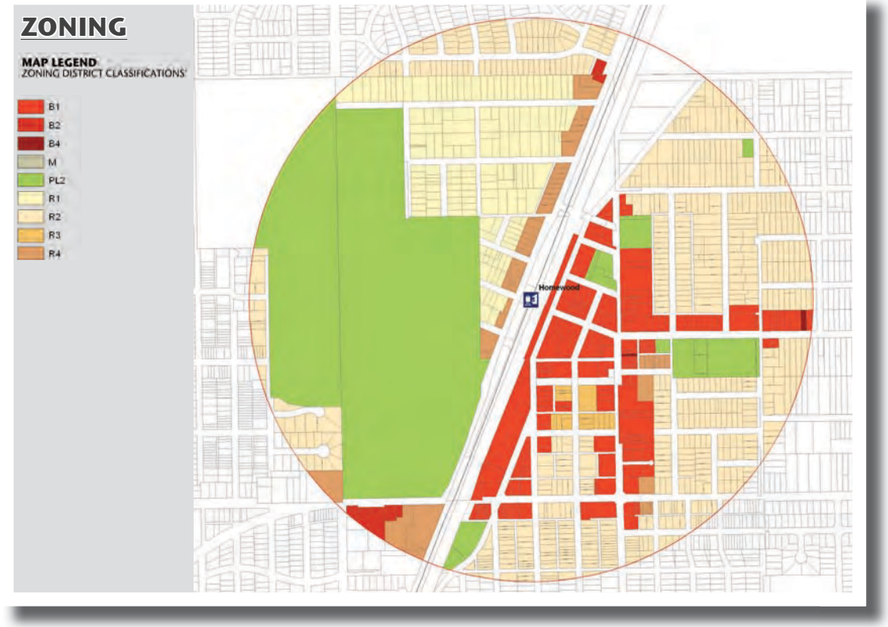


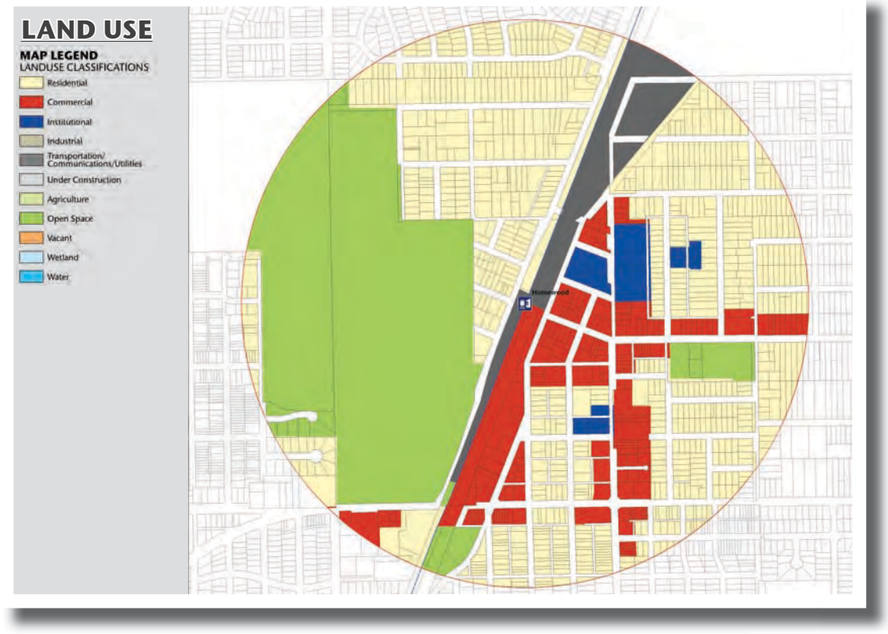
Homewood Station is located on the western edge of the Village's traditional downtown district and also serves Amtrak, the national railroad passenger system. A combination of single and multi-family residential buildings make up almost half (47%) of the station area along with Ravisloe County Club, a public golf course and special event destination that attracts visitors to the downtown area. Combined together, the community demographics, availability of development sites, and TOD Vision Plan all point towards successful economic and physical growth.

Commuter parking is provided in four (4) locations around the train station along Park Avenue and Harwood Avenue and are well utilized during weekdays. A majority of Metra commuters access the train station by bus, bike, carpool, or on foot. Pace Bus Routes 372, 452, and 359 have stops at Homewood Station while Route 356 runs along Dixie Highway, close to the station.

Contact Information

Village of Homewood Contact: (708) 798-3000 • SSMMA Contact: (708) 226-1155





Homewood Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,962*	*10,624*	*29,570*
Population Density	*3,770.84*	*3,381.71*	*3,384.25*
Average HH Income	*$75,008.00*	*$77,751.00*	*$85,568.00*
Median HH Income	*$63,773.00*	*$77,751.00*	*$85,568.00*
Total Employees	*2,546*	*7,296*	*15,912*
Total Retail Expenditure	*$32,027,795*	*$101,467,105*	*$298,780,681*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,456/275/134*
Commuter Parking Capacity (2008)			*529*
Commuter Parking Utilization (2008)			*97%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

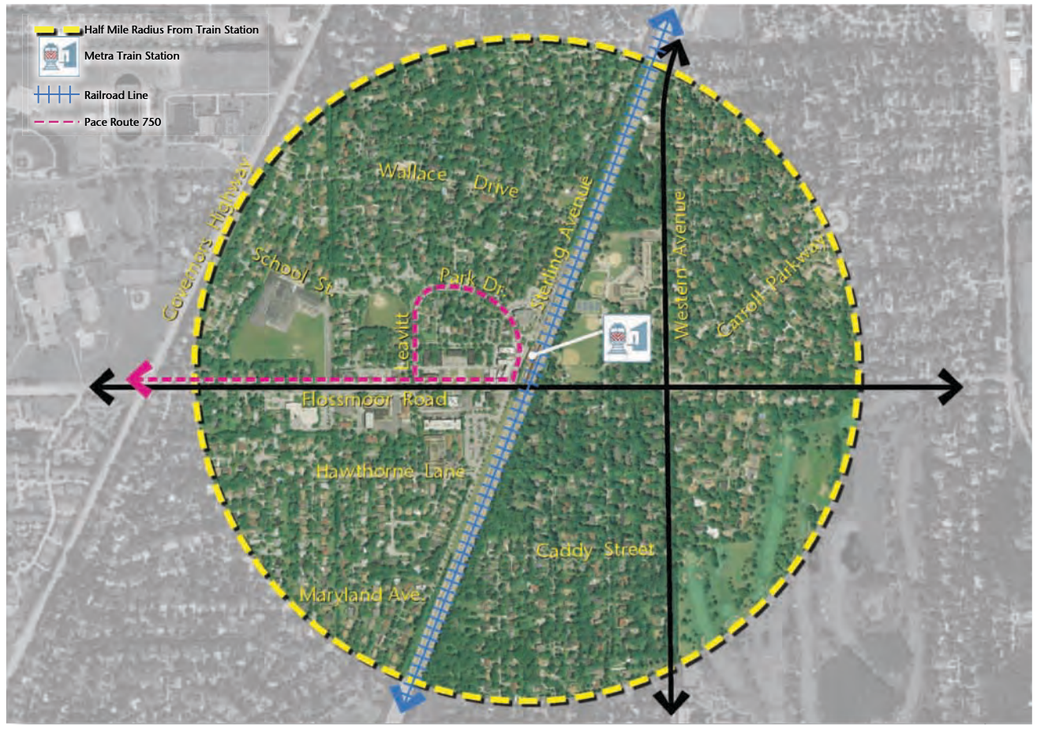
COMMUNITY DESIRES

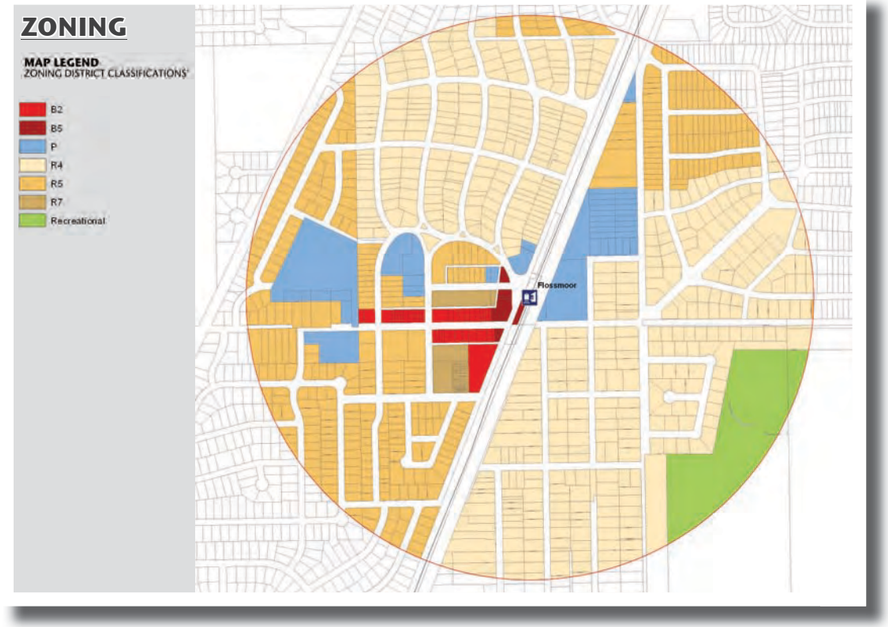
Homewood is home to one of the most expansive and aesthetically appealing downtowns in the Chicago metropolitan area. The historic buildings, pedestrian friendly streetscape, and aesthetically appealing architecture combine to create a charming downtown atmosphere for visitors and residents alike. Homewood Station accommodates both Amtrak and Metra trains and is located at the western edge of its downtown. As per the Downtown Master Plan completed in 2005, one of the major goals for the station area is to preserve the historic and physical characteristics of the downtown district and build upon it with short and long-term redevelopment efforts.

Commercial redevelopment is the foremost priority for downtown Homewood in order to regain economic growth, followed by residential development. The existing zoning ordinance allows up to 4 story high buildings which is in line with the village's desired density for the station area. The ordinance has been modified to create an overlay zoning district that allows for an easier and more streamlined redevelopment process.

ADDITIONAL INFORMATION

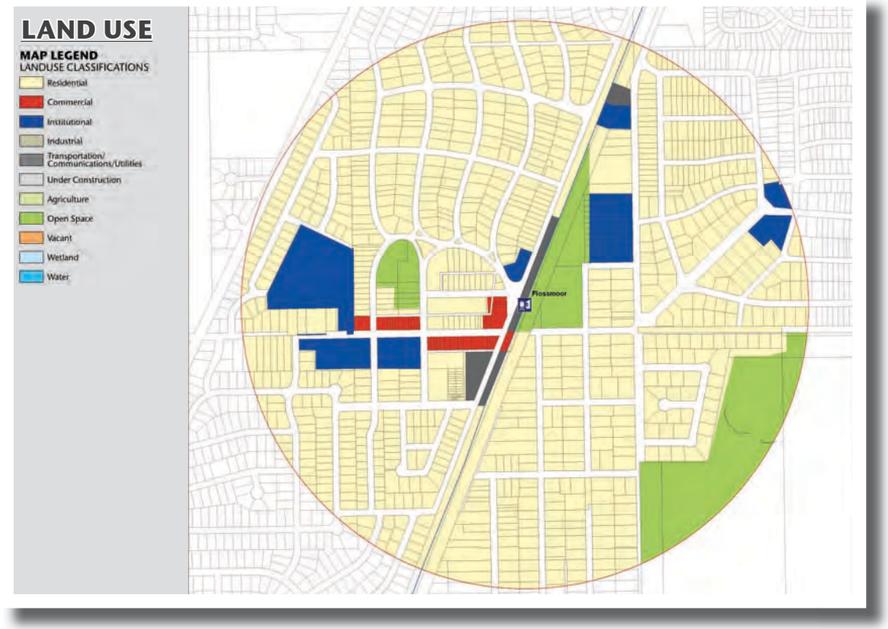
- Village of Homewood Downtown Master Plan (2005)
- Village of Homewood: 2010-2015 Strategic Plan (2009)





Flossmoor Station is located in the heart of the Village's downtown with several retail and institutional uses within walking distance from the station (e.g. public library and village hall) The predominant land use within the station area is residential (79%) with a majority of single-family homes and a few multi-family homes and apartments to the west and south of the train station along Flossmoor Road and Sterling Avenue.

Commuter parking is provided in a single lot south of Flossmoor Road along Sterling Avenue and relatively well utilized (87%). On-street parking on Sterling Avenue is also available near the train station. Pace Bus Route 750 loops around the downtown area and connects commuters to neighborhoods west of the train station.



Contact Information

Village of Flossmoor Contact: (708) 798-2300 • SSMMA Contact: (708) 226-1155

Flossmoor Station

Initiative for the Chicago Southland Transit Region

SSMMA
SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,534*	*8,892*	*30,102*
Population Density	*3,225.93*	*2,830.52*	*3,060.97*
Average HH Income	*$150,113.00*	*$131,974.00*	*$99,571.00*
Median HH Income	*$118,348.00*	*$106,819.00*	*$83,151.00*
Total Employees	*648*	*2,971*	*12,414*
Total Retail Expenditure	*$41,355,471*	*$118,657,845*	*$334,649,448*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,002/217/71*
Commuter Parking Capacity (2008)			*284*
Commuter Parking Utilization (2008)			*87%*

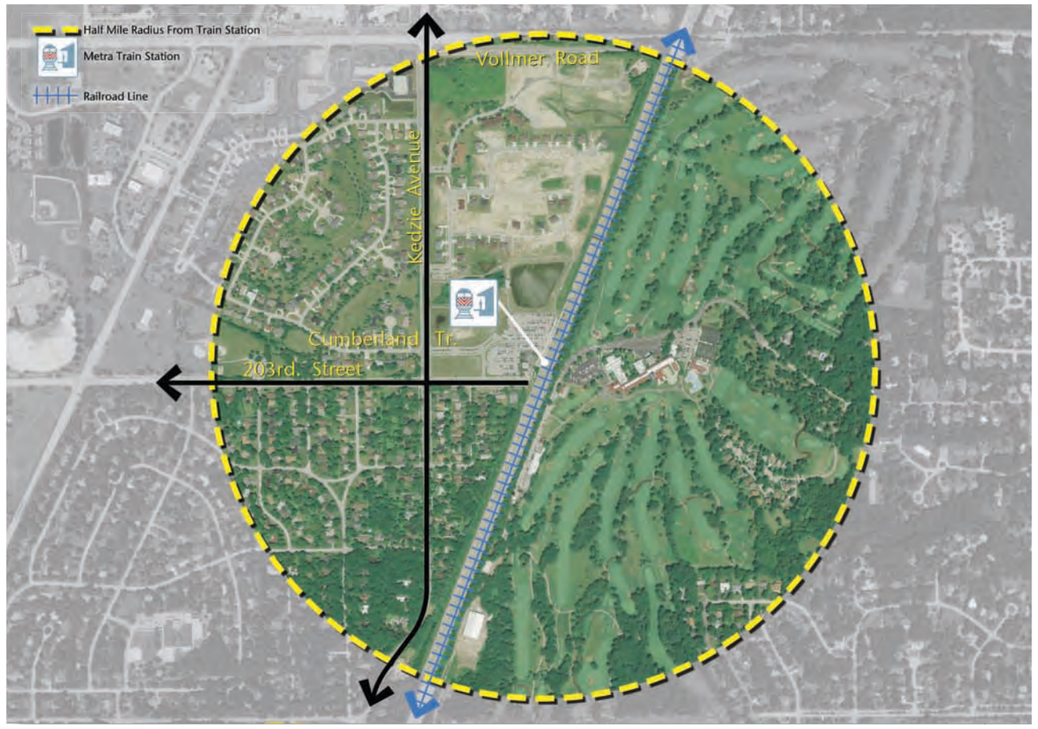
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

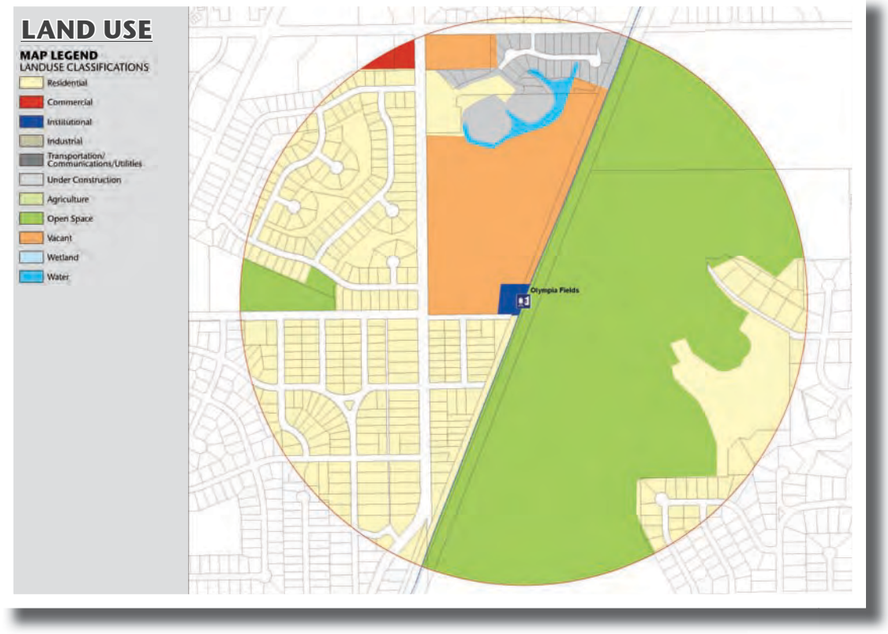
COMMUNITY DESIRES

Flossmoor is a mature community with diverse residential neighborhoods, award-winning educational institutions, and a vibrant historic downtown core. Flossmoor Station is located in the heart of the community, surrounded by historic buildings that complement one another in scale and architectural style.

The village desires to maintain the downtown core as a vibrant multi-use district and develop the surrounding areas to accommodate a variety of housing types and densities. In addition, commercial redevelopment and expansion will be promoted along Flossmoor Road, extending beyond Leavitt Street.

Due to the limited depth of parcels along Flossmoor Road, multi-use buildings with retail on the first floor may be a challenge for developers. The downtown core is its own separate zoning district (B-5) and the designation may be extended further west (approx. 200 feet) to parcels along Flossmoor Road to allow for higher-quality commercial development.





A majority (42%) of the Olympia Fields Station Area is taken up by the Olympia Fields Country Club located to the east of the tracks. The area west of the station consists of single-family neighborhoods and a few vacant parcels along 203rd Street and Kedzie Avenue. Although the tracks are elevated, it is only high enough to allow a pedestrian underpass to the Country Club; 203rd Street dead ends at the station.

Commuter parking is available in a single lot accessed from Kedzie Avenue and is moderately utilized (74%) during weekdays. Traffic counts in the area are relatively low. There are currently no bus connections to this station.

Contact Information

Village of Olympia Fields Contact: (708) 503-8000 • SSMMA Contact: (708) 226-1155

Olympia Fields Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,227*	*4,464*	*18,148*
Population Density	*1,561.98*	*1,421.01*	*2,280.83*
Average HH Income	*$132,887.00*	*$133,613.00*	*$108,198.00*
Median HH Income	*$105,174.00*	*$111,300.00*	*$86,725.00*
Total Employees	*690*	*4,223*	*11,582*
Total Retail Expenditure	*$16,908,306*	*$60,283,532*	*$217,069,811*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*473/40/14*
Commuter Parking Capacity (2008)			*512*
Commuter Parking Utilization (2008)			*74%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

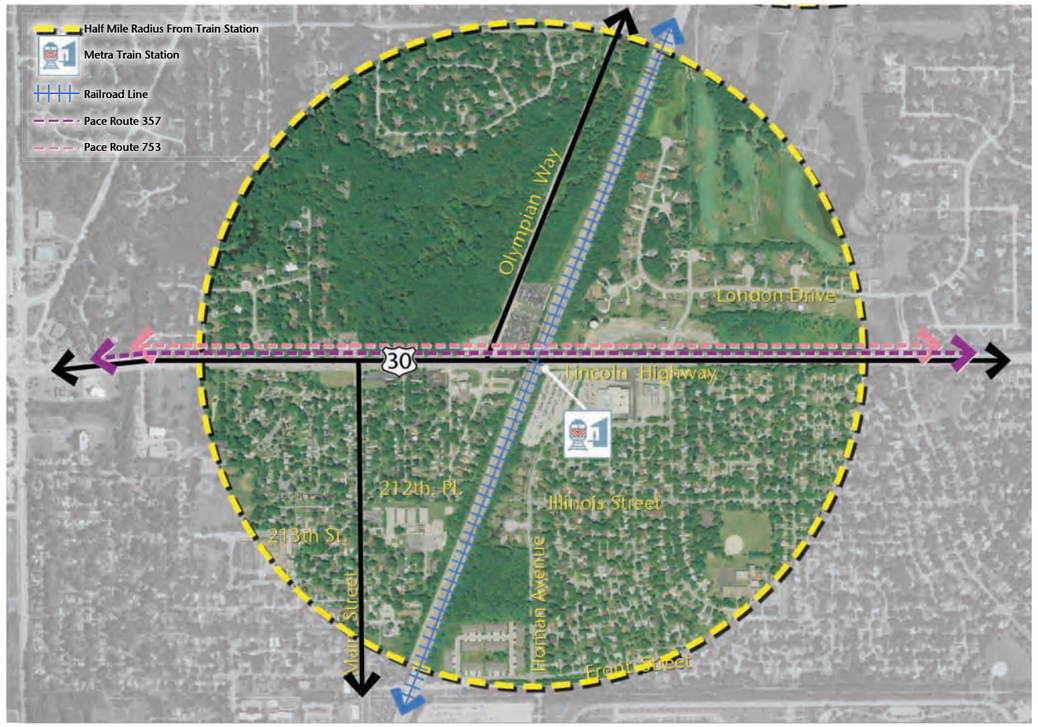
As per the Town Center Concept Plan completed in the year 2000, the area surrounding the Olympia Fields Metra Station presents a unique opportunity for the village to create a Town Center that will serve as its cultural and economic hub. In addition, the Country Club is a regional attraction that may also provide a boost to ridership and support retail growth. The pedestrian oriented development envisioned for the station area would combine buildings and open space in a manner that would create a sense of place.

Due to the predominantly residential character of the area around the station, the Village desires to see a combination of neighborhood and commuter-oriented retail uses along 203rd Street and Kedzie Avenue, similar to that along Sterling Avenue in Flossmoor. In order to create a seamless visual transition from the station area to adjacent residential neighborhoods, the village will allow buildings no higher than 3 stories (or 40 feet).

The issues that need to be addressed to achieve the village's goals include provision of better vehicular & pedestrian access to the train station and upgrading the train station for ADA access and commuter amenities. Currently, Metra has no funding available for these improvements, so the village would have to seek their own funding.

ADDITIONAL INFORMATION

- Town Center Concept Plan and Design Guidelines (2000)
- 211th Street Metra Station TOD Study (2007)



The 211th Street Station at the border of the Matteson, Olympia Fields, and Park Forest is surrounded by a large concentration of single-family residential neighborhoods with several new commercial and institutional buildings at major intersections (e.g. Lincoln West Shopping Center, CVS Pharmacy, Matteson Fire Station). Spirit Trail Park takes up a large portion of the northwest quadrant with twelve (12) acres of developable land available to Olympia Fields.

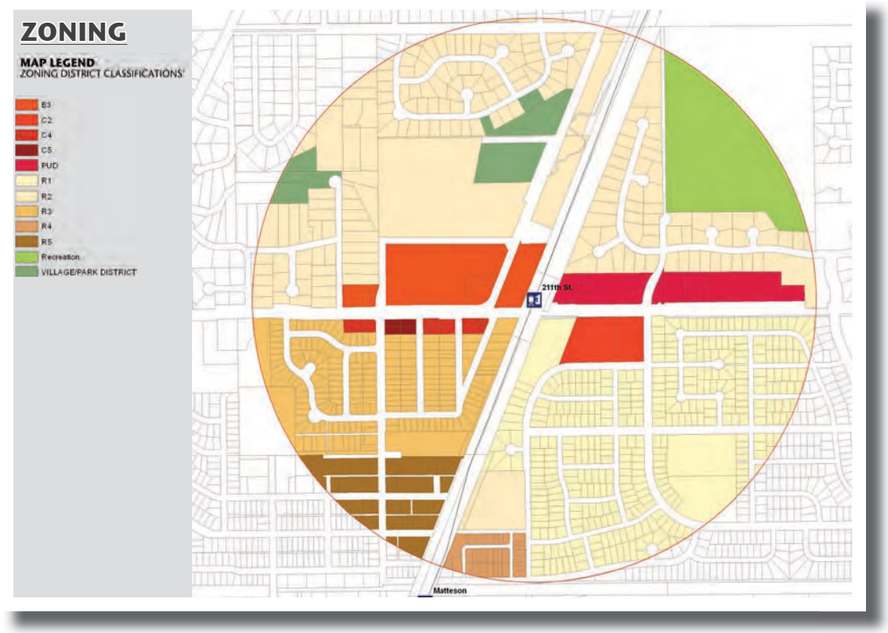
Commuter parking is available at two (2) locations on either side of the tracks along Lincoln Highway and is well utilized (78%) during weekdays. Pace Bus Route 357 connects areas of Ford Heights and Chicago Heights to the train station and Route 753 is a rush hour feeder connecting residents of Matteson to the station.

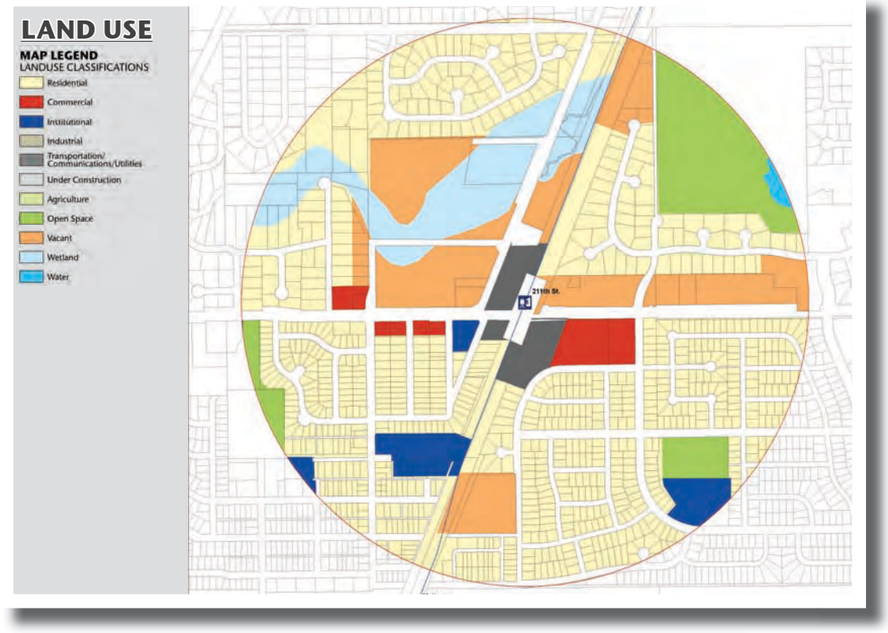
Contact Information

Village of Park Forest Contact: (708) 283-5623 • Village of Matteson Contact: (708) 283-4900
Village of Olympia Fields Contact: (708) 503-8000 • SSMMA Contact: (708) 226-1155

211th Street Station

Initiative for the Chicago Southland Transit Region





DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,180*	*7,887*	*24,758*
Population Density	*2,775.81*	*2,510.51*	*2,548.03*
Average HH Income	*$90,722.00*	*$100,680.00*	*$85,951.00*
Median HH Income	*$75,956.00*	*$80,223.00*	*$71,931.00*
Total Employees	*1,242*	*6,702*	*15,459*
Total Retail Expenditure	*$22,149,988*	*$87,194,168*	*$239,221,551*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,149/198/165*
Commuter Parking Capacity (2008)			*737*
Commuter Parking Utilization (2008)			*78%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

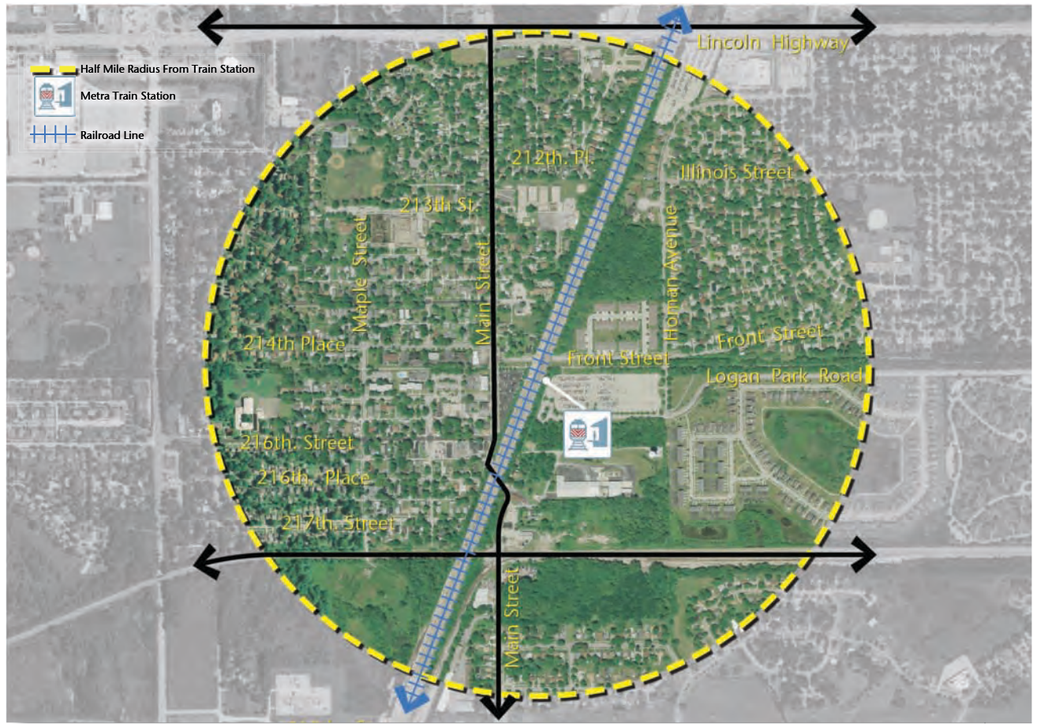
The 211th Street Station provides an opportunity to create an attractive and welcoming gateway into the Villages of Park Forest, Olympia Fields, and Matteson. Future developments and improvements as outlined within the combined TOD study aim to create a distinctive multi-use center to serve all three communities.

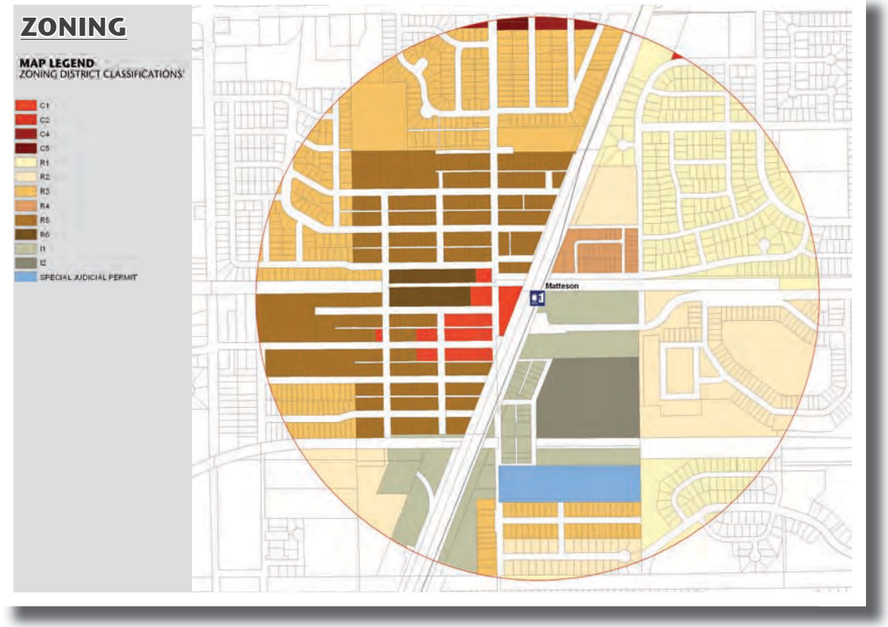
Park Forest's vision includes an attractive high density residential development with zero-lot setbacks and heights up to 8 stories. Retail and multi-use commercial buildings are proposed along Lincoln Highway and Indiana Street. The village is also open to a publicly funded parking structure up to 5 stories in height for residents and commuters.

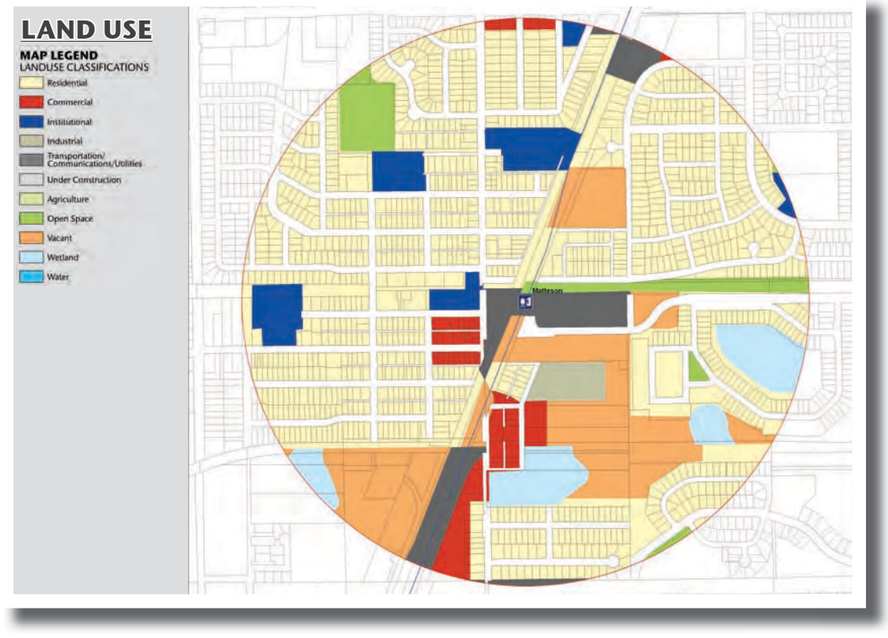
Olympia Fields's portion of the station area is envisioned to include 3-4 story multi-use buildings with retail uses on the first floor and residential above, restaurants and commercial enterprises, and parking structure integrated into the proposed development to attract additional transit riders, retailers, and shoppers. The village is currently developing streetscape improvements along Lincoln Highway that will make the station area more pedestrian-friendly and safe.

ADDITIONAL INFORMATION

- 2004 Transportation Plan and Market Study
- 211th Street Metra Station TOD Study (2007)
- Design Guidelines and PUD Ordinance (2007) for Olympia Fields Only







Matteson Station is one of two Metra Stations located in the Village of Matteson on the Metra Electric District Line. The station is located near Matteson's traditional downtown with a mix of old and new single-family homes and multi-family buildings on either side of the tracks and commercial and institutional uses immediately adjacent to it. Although elevated, the station is away from major streets, making it hard to locate and also leading to lower auto traffic counts.

Commuter parking is available on both sides of the tracks south of Front Street. The larger east side parking lot located on the corner of North Street, Homan Avenue, and Front Street is owned and operated by the Village of Park Forest. A pedestrian tunnel runs beneath the track and has staircases on each end that connect the two parking lots.

Contact Information

Village of Matteson Contact: (708) 283-4900 • SSMMA Contact: (708) 226-1155

Matteson Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,474*	*8,530*	*24,758*
Population Density	*3,149*	*2,715.21*	*2,548.03*
Average HH Income	*$68,010.00*	*$76,179.00*	*$85,951.00*
Median HH Income	*$64,437.00*	*$66,072.00*	*$71,931.00*
Total Employees	*1,866*	*6,093*	*15,459*
Total Retail Expenditure	*$21,258,418*	*$79,826,440*	*$239,221,551*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*879/161/54*
Commuter Parking Capacity (2008)			*926*
Commuter Parking Utilization (2008)			*56%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

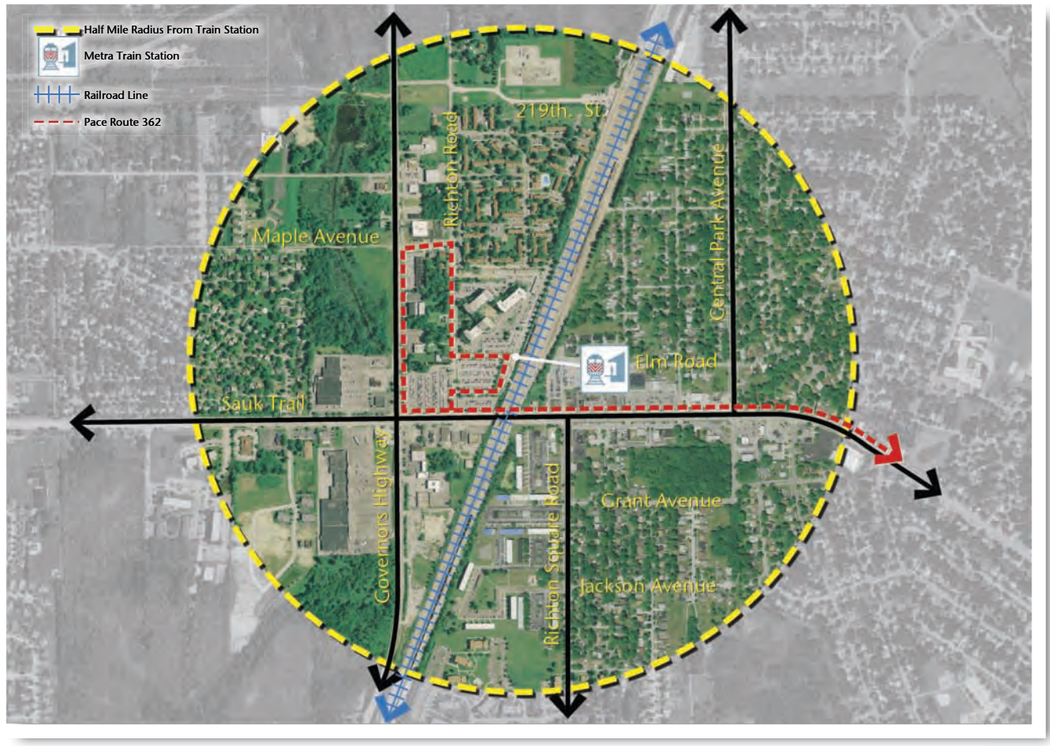
COMMUNITY DESIRES

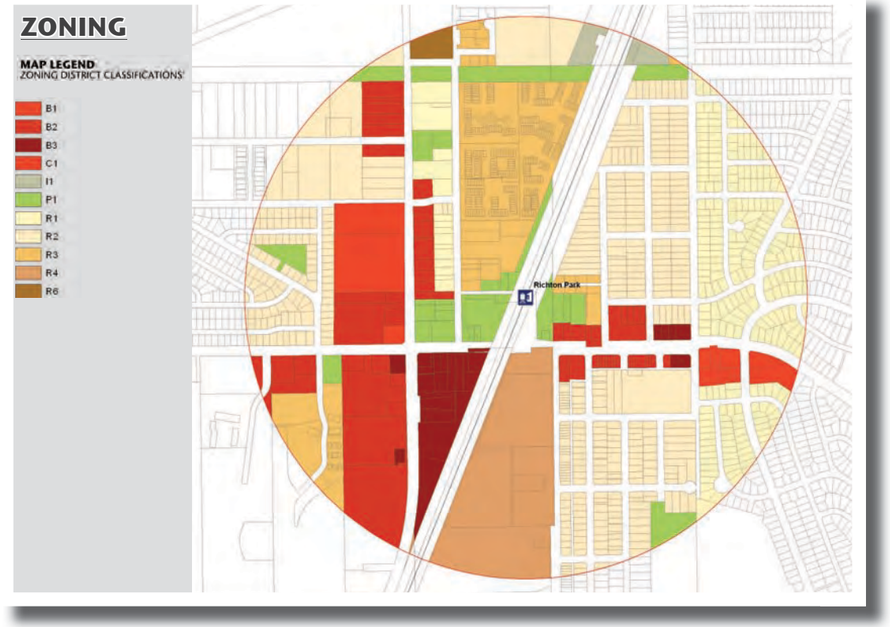
Matteson is a growing and diverse community that has sustained a high quality of residential development over the last decade. Matteson Station, located in the core of Matteson's historic downtown provides the village with an opportunity to boost commercial activity and attract additional residents to the station area. The vision for the station area and historic downtown outlined in the 2004 Transportation Plan and Market Study will be revised to reflect recent changes. The Canadian National Railway Company (CN) will be constructing a rail turnabout south of 216th Place and west of the Metra tracks. Although this would significantly change the master plan for the station area, it presents a unique opportunity for the village to capitalize on in terms of tourism and commercial activity.

For the station area, the village envisions a residential character with supporting commuter and neighborhood oriented retailers (e.g. café, bakery) located close to the station. The success of residential development in Matteson is demonstrated by low vacancy rates. The village supports an increased density and height of up to 3 stories within the downtown and station area.

ADDITIONAL INFORMATION

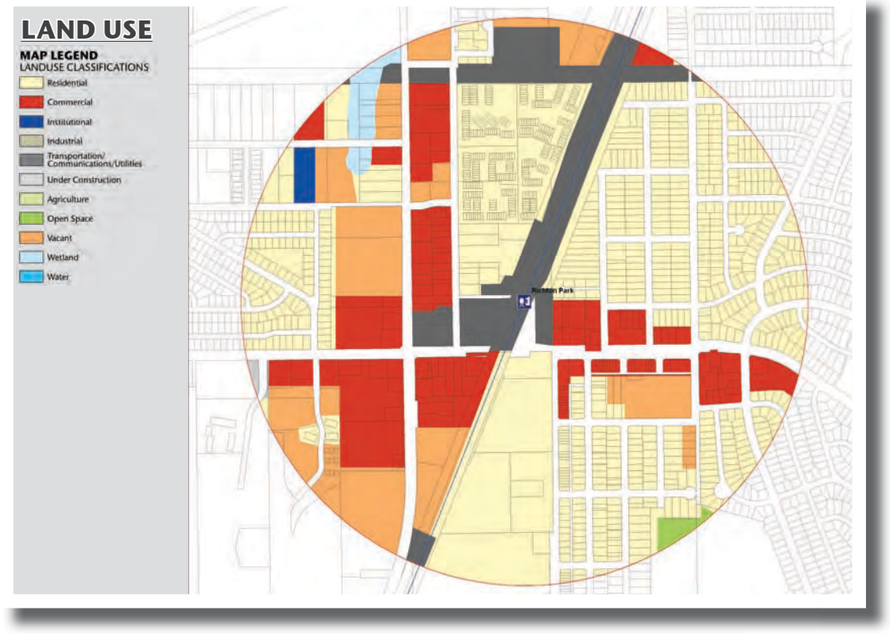
- 2004 Transportation Plan and Market Study: Historic Downtown Matteson
- Village of Matteson Design Guidelines for Commercial, Industrial, and Multi-Family Residential Developments (2007)
- Future Land Use Intensity Map (2005)





Richton Park Station is the penultimate station along the Metra Electric District Line and is located at the traditional core of the village. The station area presents an excellent growth opportunity, containing a diversity of land uses including retail, office, high density residential, single-family residential and institutional buildings. The station is conveniently located close to the intersection of Governors Highway and Sauk Trail, providing fast and easy access for commuters from neighboring areas.

Commuter parking is well utilized (87%) and available in several lots on either side of the tracks, all north of Sauk Trail Road. Traffic counts for the area are good and conducive for commercial development. Pace Bus Route 362 provides rush hour service during weekdays for commuters from Park Forest to the Metra Station.



Contact Information

Village of Richton Park Contact: (708) 481-8950 • SSMMA Contact: (708) 226-1155

Richton Park Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	4,237	11,840	25,349
Population Density	5,395.03	3,768.72	2,378.18
Average HH Income	$61,020.00	$64,266.00	$71,021.00
Median HH Income	$53,582.00	$58,694.00	$64,374.00
Total Employees	793	2,992	12,803
Total Retail Expenditure	$38,970,525	$101,740,519	$218,704,489
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			1,625/314/122
Commuter Parking Capacity (2008)			1,069
Commuter Parking Utilization (2008)			87%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

Richton Park envisions its station area as the focal point of the community's economic and cultural activity. The recently updated Town Center and Station Area Plan (2007) advocates a significant reconfiguration of existing parcels to create a vibrant, pedestrian-friendly town center with high quality urban design and landscape improvements.

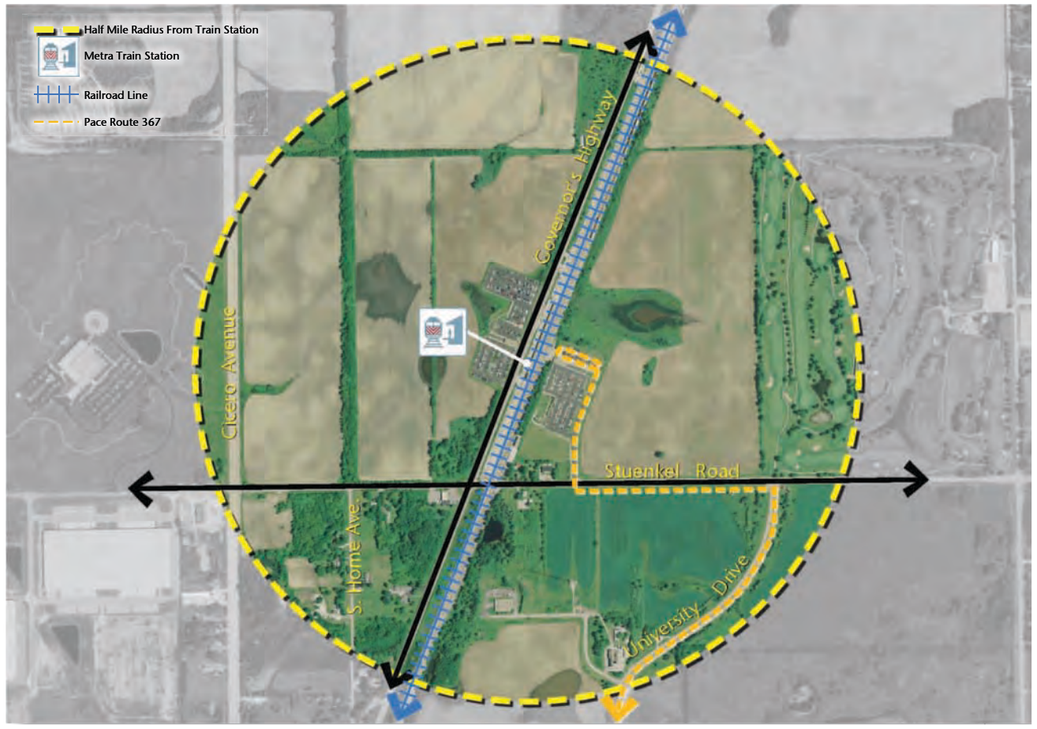
The village embraces higher density in the station area, proposing 3-6 story multi-use buildings around the train station. Parking structures are also recommended at certain locations to allow for greater concentration of buildings. Although rental apartments are not ideal for the town center, they may be acceptable if designed aesthetically and with high quality materials.

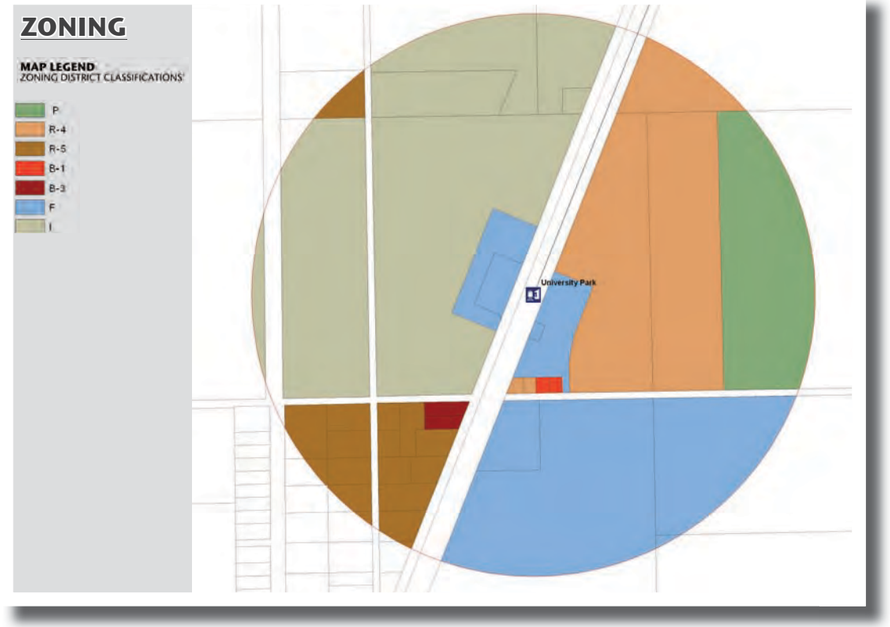
The Town Center Plan preserves 12 acres as a natural area that runs north-south, connecting the commercial and residential areas to one another and to the train station using pedestrian and bike paths.

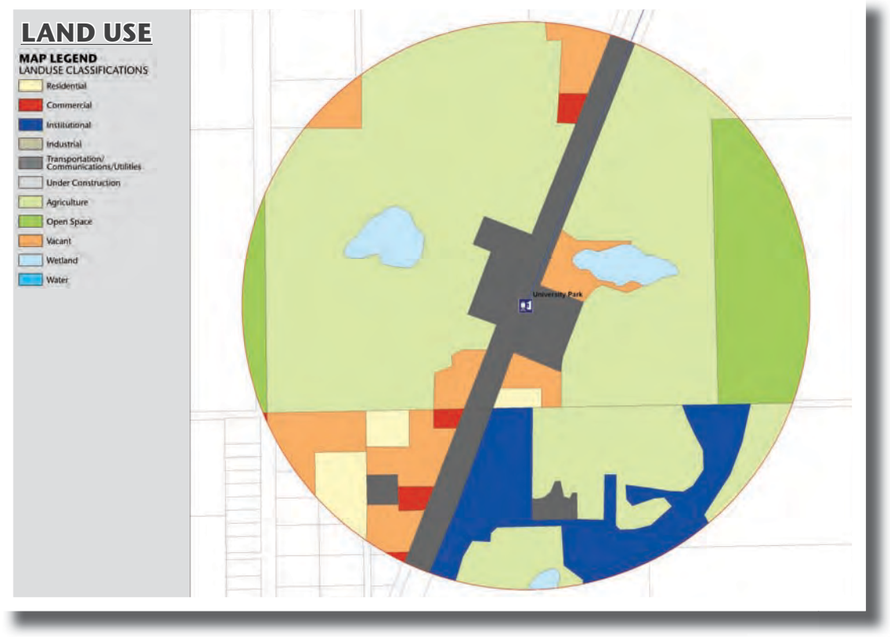
The study area is part of two (2) TIF districts assisting small businesses and financing infrastructure and streetscape improvements. In addition, the village is trying to acquire funding for stormwater infrastructure improvements in the area.

ADDITIONAL INFORMATION

- Richton Park Town Center and Station Area Plan (2004)
- Market Analysis for Richton Park Station Area (2005)
- Town Center Redevelopment Plan (2007)
- Site Information for Village-Owned Properties in the Town Center (2007)







University Park Station is the southern terminus of the Metra Electric District Line. The station area consists of mostly agricultural (57%) and vacant (10%) land with development limited to the eastern edge and further west along Stuenkel Road. The University Park Golf and Conference Center is in close proximity and conveniently connected to the train station. The largest employer in the area is Governor's State University, located approximately half mile south of the station. In addition, Clorox is currently building a 1.35 million square foot warehouse facility less than a mile to the south. IDOT is constructing an interchange one mile west of the station at I-57 and University Parkway which could potentially lead to increasing train ridership.

Parking for commuters is well utilized (87%) and available at five (5) locations on the east and west side of the station. Pace Bus Route 367 originates at University Park Station and runs south to Governors State University and connections in University Park and Park Forest.

Contact Information

Village of University Park Contact: (708) 534-6451 • SSMMA Contact: (708) 226-1155

University Park Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*62*	*157*	*19,442*
Population Density	*79.00*	*50.10*	*1,608.24*
Average HH Income	*$59,594.00*	*$57,454.00*	*$66,812.00*
Median HH Income	*$63,865.00*	*$60,295.00*	*$64,738.00*
Total Employees	*45*	*274*	*6,837*
Total Retail Expenditure	*$399,235*	*$1,118,768*	*$164,870,472*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,243/248/98*
Commuter Parking Capacity (2008)			*1,085*
Commuter Parking Utilization (2008)			*87%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

The village of University Park seeks to capitalize on the opportunity to have a distinct and memorable place for its residents, businesses, and visitors by creating a transit-oriented development around the Metra station. As outlined in its 2002 TOD Study, the village desires the station area to be a vibrant, multi-use neighborhood that provides a strong east-west connection.

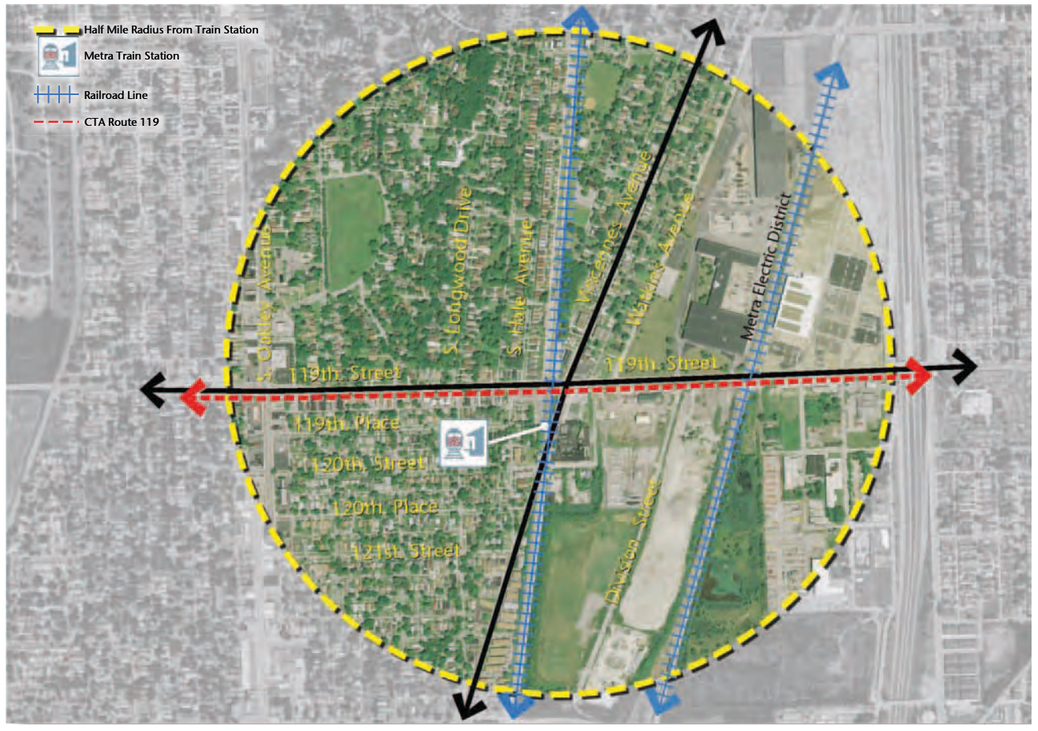
The vision aims to create a symbiotic relationship between Governors State University students, faculty & staff, and station area commercial, residential, and employment amenities. As part of the first phase, the village has approved the construction of 300 market rate rental units. Phase 2 will consist of multi-use buildings along Governors Highway with retail uses on the first floor and residential condominiums above.

The village recognizes the limitations on commercial growth due to the relatively small size of the community (approx. 8,200). A TIF study is currently being undertaken to determine its feasibility and benefits for the station area.

ADDITIONAL INFORMATION

- University Park TOD Study (2002)
- Village of University Park Comprehensive Plan (2007)

Rock Island District

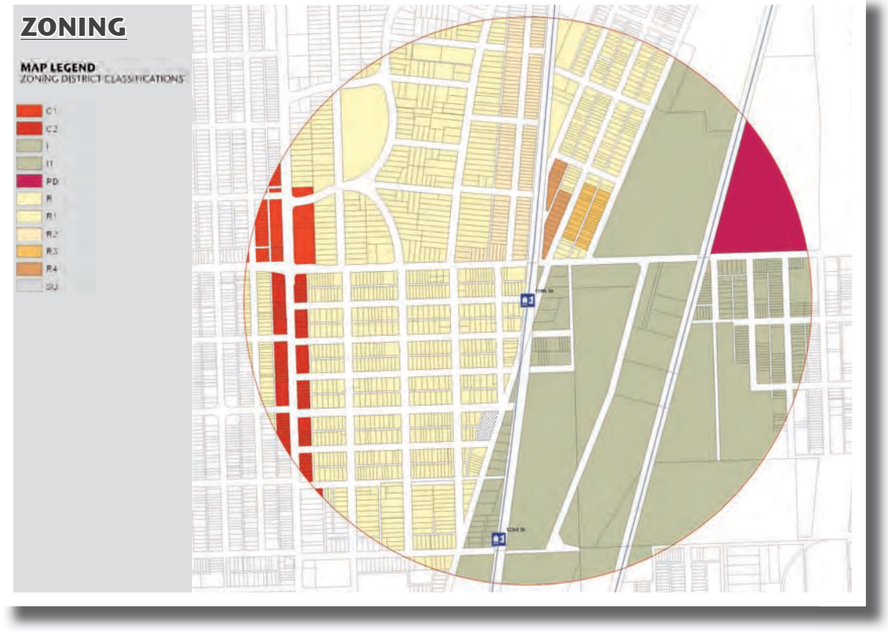


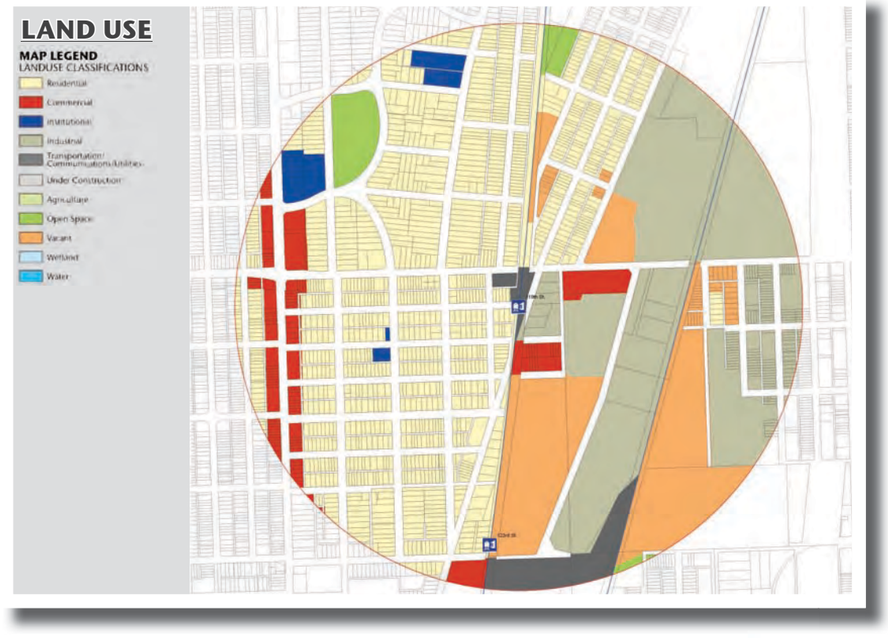
The 119th Street Station is one of five station areas within the City of Blue Island. The area to the west of the station consists of single-family homes with a few multi-family units along Vincennes Avenue and 119th Street. A majority of the area to the east of the tracks is occupied by industrial buildings (Leavitt Tube) and vacant industrial parcels. In recent years, new retail development containing big box retailers Target, Jewel-Osco, and Petco have been constructed at the corner of 119th Avenue and Marshfield Avenue (Marshfield Plaza), directly east of the station.

Parking for commuters is available in four (4) locations near the station accessed from Vincennes Avenue and 119th Street and is currently underutilized. CTA Bus Route 119th/Michigan runs east-west on 119th Street and stops north of the train station.

Contact Information

City of Blue Island Contact: (708) 597-8602 • SSMMA Contact: (708) 226-1155





119th Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,518*	*157*	*35,646*
Population Density	*5,752.20*	*50.10*	*6,651.00*
Average HH Income	*$58,076.00*	*$57,454.00*	*$59,063.00*
Median HH Income	*$55,444.00*	*$60,295.00*	*$52,938.00*
Total Employees	*851*	*274*	*8,787*
Total Retail Expenditure	*$32,247,661*	*$155,158,399*	*$255,322,313*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*326/31/8*
Commuter Parking Capacity (2008)			*351*
Commuter Parking Utilization (2008)			*47%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

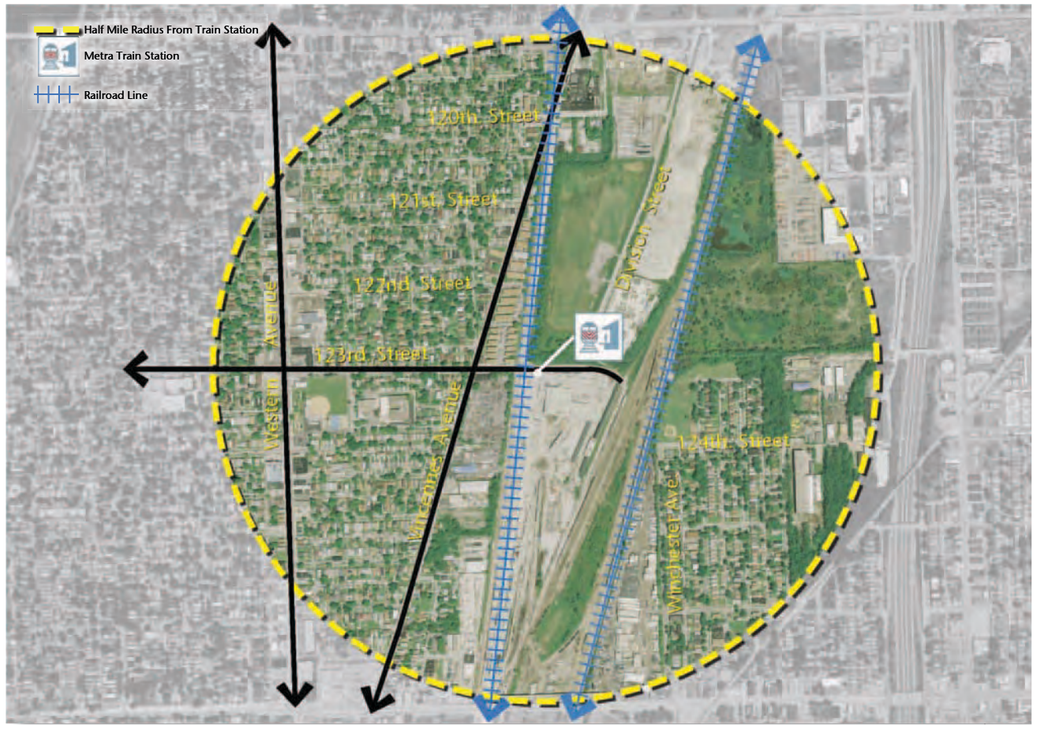
119th Street Station presents the city with a tool to revitalize the station area and create sustainable 'green' industrial development. The single largest opportunity for redevelopment in the station area is the vacant industrial property between the train station and Division Street. The remaining station area is predominantly residential in character and is envisioned to remain the same.

The city has seen new commercial development at the eastern edge of the station area along 119th Street in the form of Marshfield Plaza. The successful and attractive development, anchored by Jewel Osco and Target provides a major boost to the area's redevelopment potential with easy access for existing and future residents and employees.

The city is creating an TOD Overlay Zoning District and update the zoning code to reflect the community desires for the station area.

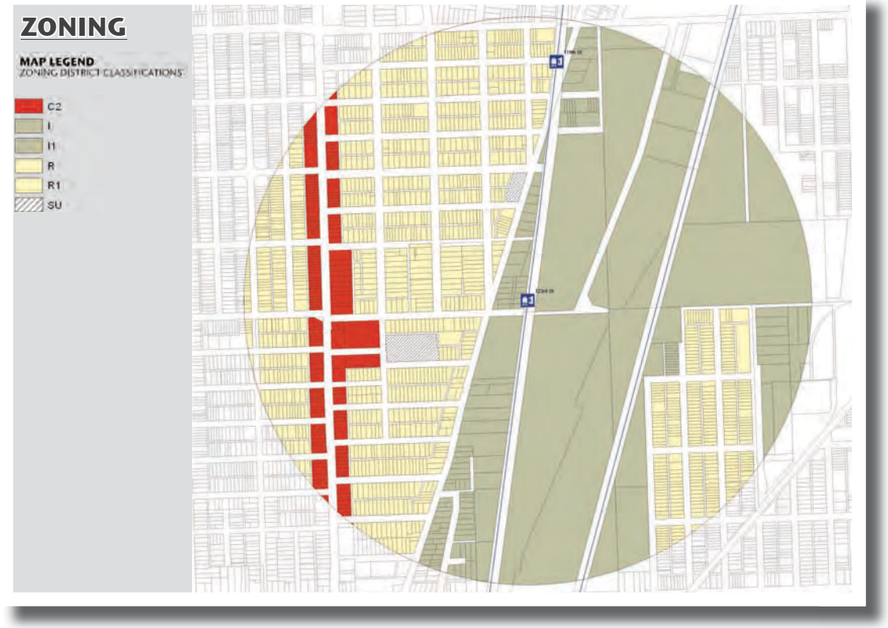
ADDITIONAL INFORMATION

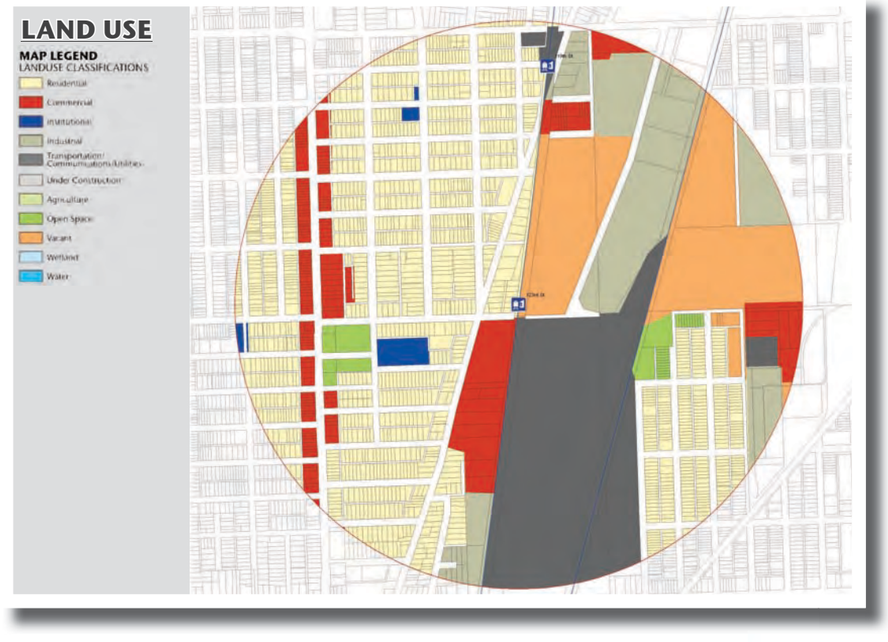
- Blue Island Plan for Economic Development (2005)



123rd Street Station, in Blue Island, is located in close proximity to Metra's Intermodal Facility and Service Station. As a majority of trains stop on an as-needed basis only, the station has very low ridership numbers. Vincennes Avenue is a major multi-use corridor within the station area that provides access to multi-family apartment buildings north of 123rd Street and to the commercial and industrial uses further south.

Parking for commuters is provided in a gravel lot near the station. However, this lot is not used as a majority of riders (87%) walk to or are dropped off at the train station. There are currently no bus connections to this station.





Contact Information

City of Blue Island Contact: (708) 597-8602 • SSMMA Contact: (708) 226-1155

123rd Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*5,616*	*22,804*	*31,977*
Population Density	*7,150.46*	*7,258.73*	*6,441.00*
Average HH Income	*$46,739.00*	*$53,988.00*	*$57,641.00*
Median HH Income	*$47,001.00*	*$49,983.00*	*$51,033.00*
Total Employees	*1,087*	*5,899*	*9,131*
Total Retail Expenditure	*$34,596,992*	*$157,387,183*	*$228,043,494*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*96/19/3*
Commuter Parking Capacity (2008)			*68*
Commuter Parking Utilization (2008)			*0%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

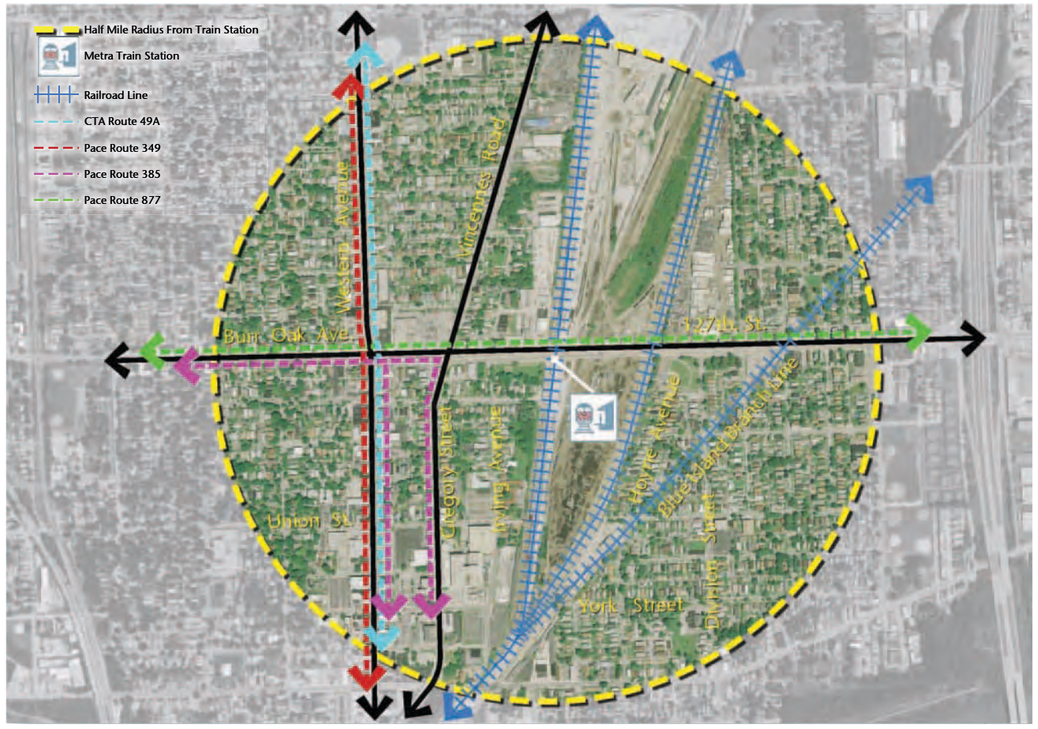
Building upon the existing residential character of its station area while promoting commercial development along Vincennes Road, the city envisions the 123rd Street site as a neighborhood oriented development with complementary commercial uses. Parcels along Vincennes Road will be redeveloped into retail and office buildings located closer to the street edge. Streetscape improvements in the form of pedestrian crosswalks, directional signage and wayfinding, street lighting, and street trees will help create a safe pedestrian environment. The city is open to higher density development around the train station, similar to existing apartment buildings at the northeast corner of 123rd Street and Vincennes Road.

There are opportunities to consolidate parcels along Vincennes Road and create a more substantive residential or commercial development. The city will create a TOD Overlay Zoning District and update the zoning code to reflect the community desires for the station area.

A housing study (Homes for a Changing Region) undertaken by Chicago Metropolis 2020 and Metropolitan Mayors Caucus in 2009 recommends rehabilitation of the residential buildings east the station to attract new residents.

ADDITIONAL INFORMATION

- Blue Island Plan for Economic Development (2005)
- Homes for a Changing Region (2009)

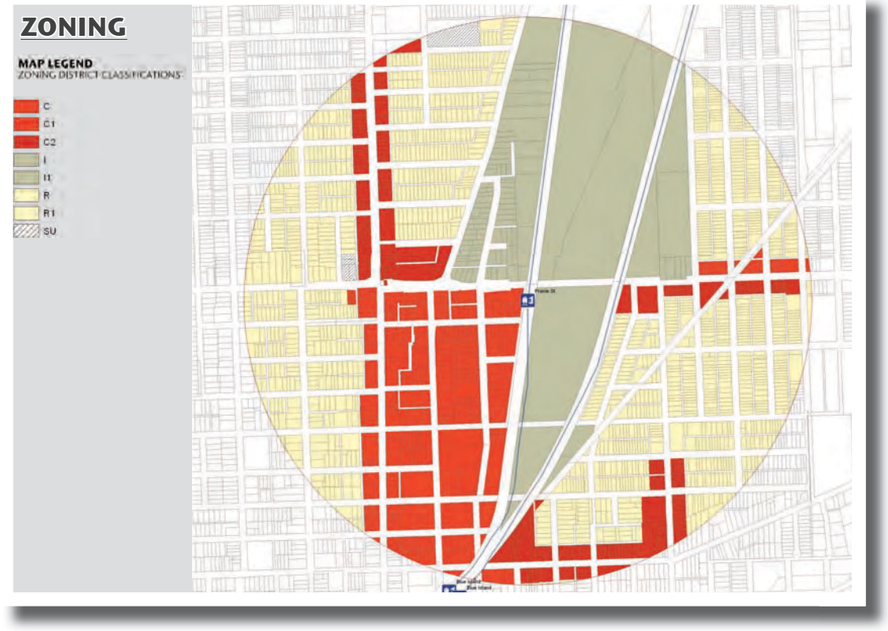


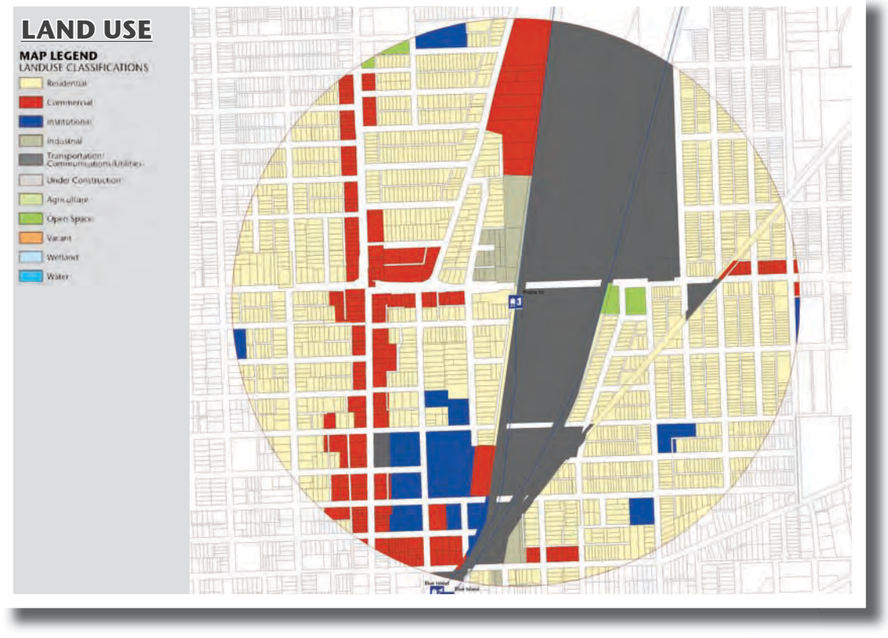
Prairie Street Station is located at the edge of a residential neighborhood south of Burr Oak Avenue bridge in the City of Blue Island. The relatively hidden location, limited vehicular access in the form of one dead end street, lack of directional signage, lower household and employment densities, and limited surrounding transit services all contribute to low ridership (44 AM boardings per day) at this location. Currently, the station has a combination of designated and flag stops during the week day. The station area east of the tracks is part of an intermodal facility, storing containers brought in via the Iowa Interstate Railroad.

Parking for commuters is provided on both sides of the tracks and accessed by Prairie Street. The larger lot east of the tracks is part of a freight yard with a gravel surface. There are currently no bus connections to this station.

Contact Information

City of Blue Island Contact: (708) 597-8602 • SSMMA Contact: (708) 226-1155





Prairie Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*5,616*	*22,804*	*31,977*
Population Density	*7,150.46*	*7,258.73*	*6,441.00*
Average HH Income	*$46,739.00*	*$53,988.00*	*$57,641.00*
Median HH Income	*$47,001.00*	*$49,983.00*	*$51,033.00*
Total Employees	*1,087*	*5,899*	*9,131*
Total Retail Expenditure	*$34,596,992*	*$157,387,183*	*$228,043,494*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*44/19/14*
Commuter Parking Capacity (2008)			*48*
Commuter Parking Utilization (2008)			*10%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

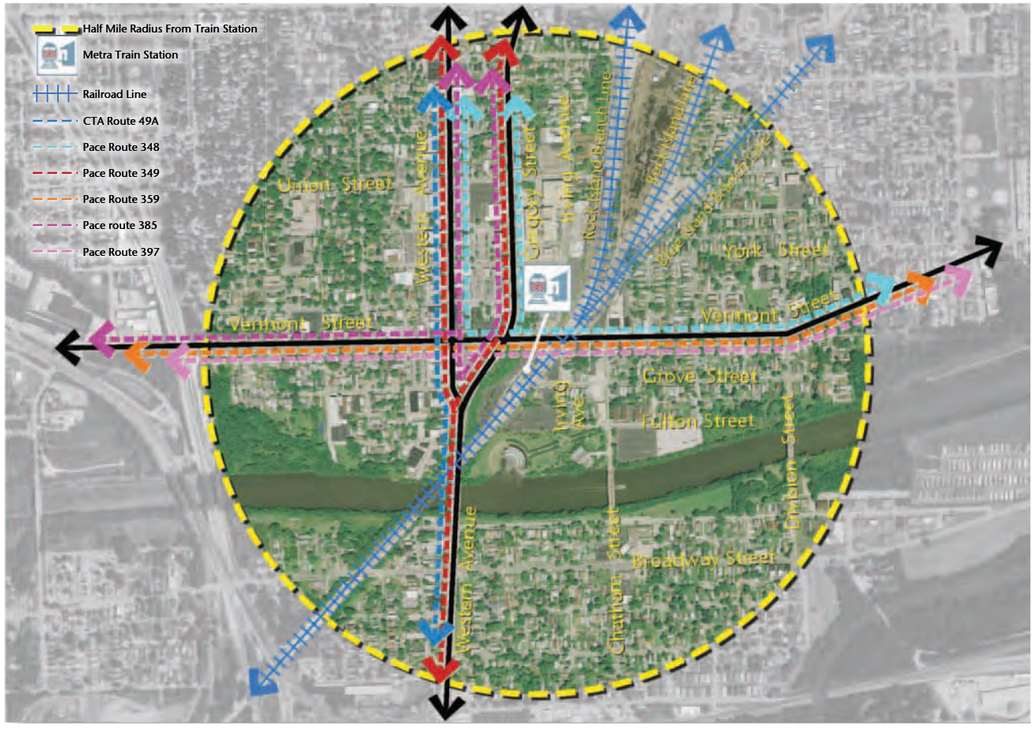
COMMUNITY DESIRES

Concealed by Burr Oak Bridge and tucked into a residential neighborhood, Prairie Street Station is difficult to locate and access. The station area is home to one of the largest employers in the region, the MetroSouth Medical Center, which is currently in the process of expanding its facilities. The hospital currently employs over 1000 people, some of whom could be potential residents in the station area as part of an employer assisted housing program.

The village envisions a predominantly residential character with supporting commuter and neighborhood oriented retailers (e.g. café, bakery) located close to the station. The village supports an increased density and height of up to 3 stories within the station area.

ADDITIONAL INFORMATION

- Blue Island Plan for Economic Development (2005)
- Homes for a Changing Region (2009)

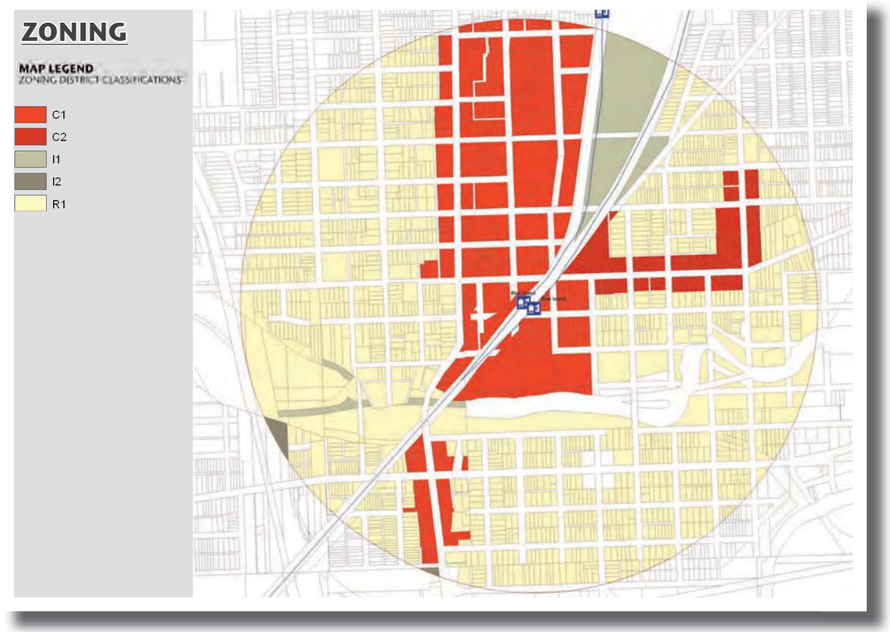


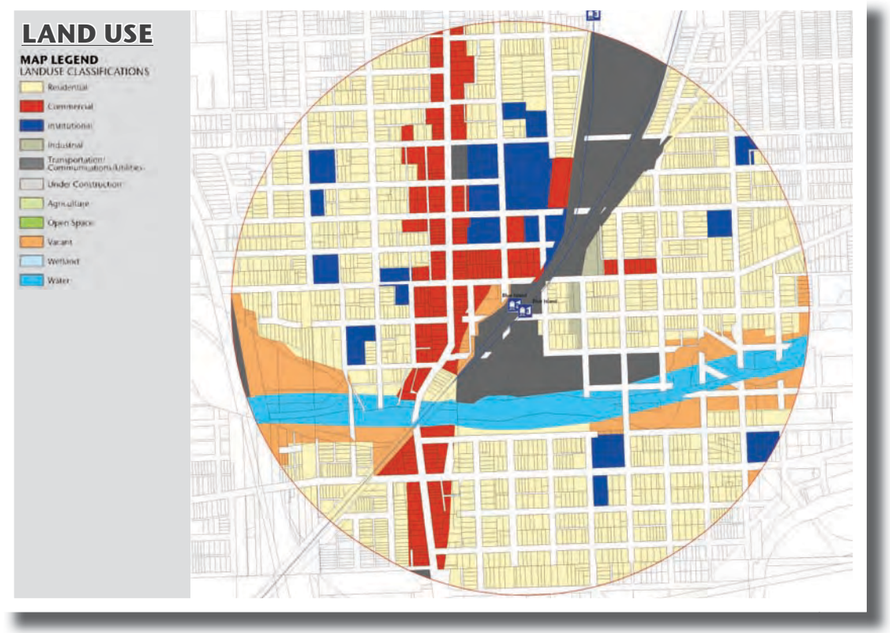
Blue Island-Vermont Street Station is located at the convergence of the Metra Electric Blue Island Branch and the Rock Island District lines, east of downtown Blue Island. The well utilized station is aesthetically designed with landscape and streetscape amenities including benches, trees, brick pavers, covered bike shelters, and a central plaza. The station area also contains the newly constructed Blue Island Station north of Vermont Street, providing commuters the unique opportunity to switch between the Rock Island and Metra Electric District Lines. The city has acquired parcels in the station area as part of its TOD Station Area Plan.

Parking for commuters is provided in six (6) lots around the station. Several bus routes including Pace Routes 349, 359, 385, 397, and CTA Route 49A connect the station area to neighboring communities and the City of Chicago. In additional, the proposed trail along the Cal Sag Channel will provide a vital pedestrian and bike connections among various land uses within the station area. The dataset presented on the following page includes data for the Blue Island Metra Electric District Station.

Contact Information

City of Blue Island Contact: (708) 597-8602 • SSMMA Contact: (708) 226-1155





Blue Island-Vermont St. Station

Initiative for the Chicago Southland Transit Region

* *The dataset presented for this station includes data for the Blue Island Metra Electric District Station.*

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*6,597*	*18,588*	*24,602*
Population Density	*8,398.99*	*5,916.60*	*4,659*
Average HH Income	*$56,975.00*	*$51,740.00*	*$53,442.00*
Median HH Income	*$44,754.00*	*$46,434.00*	*$46,057.00*
Total Employees	*2,848*	*6,911*	*10,862*
Total Retail Expenditure	*$45,323,591.80*	*$53,931,471*	*$168,334,850*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings*			*1,472/37/27*
Commuter Parking Capacity (2008)*			*871*
Commuter Parking Utilization (2008)*			*55%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions.

COMMUNITY DESIRES

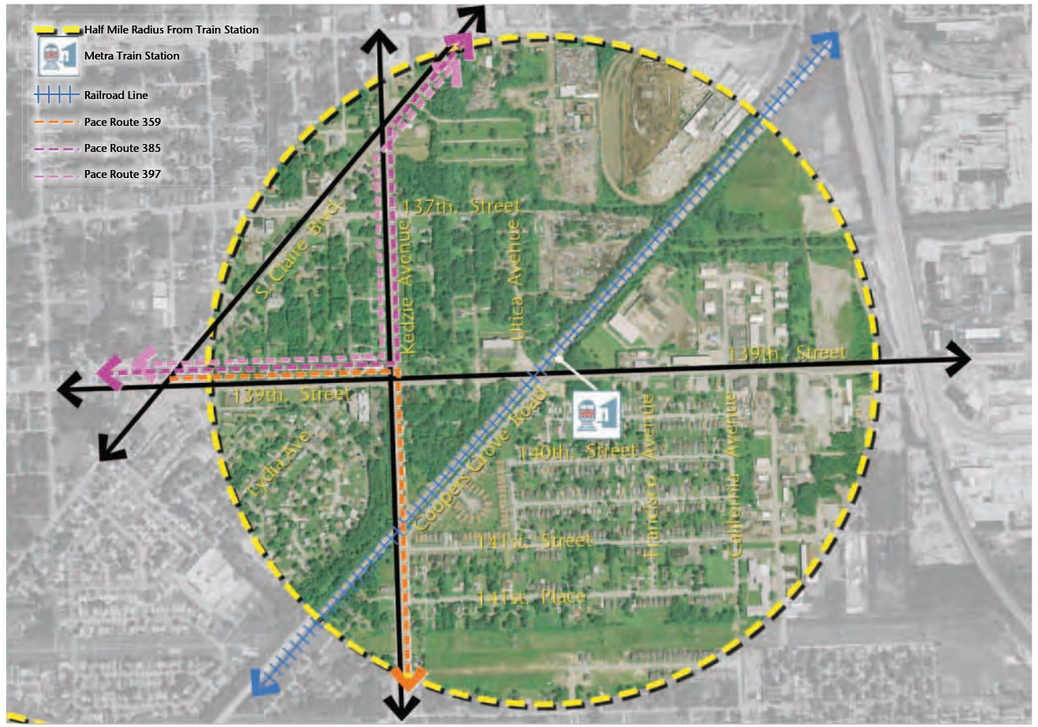
In an effort to capitalize on the economic opportunities provided by the Cal Sag Channel to revitalize the city's economy, Blue Island is moving forward with the implementation of two major programs: Transit Oriented Development (TOD), and Cargo Oriented Development (COD). COD concentrates manufacturing and distribution businesses at a location where they benefit from efficient access to multiple modes of freight transportation and presence of complementary businesses.

The TOD vision for the area surrounding Blue Island-Vermont Street Station, outlined in the Draft 2009 Blue Island TOD/COD Study includes a higher density of development with multi-use buildings up to 6 stories in heights and containing 70-80 residential units. The Study identifies 30 sites within the station area for potential small-scale infill and large-scale redevelopment. A housing study undertaken by Chicago Metropolis 2020 and Metropolitan Mayors Caucus identifies the station area as the most attractive opportunity for Downtown redevelopment.

Additionally, the city sees MetroSouth Medical Center as an incredible asset to and partner for the station area redevelopment. The Center currently employs over 1000 people, some of whom could be potential residents in the station area as part of an employer assisted housing program.

ADDITIONAL INFORMATION

- Blue Island Plan for Economic Development (2005)
- Blue Island TOD/COD Study (2009)
- Homes for a Changing Region (2009)

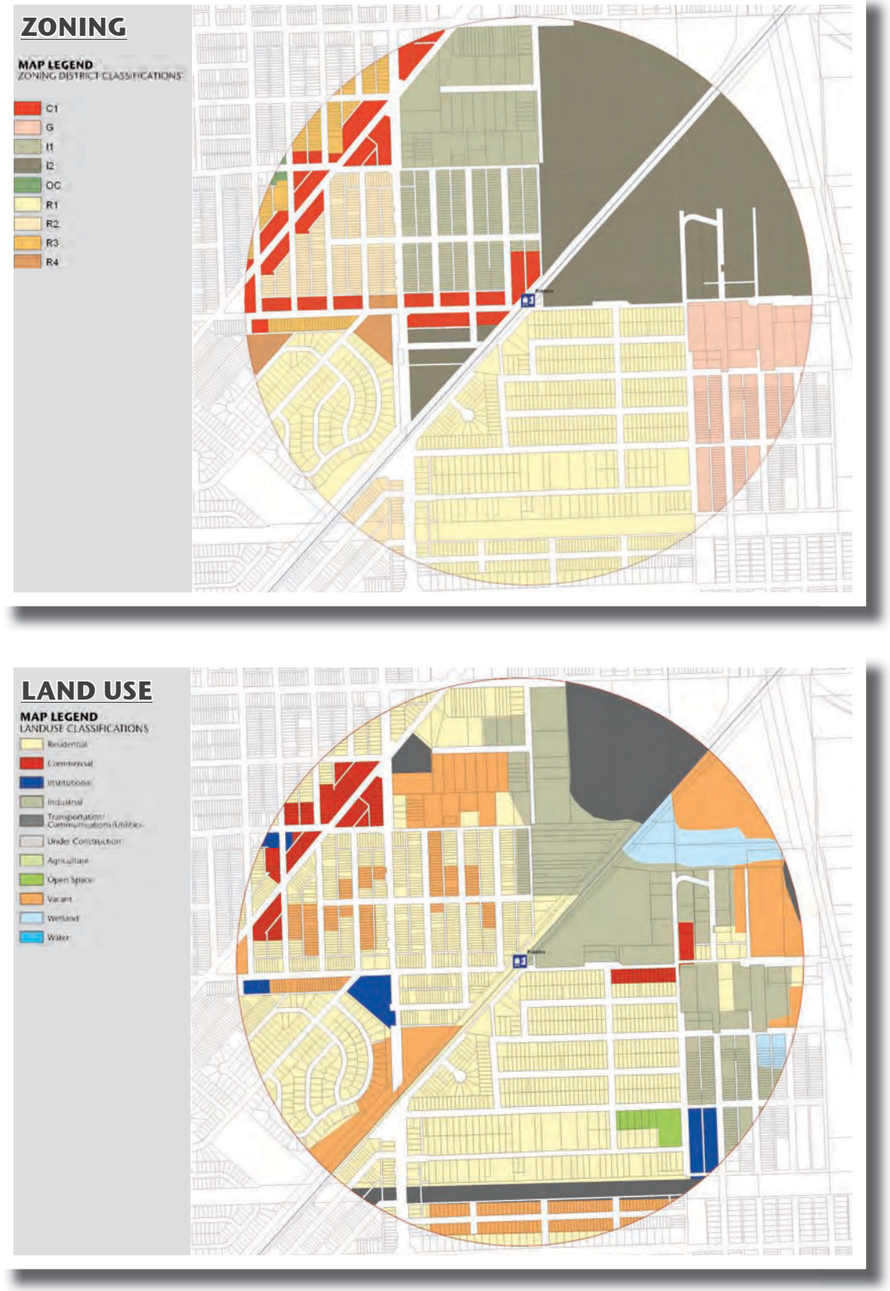


Robbins Station contains a newly constructed station building located at the northeast corner of 139th Street and Cooper Grove Road. The uses surrounding the station vary from industrial to open space to low-density single family homes. The only multi-storied building in the station area is the Robbins Senior Housing building, located west of Utica Avenue on 139th Street. The station area presents floodplain challenges that could restrict the nature and density of development.

Two small gravel parking lots are currently available for commuters and are used fairly well (66%). Traffic counts along 139th Street are low. Although there are no buses that service the train station currently, Pace Bus Routes 359, 385, and 397 run along Kedzie Avenue with stops at the intersection of 139th Street.

Contact Information

Village of Robbins Contact: (708) 385-8940 • SSMMA Contact: (708) 226-1155



Robbins Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*3,187*	*9,435*	*24,324*
Population Density	*4,057.41*	*3,003.11*	*3,136*
Average HH Income	*$37,770.00*	*$47,519.00*	*$52,169.00*
Median HH Income	*$32,998.00*	*$46,434.00*	*$47,362.00*
Total Employees	*1,464*	*4,658*	*12,937*
Total Retail Expenditure	*$15,530,514*	*$53,931,471*	*$155,410,653*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*152/6/11*
Commuter Parking Capacity (2008)			*35*
Commuter Parking Utilization (2008)			*66%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

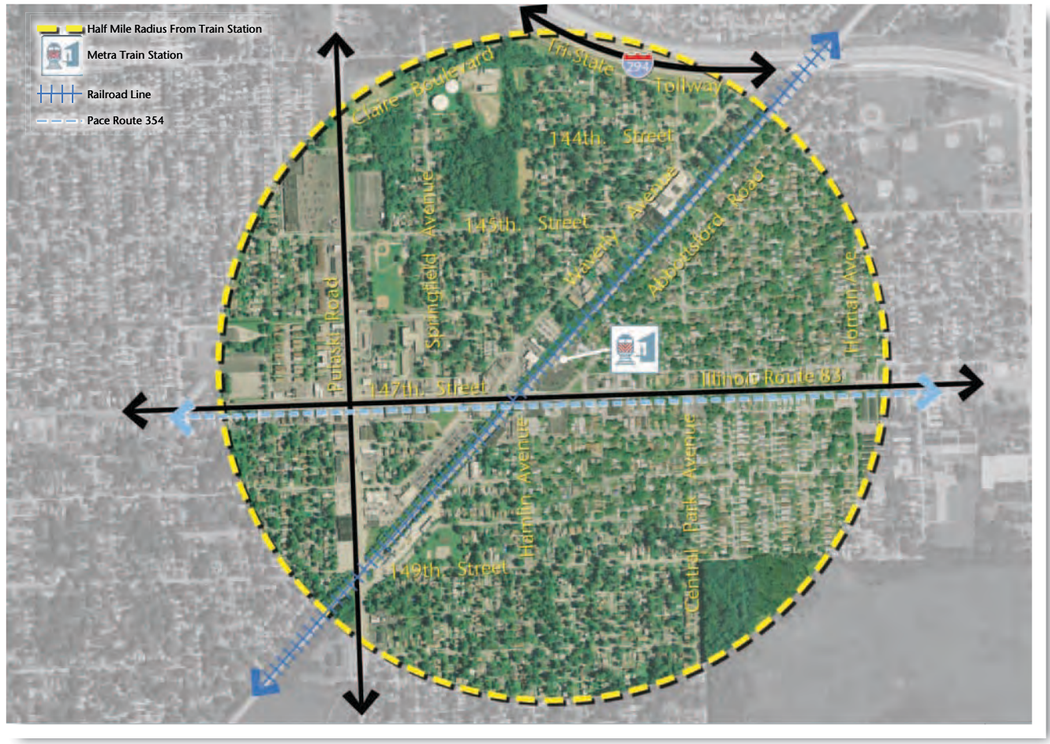
COMMUNITY DESIRES

Robbins Station presents the village with a unique opportunity to stimulate reinvestment and promote economic growth. The Transit Oriented Development Study completed in 2002 accurately describes the community's vision and redevelopment strategy for the station area which includes the creation of an environmentally and economically sustainable neighborhood with higher density housing and retail opportunities, restored floodplain, active and passive recreational and open space facilities, and improved transit amenities.

The Station Area Plan recommends over 350 residential units including single family homes, townhomes along 139th street, condominiums, rental apartments, and senior housing. The plan also calls for approximately 68,000 square feet of new retail uses, including the village's first grocery store. Approximately 40 acres of the station area are dedicated to open space and parks that are part of the floodplain.

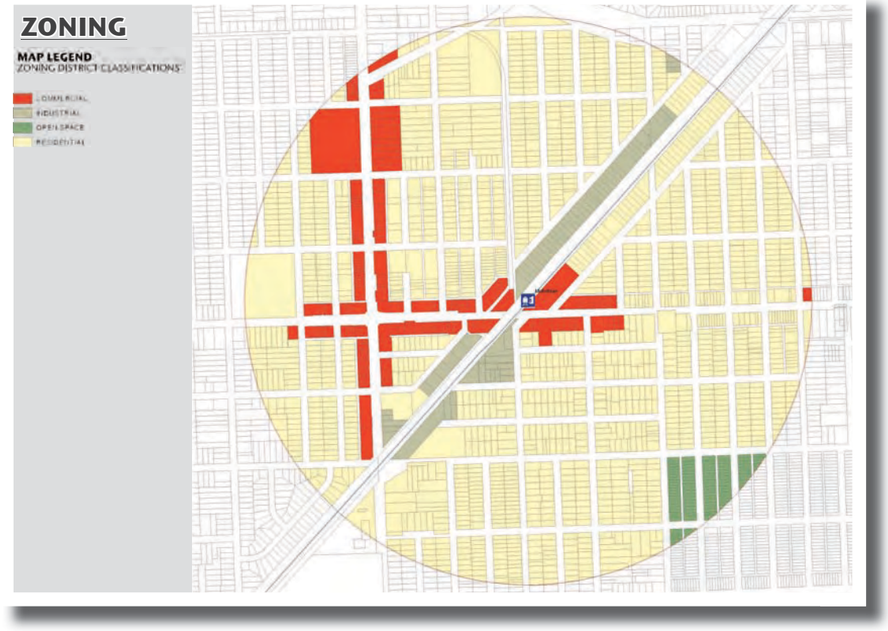
ADDITIONAL INFORMATION

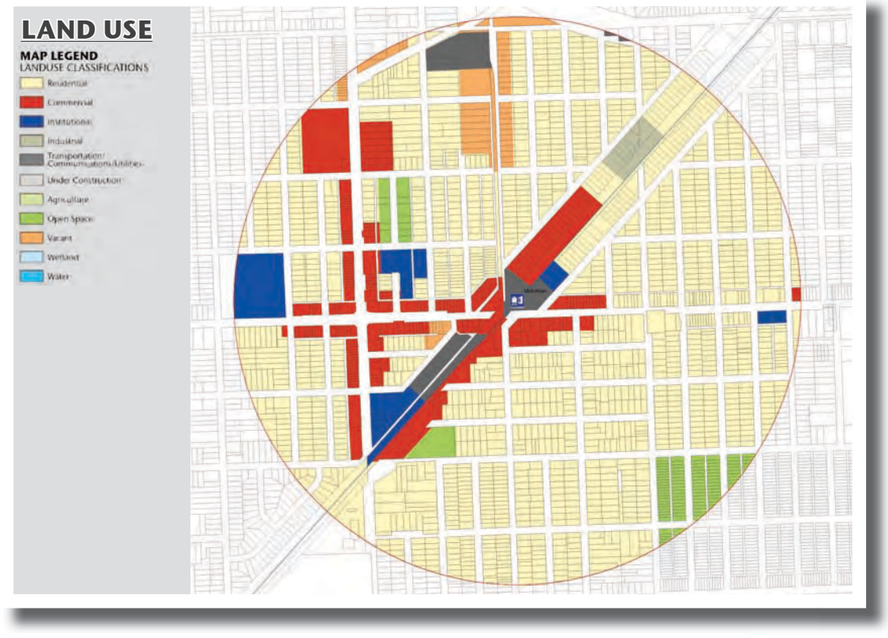
- Village of Robbins TOD Area Development Plan (2009)
- Village of Robbins TOD Study: A Neighborhood Redevelopment Strategy (2002)



Midlothian Station is an aesthetically designed station located in a commercially vibrant area north of Illinois Route 83. The station area contains two major commercial corridors in Route 83 and Pulaski Road surrounded by single-family residential neighborhoods. The area is also home to Midlothian's Village Hall, Historical Society, Fire Department, and the Post Office.

Several parking lots are available for commuters along Waverly Avenue, Hamlin Avenue, and 147th Street and utilized almost to capacity (95%) during weekdays. Pace Bus Route 354 is a loop service connecting the station to Pace Harvey Transportation Center and colleges in the area.





Contact Information

Village of Midlothian Contact: (708) 389-0200 • SSMMA Contact: (708) 226-1155

Midlothian Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,607*	*14,105*	*27,508*
Population Density	*5,866.43*	*4,489.71*	*3,762.16*
Average HH Income	*$59,784.00*	*$57,469.00*	*$56,383.00*
Median HH Income	*$58,593.00*	*$57,331.00*	*$56,078.00*
Total Employees	*2,136*	*4,940*	*10,473*
Total Retail Expenditure	*$34,710,775*	*$95,397,199*	*$188,944,528*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,230/95/11*
Commuter Parking Capacity (2008)			*620*
Commuter Parking Utilization (2008)			*95%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

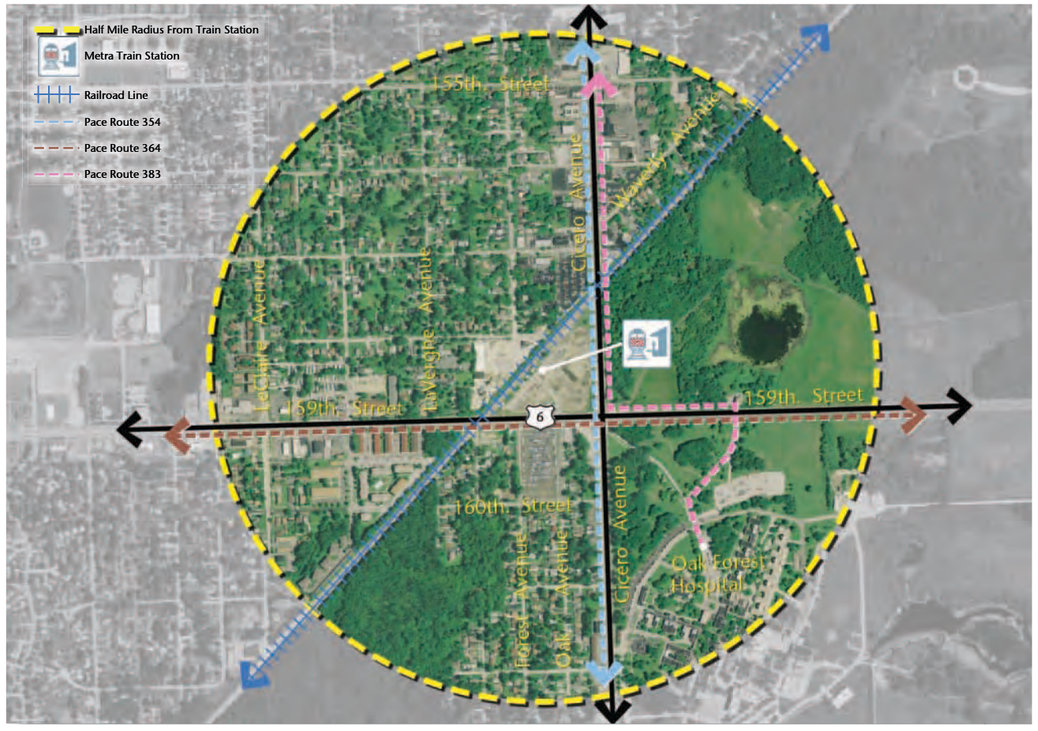
The village of Midlothian is a mature community with well established neighborhoods and an outstanding reputation for community-wide volunteering efforts. The major goals of the Village Center Plan that includes the station area are to create a central place for the Midlothian community, maximize the opportunities for transit-oriented redevelopment, improve economic mix and tax base, improve bicycle and pedestrian access and circulation, and enhance the aesthetic appeal of the station area.

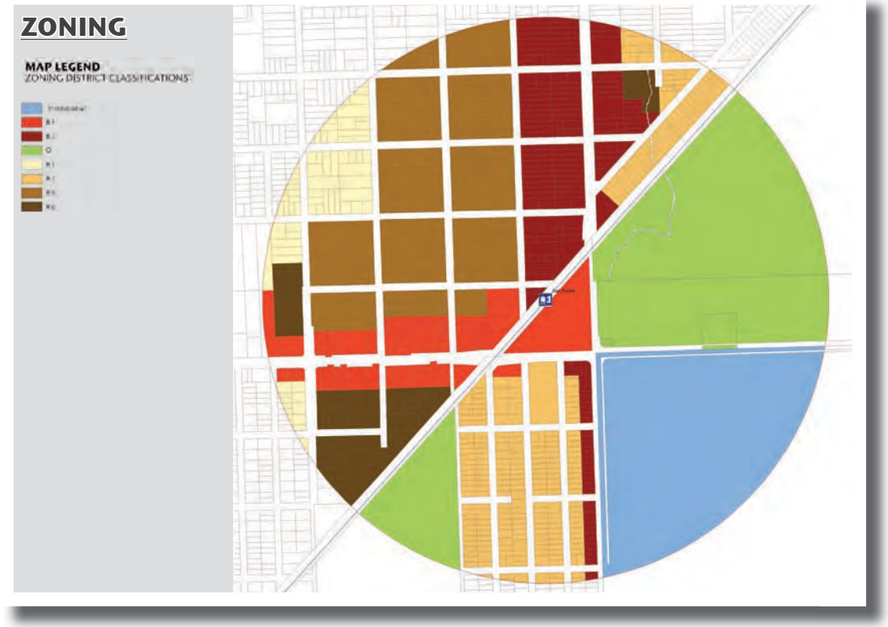
The vision for the station area (named "The Midlothian") consists of a town center style development with residential, commercial, and multi-use buildings tied together using attractive gathering spaces and natural areas. Although the existing zoning ordinance allows up to 7 story high buildings, the village seeks to restrict buildings to a maximum of 4 stories to complement the existing neighborhoods.

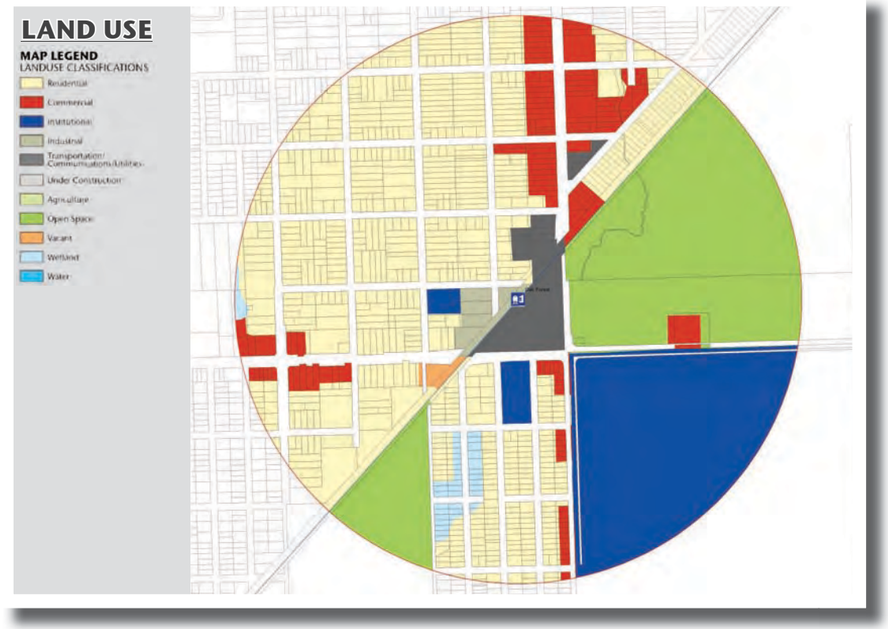
The village continues to receive development interest for parcels in the station area and sees the demand for infill development while retaining high-quality existing buildings. Connecting 148th street across the railroad tracks would greatly improve the east-west access for commuters and local residents.

ADDITIONAL INFORMATION

- Village of Midlothian Village Center Enhancement Plan (2005)
- Village of Midlothian Village Center Enhancement Plan: Phase II Transportation Improvement Modifications (2008)







Oak Forest Station is surrounded by two (2) forest preserves and Oak Forest Hospital that combined together make up approximately 35% of the station area. The site around the train station is currently being developed to accommodate commercial and multi-use buildings as part of the New Gateway Corridor Development project. RSC Development Group has constructed two new CVS Pharmacy and National City Bank buildings on the station site. Gold's Gym is planning to build a new facility in close proximity to the existing buildings and a potential restaurant and multi-story condominium. The station area contains a healthy mix of multi-family and single-family residences with higher density development mostly along 159th Street.

Commuter parking is fairly well utilized in lots located between 156th and 160th Streets. Cicero Avenue and 159th have fairly high traffic counts and will attract commercial development. Pace Bus Routes 354, 364, and 383 run in close proximity to the train station. Route 354 is a major east-west connector with stops at area hospitals, colleges, and shopping centers.

Contact Information

Village of Oak Forest Contact: (708) 687-4050 • SSMMA Contact: (708) 226-1155

Oak Forest Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*3,178*	*9,045*	*27,456*
Population Density	*4,046.08*	*2,879.04*	*3,049.93*
Average HH Income	*$52,280.00*	*$64,113.00*	*$72,034.00*
Median HH Income	*$49,240.00*	*$64,031.00*	*$70,174.00*
Total Employees	*1,770*	*3,533*	*10,322*
Total Retail Expenditure	*$21,296,397.00*	*$71,592,877*	*$221,883,183.69*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,487/81/40*
Commuter Parking Capacity (2008)			*1,074*
Commuter Parking Utilization (2008)			*77%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

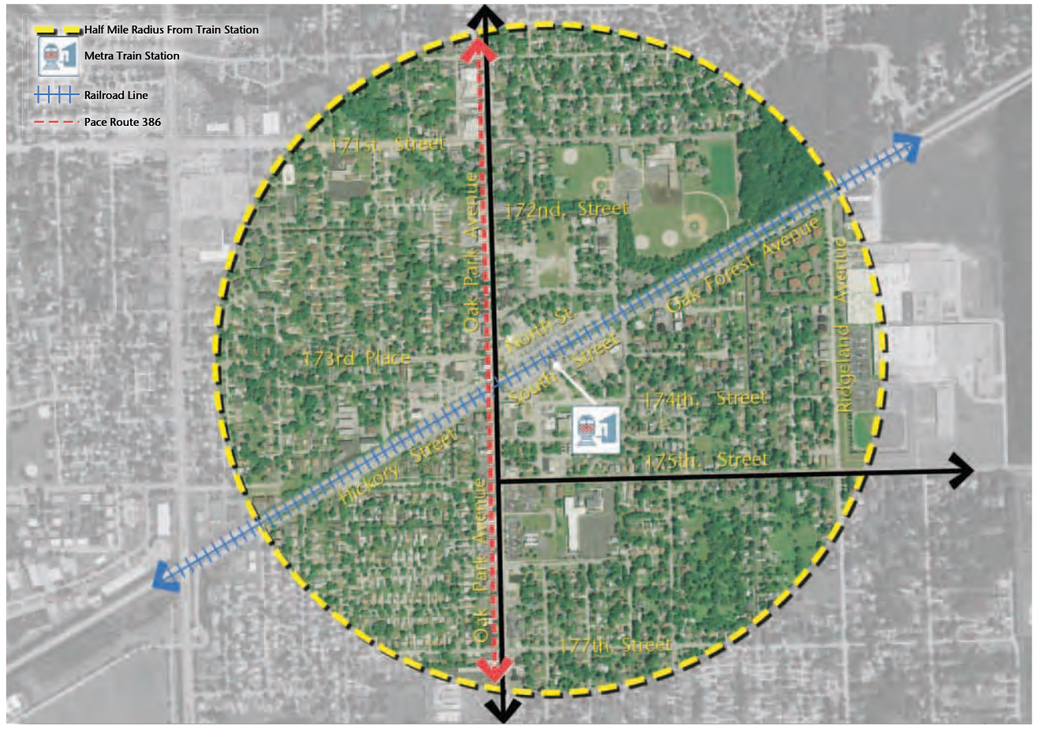
Oak Forest Station desires to develop the ½ mile area surrounding the Metra station into a transit-oriented multi-use development. Both Cicero Avenue and 159th Street are major commercial corridors serving the community and provide an excellent opportunity for redevelopment around the station area.

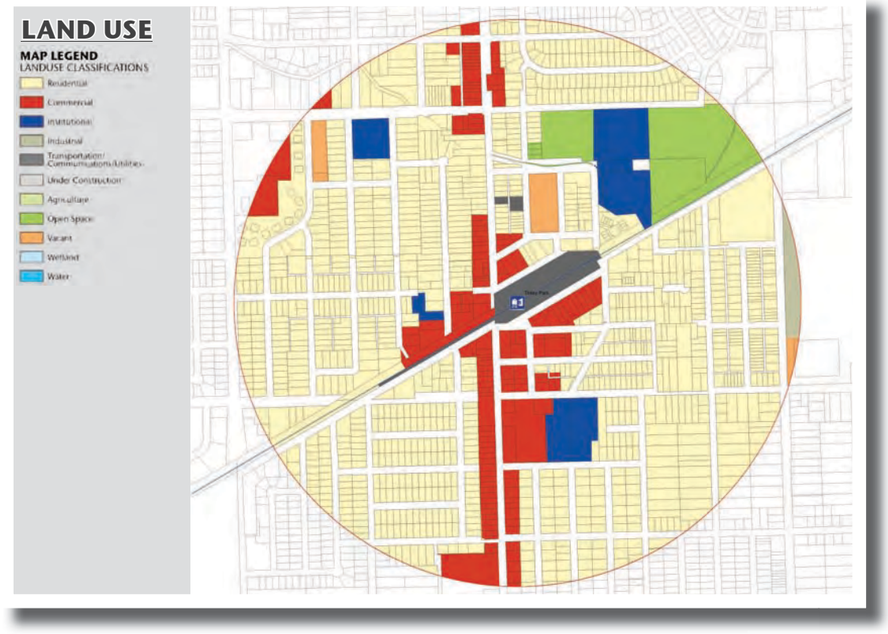
As part of the 'New Gateway Corridor Development' project, two (2) buildings (39 condominiums each) and 23,250 square feet of commercial space will be built on the site east of the train station. Additional land, currently part of the County hospital campus at the southeast corner of the proposed Gateway Development would provide a unique opportunity for commercial and institutional development. Basic road and streetscape infrastructure are already in place in addition to a bank building and CVS Pharmacy along 159th Street. The city envisions similar type of development to occur north of the rail road tracks to replace the Wille Brothers industrial property.

Building heights up to 5 stories will be permitted in the station area and shall accommodate parking within them. The city is eager and willing to work with the development community to realize their vision and promote development in the station area. The station area is in a TIF district.

ADDITIONAL INFORMATION

- City of Oak Forest 159th / Cicero Avenue Redevelopment Plan and Project No. 3 (2002)





Tinley Park Station is an aesthetically designed and award winning train station with excellent streetscape amenities such as custom furnishings, permeable pavers, outdoor dining, and street lights and a café inside the station building. The station area is located in the Village's historic downtown and surrounded by a mix of commercial and residential parcels. Oak Park Avenue is a major commercial corridor running north-south and connecting the station to residential neighborhoods.

Parking for commuters is provided in a linear fashion on either side of the tracks and utilized to capacity (100%) during weekdays. Pace Bus Route 386 originates at Midway Airport and connects the train station to major retail and institutional destinations along Harlem Avenue.

Contact Information

Village of Tinley Park Contact: (708) 444-5000 • SSMMA Contact: (708) 226-1155

Tinley Park Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,000*	*13,435*	*23,807*
Population Density	*5,092.99*	*4,276.61*	*3,022.21*
Average HH Income	*$66,362.00*	*$69,487.00*	*$72,034.00*
Median HH Income	*$60,592.00*	*$68,389.00*	*$70,174.00*
Total Employees	*2,125*	*5,129*	*11,000*
Total Retail Expenditure	*$36,765,531*	*$127,206,271*	*$228,827,278*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,236/94/48*
Commuter Parking Capacity (2008)			*759*
Commuter Parking Utilization (2008)			*100%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

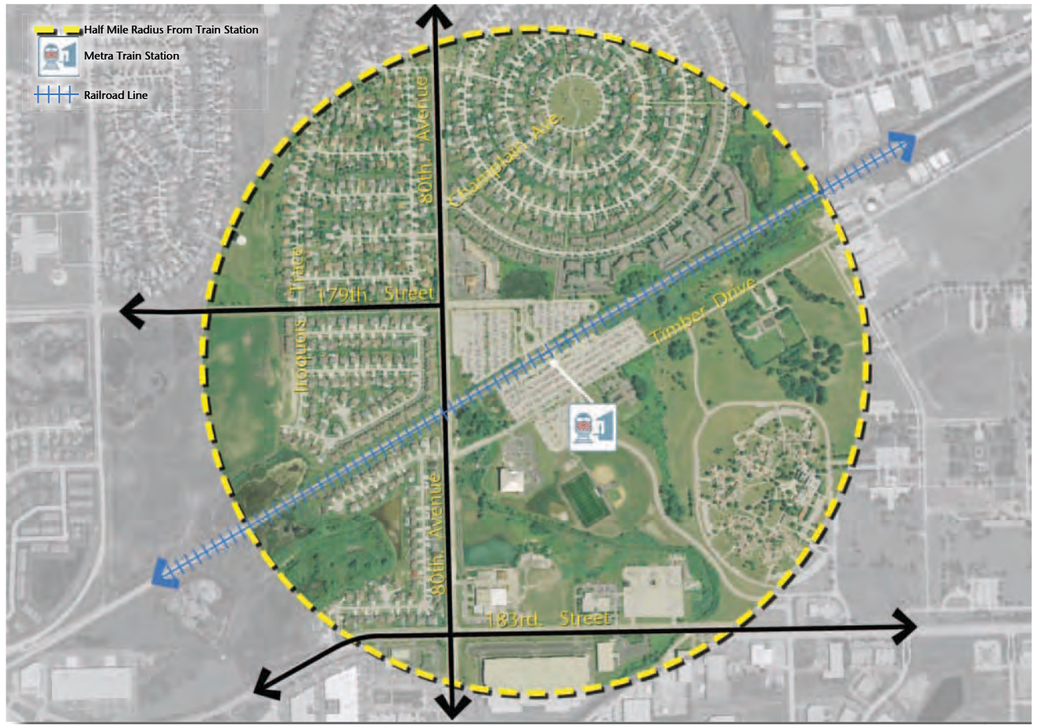
Tinley Park is one of the fastest growing communities in the Midwest with a population of over 70,000. It has grown by almost 20% since the year 2000. Tinley Park's location within the metropolitan area and proximity to Chicago has provided the Village with a tremendous opportunity to attract growth and reinvestment. In addition, the Metra station is located within the Downtown surrounded by a visually attractive and vibrant mix of uses.

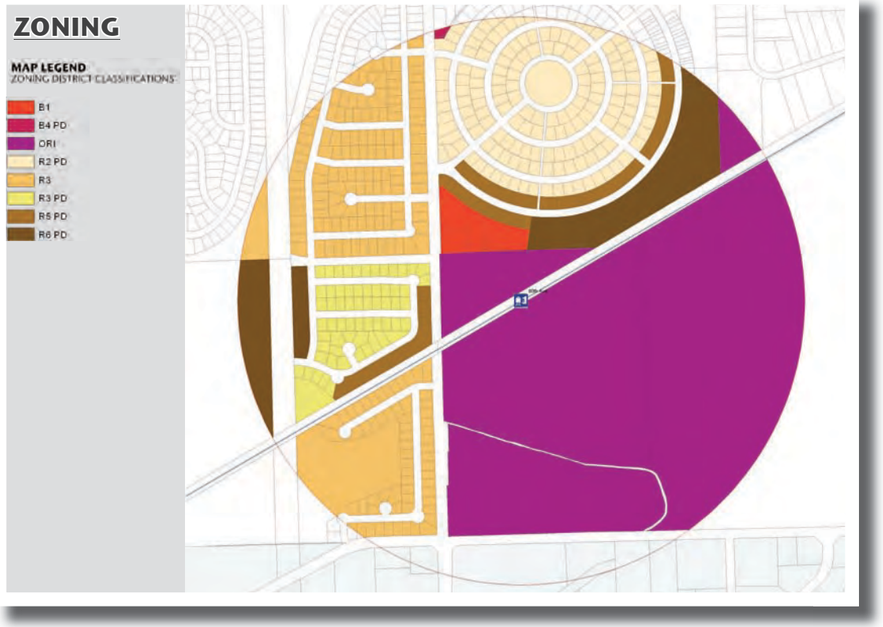
As per the Legacy Plan completed in 2009, the village envisions the downtown station area as the cultural and economic hub of Tinley Park with aesthetically designed multi-use buildings and an emphasis on the design and location of community open spaces. The retail development is concentrated within a 5 minute walking distance from the station, in line with the principles of transit and pedestrian-oriented development.

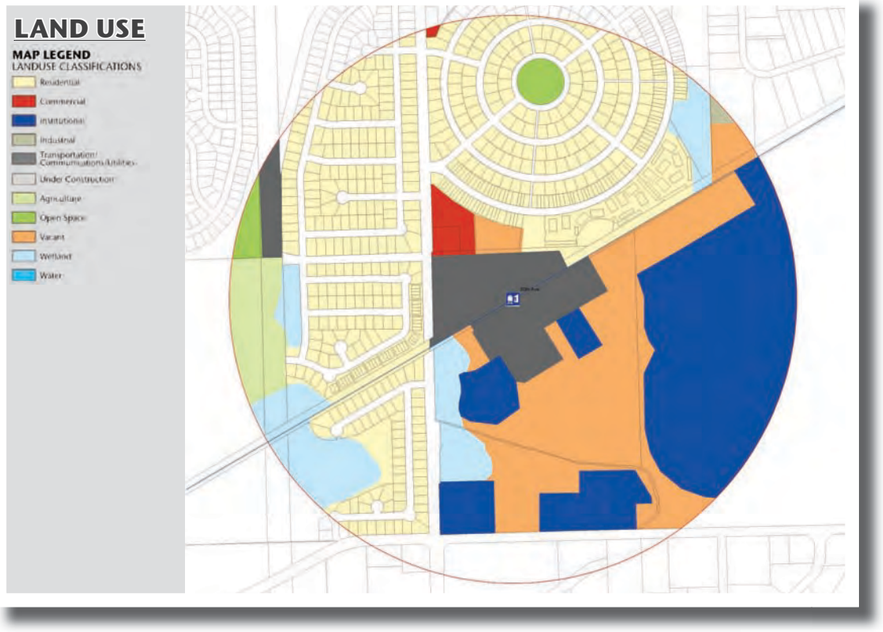
In addition to creating a higher density of development (3-5 stories) within the downtown, the village wants to provide more civic and open space by creating a new plaza and parking deck and by utilizing the Midlothian Creek as a creek walk. The increased open space would be a unique amenity by acting as a destination for passive and active recreation as well as hosting a variety of community-wide events throughout the year.

ADDITIONAL INFORMATION

- Legacy Plan (2009)
- Legacy Form Base Code (under development)
- Downtown Market Study (2009)







One of the busiest stations on the Rock Island Line, the land uses around Tinley Park-80th Avenue Station are split by the tracks. To the north and west of the tracks, the station area consists exclusively of residential buildings with a majority being single family homes. The area south of the tracks is a combination of large industrial, open space, and a municipal complex containing the public library, Freedom Park, public works department, and the police department. The village has recently completed the design (out to bid in July 2010) of its new train station, comparable in quality and aesthetics to the downtown station.

Large commuter parking lots are provided on either side of the station and accessed from Timber Drive and 179th Street. The village is currently undertaking traffic improvements along 80th Avenue to support commuters. These lots are well utilized (84%) during weekdays. There are currently no bus connections to this station.

Contact Information

Village of Tinley Park Contact: (708) 444-5000 • SSMMA Contact: (708) 226-1155

Tinley Park-80th Avenue Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,483*	*8,309*	*32,988*
Population Density	*3,161.78*	*2,644.72*	*3,106.67*
Average HH Income	*$79,215.00*	*$83,795.00*	*$83,988.00*
Median HH Income	*$82,180.00*	*$85,221.00*	*$84,098.00*
Total Employees	*679*	*3,016*	*10,536*
Total Retail Expenditure	*$19,636,568*	*$72,568,732.41*	*$304,352,946*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*2,459/102/75*
Commuter Parking Capacity (2008)			*2,201*
Commuter Parking Utilization (2008)			*84%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

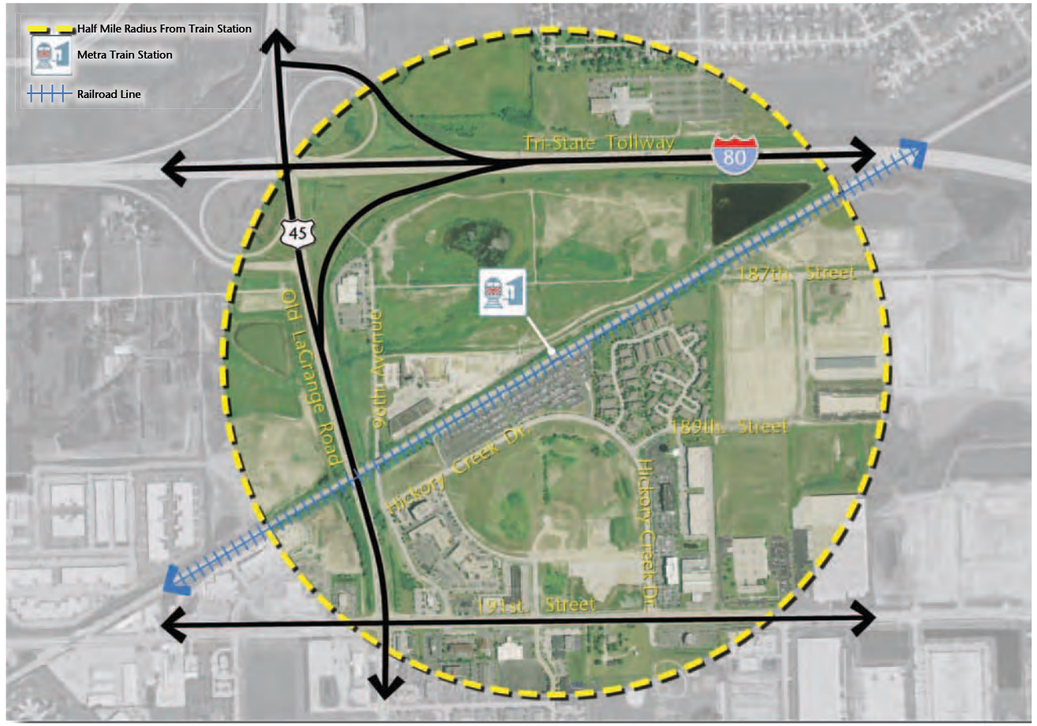
COMMUNITY DESIRES

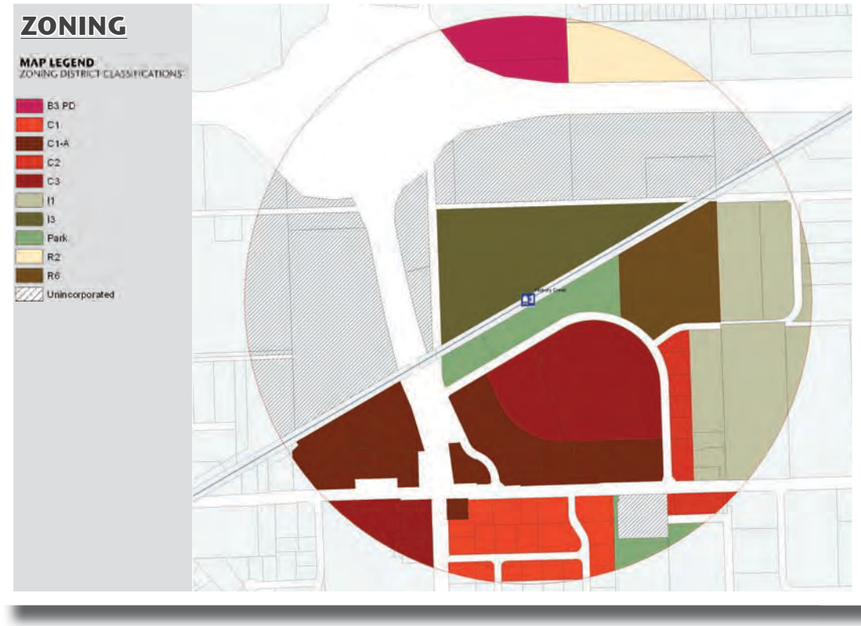
The Tinley Park-80th Avenue Metra Station area has been developed over the last decade with a combination of single family homes, townhomes, condominiums, and a strip commercial complex. As per the TOD Plan completed in 1998, the village desires to develop the station area for commuter-oriented services and municipal and recreational facilities with bike and pedestrian connections to adjacent residential neighborhoods. The availability of underdeveloped land in the station area (e.g. state mental health facility) provides a key advantage to the village and development community in planning and building a transit-supportive development.

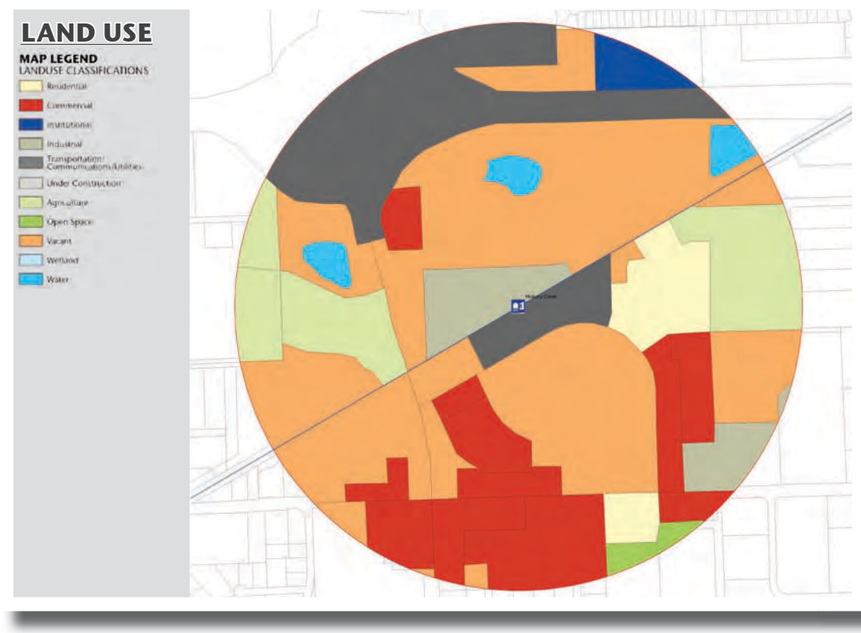
In order to provide better transit connectivity to major destinations in the village, a Pace circulator is envisioned to link DeVry University, downtown Tinley Park, the mental health facility, and both Metra stations. This would boost transit and attract additional investment to the village.

ADDITIONAL INFORMATION

- Transit Oriented Development Plan (1998)
- New Station Construction (Groundbreaking in December 2010)







The Hickory Creek Metra Station area in Mokena is partially developed with numerous parcels either vacant or in the process of being developed. A majority of the development, concentrated along 191st Street and Hickory Creek Drive, consists of office (Mokena Professional Center), retail (Village Park Place) and multi-family residential uses. The new office buildings in the station area suggest the potential for high end residences in the long term.

Commuter parking is available in one large consolidated lot adjacent to the train station and accessed via Hickory Creek Road. The lot is well-utilized by commuters during weekdays. There are currently no bus connections to this station.

Contact Information

Village of Mokena Contact: (708) 479-3930 • SSMMA Contact: (708) 226-1155

Hickory Creek Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,587*	*6,219*	*27,043*
Population Density	*2,020.74*	*1,979.69*	*2,125.98*
Average HH Income	*$86,031.00*	*$88,914.00*	*$92,348,00*
Median HH Income	*$90,105.00*	*$94,534.00*	*$95,454.00*
Total Employees	*2,207*	*5,458*	*14,113*
Total Retail Expenditure	*$12,354,029*	*$55,678,425*	*$256,330,496*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,236/25/34*
Commuter Parking Capacity (2008)			*1,130*
Commuter Parking Utilization (2008)			*89%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

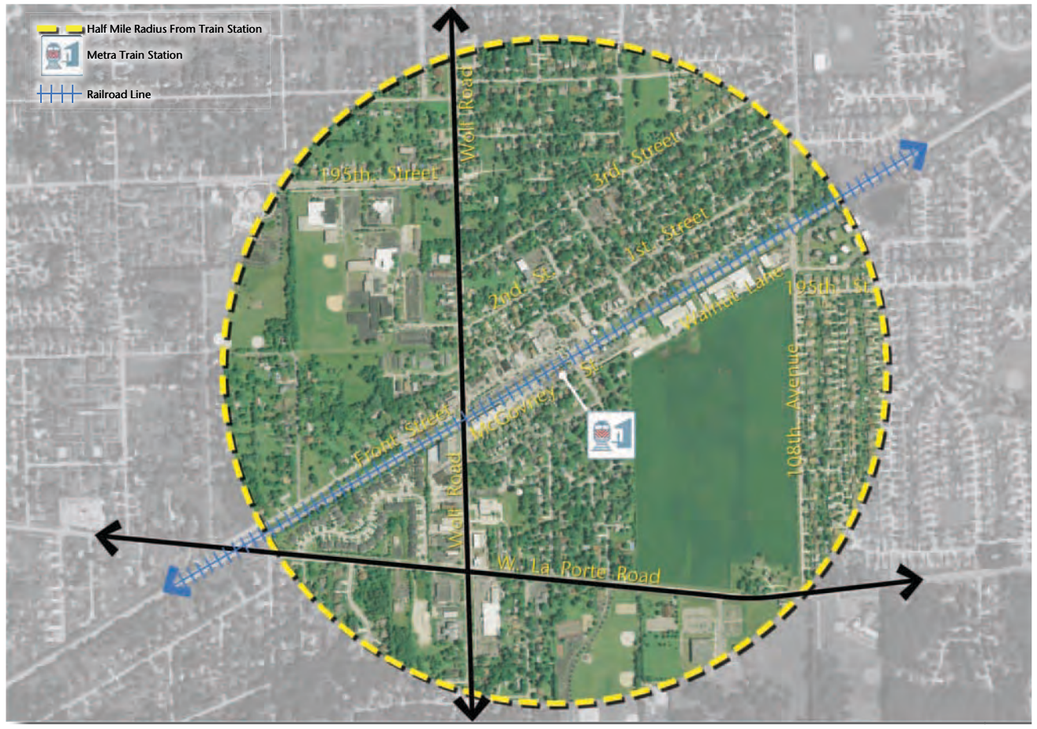
The availability of vacant land within the station area provides a key advantage to the village of Mokena and development community in planning and building a transit-supportive development around Hickory Creek Station.

The existing multi-family residential development is in good condition and well occupied. As per plans submitted by a local developer and approved by the village, the central portion of the station site will house an indoor theme park facility unique to the region and attracting a large number of visitors as well as locals. The parcels north of the railroad are envisioned as a retail and office complex to take advantage of the I-80 interchange at Old LaGrange Road.

The Village has pro-actively upgraded and installed necessary infrastructure including sewer, water, cable, phone, gas lines and roads south of the station. To help implement the village's vision, the zoning and development regulations will need to be modified to facilitate commercial development.

ADDITIONAL INFORMATION

- Village of Mokena Comprehensive Plan (2002)



Mokena Station lies in the center of the Village's downtown and is surrounded by a diverse mix of land uses varying from single-family residential to industrial and warehousing. The majority of residential development within the station area consists of single-family homes with limited multi-family buildings along Front Street. Over the past ten years, the area immediately around the station has undergone several streetscape improvements including colored crosswalks, street lights, signage, pocket parks, and street trees.

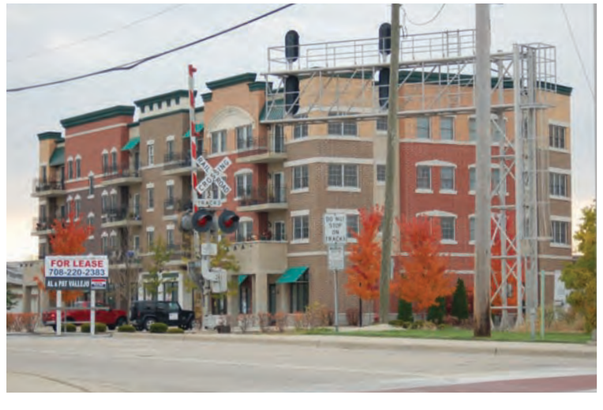
Commuter parking is located in four (4) lots, two of them adjacent to the train station. The two remaining lots are located a few blocks away along Division Street and Willow Crest Lane. There are currently no bus connections to this station.

Contact Information

Village of Mokena Contact: (708) 479-3930 • SSMMA Contact: (708) 226-1155

Mokena Station

Initiative for the Chicago Southland Transit Region



DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,462*	*10,099*	*19,406*
Population Density	*3,134.73*	*3,214.63*	*2,247.78*
Average HH Income	*$74,601.00*	*$79,955.00*	*$92,150.00*
Median HH Income	*$74,075.00*	*$85,442.00*	*$94,079.00*
Total Employees	*791*	*2,414*	*5,425*
Total Retail Expenditure	*$22,563,819*	*$84,389,813*	*$182,633,204*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*634/39/35*
Commuter Parking Capacity (2008)			*342*
Commuter Parking Utilization (2008)			*69%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

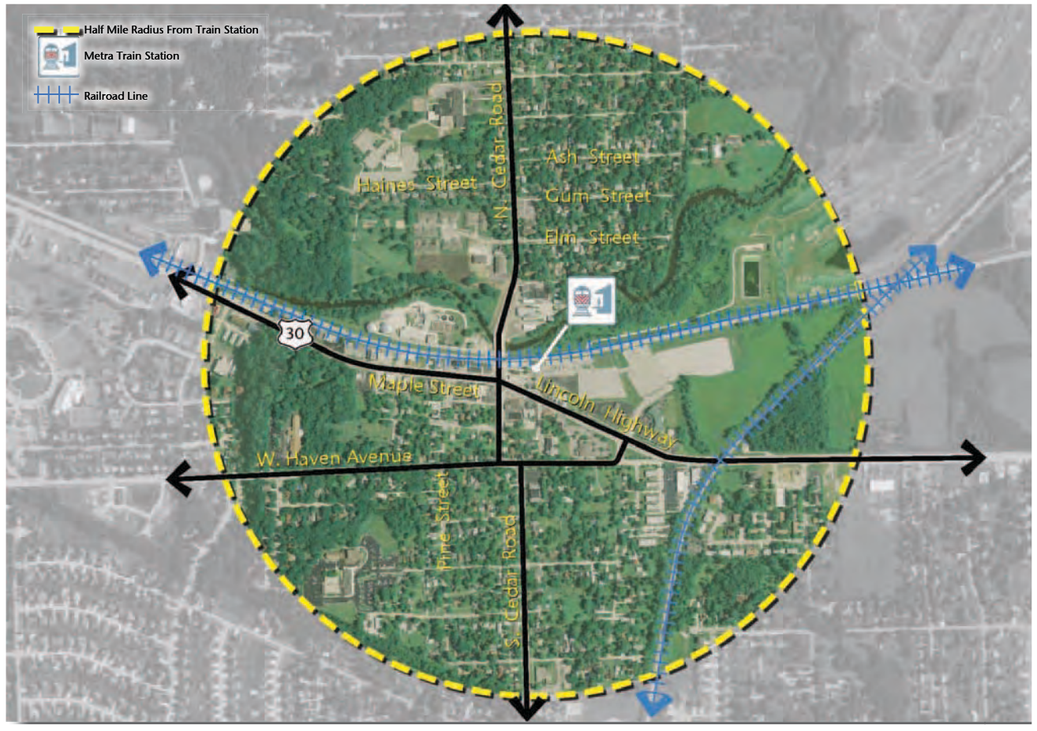
Mokena is a fast growing community with a 28% increase in its population over the last decade. The village sees the station area as a unique opportunity to encourage reinvestment in the downtown area and stimulate economic activity.

As per the Downtown Station Area Plan completed in 2008, the village's vision for the future of its downtown and station area is a vibrant and attractive activity center providing a varied mix of retail and restaurant destinations in addition to professional and commercial services. Mokena encourages higher density in this area, allowing 3-4 story buildings placed close to the street edge. The village is also interested in attracting diverse housing typologies including townhomes, condominiums, luxury rental apartments, and senior housing.

Mokena is eager to work with interested developers to encourage redevelopment and new construction (e.g. the zoning ordinance has been modified and an overlay district created for the station area, and incentives are available in the form of permit fee discounts and soft cost discounts). The village has established a TIF district to promote redevelopment in the downtown.

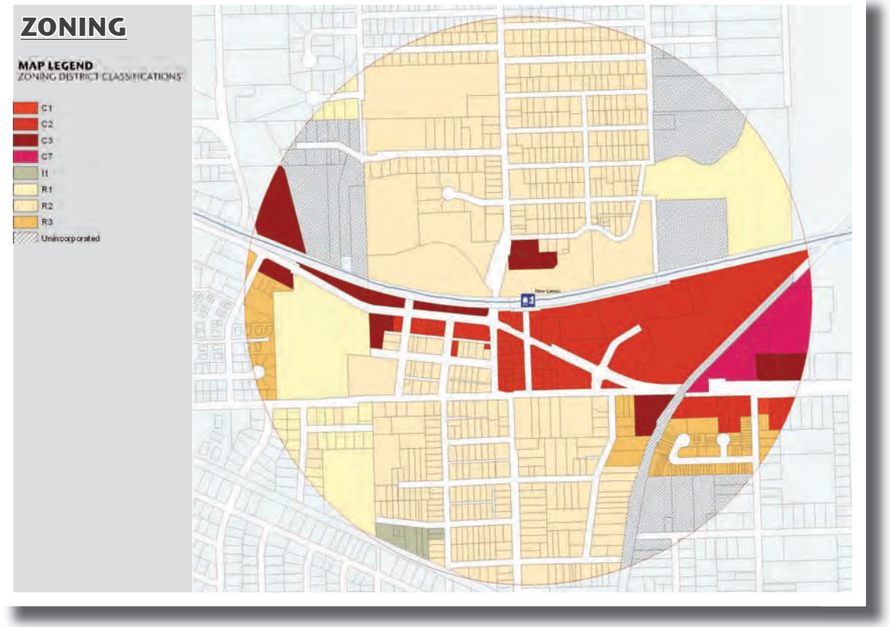
ADDITIONAL INFORMATION

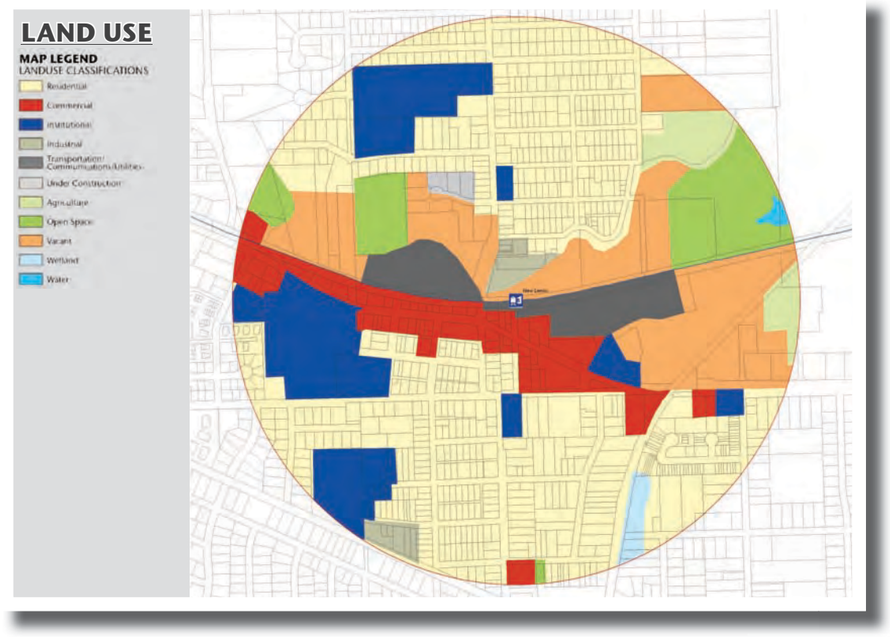
- Village of Mokena Downtown Station Area Plan (2008)
- Village of Mokena Comprehensive Plan (2002)



New Lenox Station is located behind and hidden from view by commercial buildings along US 30 Highway. The station area contains a diverse mix of land uses varying from commercial uses along US 30 and Cedar Road to residential development south of Haven Avenue and north of Elm Street to institutional uses (schools and churches) and open spaces such as Haines Wayside Park. The industrial buildings to the east are in poor condition and could potentially be available for redevelopment in the long term.

Parking for commuters is provided south of the tracks and accessed via US 30 Highway and Cedar Road and well utilized (90%) during weekdays. There are no bus connections to this station.





Contact Information

Village of New Lenox Contact: (708) 462-6400 • SSMMA Contact: (708) 226-1155

New Lenox Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,779*	*8,269*	*21,367*
Population Density	*2,265.33*	*2,632.21*	*2,094.46*
Average HH Income	*$71,640.00*	*$75,602.00*	*$81,436.00*
Median HH Income	*$75,131.00*	*$80,364.00*	*$85,565.00*
Total Employees	*659*	*1,848*	*5,529*
Total Retail Expenditure	*$14,559,845*	*$70,578,929*	*$184,956,571*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,348/112/95*
Commuter Parking Capacity (2008)			*1,123*
Commuter Parking Utilization (2008)			*90%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

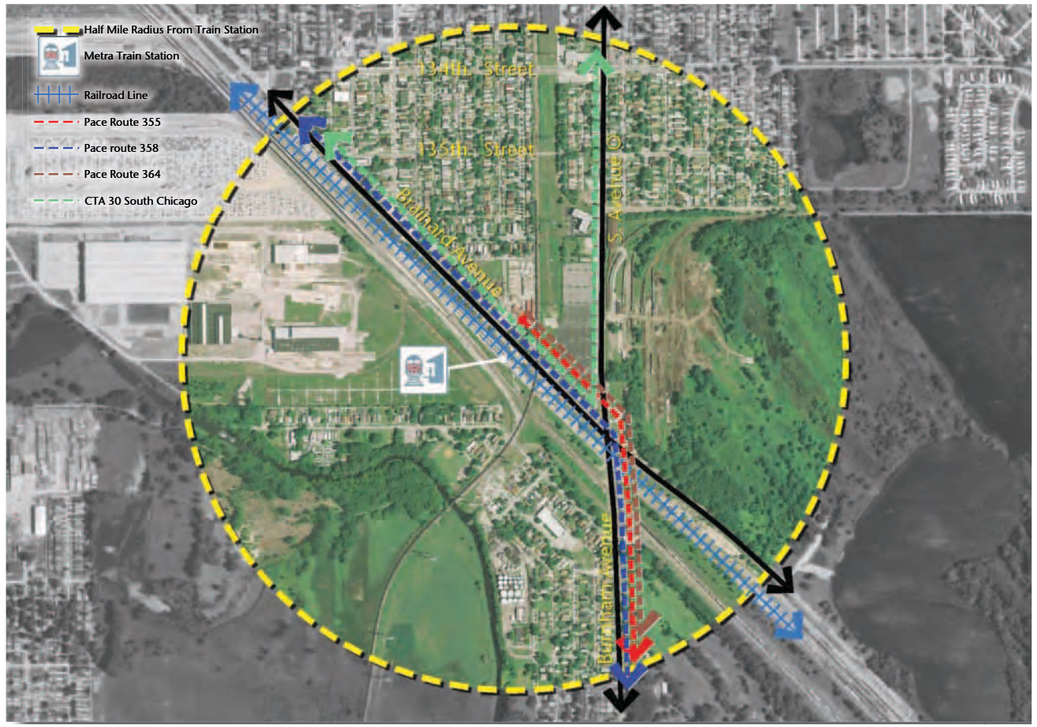
To build upon its existing strengths, the station area surrounding New Lenox Station is envisioned as predominantly residential in character with supporting commercial uses adjacent to the train station and along US Route 30. Hickory Creek provides the village with a unique opportunity to create a bike path connecting the east-west neighborhoods.

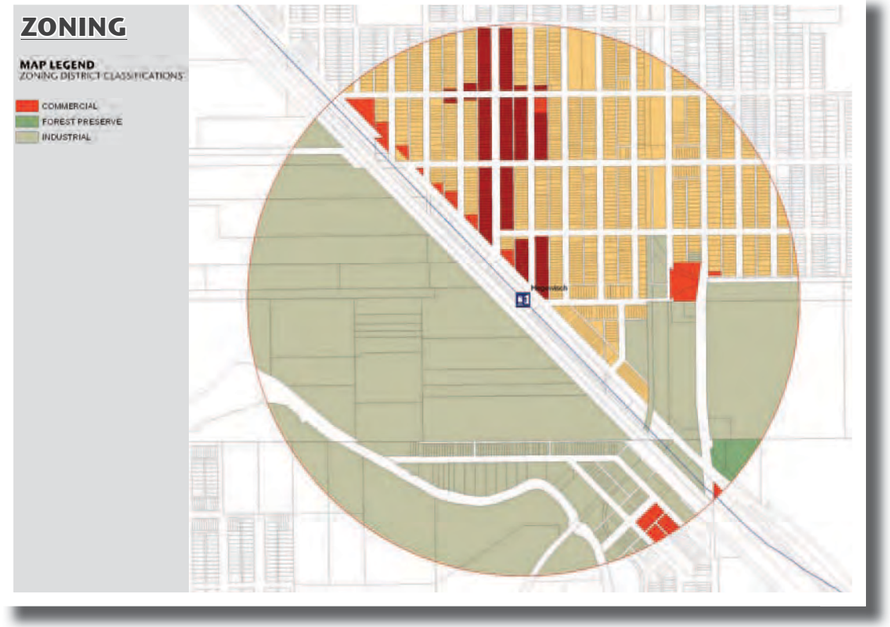
The existing commercial uses along US Route 30 could be potentially redeveloped into medium density residential and commercial uses. Residential typologies in the station area will include single-family homes, townhomes row homes, and 5-6 storied condominium buildings. Redevelopment will take into account the ease of pedestrian access to and from the train station and between the various land uses in the station area. Streetscape and landscape improvements along major corridors including US Route 30, Cedar Road, and Harlem Avenue are recommended to create a safe, attractive, and inviting station area.

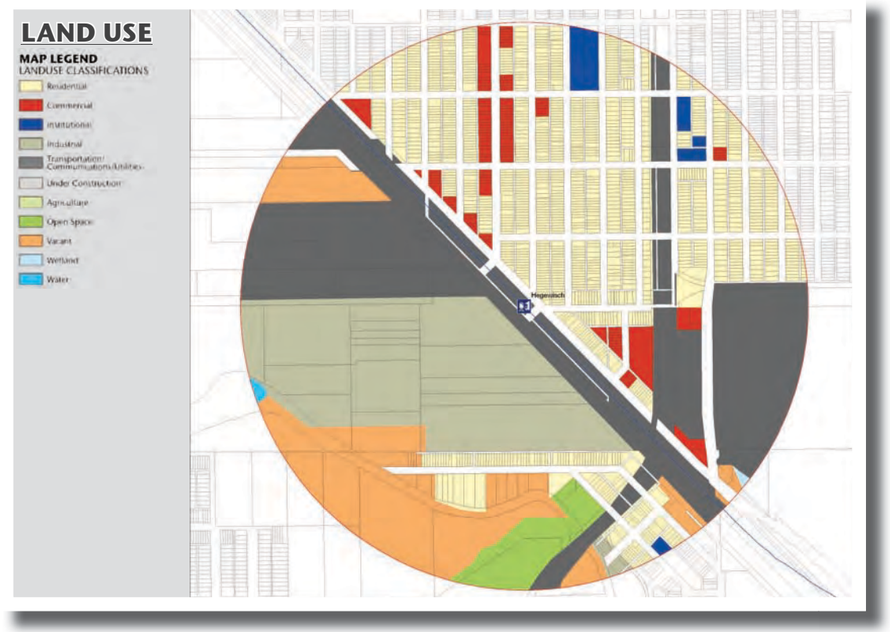
ADDITIONAL INFORMATION

- Proposed Lincoln Station Preliminary PUD (2006)
- Future Land Use Map (2009)

South Shore Service







Hegewisch Station is the easternmost stop in Chicago with a relatively new and aesthetically pleasing station building south of Brainard Avenue. Brainard Avenue is the major multi-use commercial corridor containing institutional, retail, and multi-family residential buildings and connecting the station area to the rest of the community. The area west of the train station is home to an intermodal facility and industrial buildings that utilize tracks parallel to the South Shore Line.

Parking for commuters is provided in eight locations along Brainard Avenue and Avenue O. The parking spaces are well utilized during weekdays as most riders (77%) drive and park their personal vehicles at the train station. Pace Bus Routes 355 and 358 originate at the train station, 355 being a rush hour only service. In addition, Routes 364 and CTA 30 stop at the train station on Brainard Avenue.

Contact Information

City of Chicago Contact: (773) 721-1999 • SSMMA Contact: (708) 226-1155

Hegewisch Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,237*	*5,420*	*9,785*
Population Density	*2,848.36*	*1,725.36*	*1,913.94*
Average HH Income	*$61,484*	*$62,833.00*	*$$57,021.00*
Median HH Income	*$65,699.00*	*$53,858.00*	*$48,844.00*
Total Employees	*472*	*3,358*	*5,593*
Total Retail Expenditure	*$18,521,144*	*$47,488,615*	*$75,500,313*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*1,449/223/104*
Commuter Parking Capacity (2008)			*1,123*
Commuter Parking Utilization (2008)			*71%*

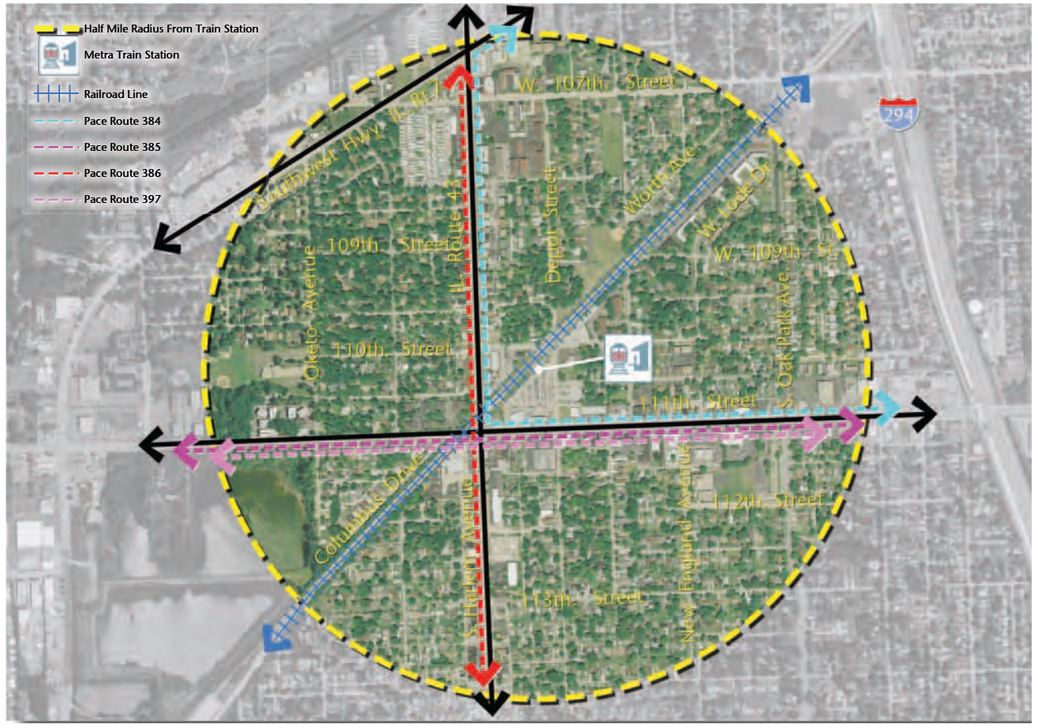
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

Being the busiest station on the South Shore Metra Line, the Hegewisch Station area provides an excellent opportunity to attract investment and residents. The city desires to build upon the existing diversity of uses and high development density to create a vibrant commercial and residential district.

The station area development will focus on the infill development of vacant and underutilized parcels so as to make them blend with the existing building character and scale. The city of Chicago wishes to expand retail and commercial establishments within the station area in order to capture the high volume of commuter traffic utilizing the station. In addition to land use redevelopment, streetscape and landscape improvements are envisioned along major corridors including Brainard Avenue and Burnham Avenue to create a safe, attractive, and inviting station area.

SouthWest Service

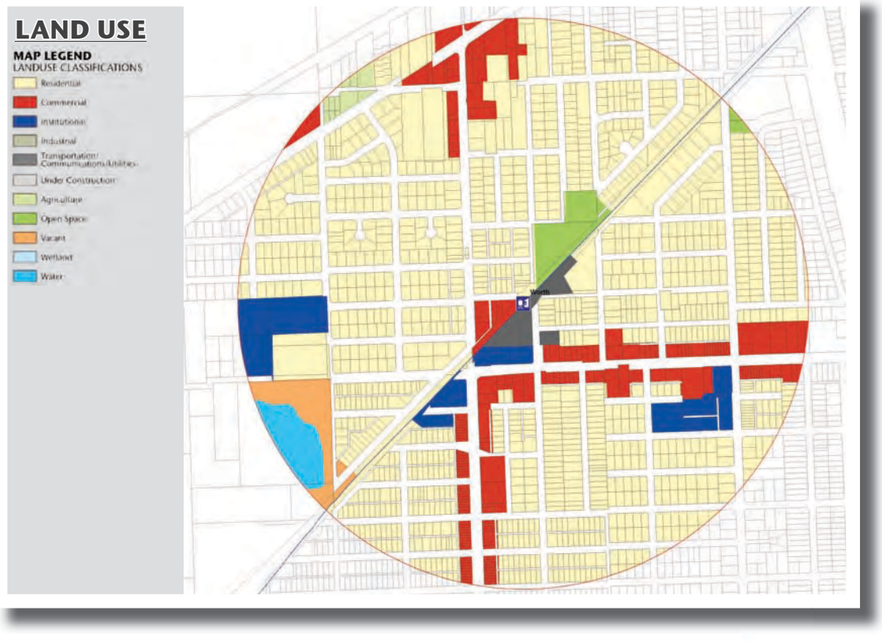


Worth Station is located on an elevated embankment north of Village Hall and in the heart of the community. IL 43 and 111th Street are two major commercial corridors that bisect the station area. The commercial area transitions into a grid of traditional residential neighborhoods containing single-family homes and a few multi-family buildings along 111th Street and Worth Avenue.

Parking for commuters is provided in five (5) lots on either side of the station and fairly well utilized (72%) during weekdays. Limited on-street parking is also provided along Depot Street. A number of Pace Buses run both East-West and North-South in close proximity to the train station including Routes 384, 385, 386, and 397.

Contact Information

Village of Worth Contact: (708) 448-1181 • SSMMA Contact: (708) 226-1155



Worth Station

Initiative for the Chicago Southland Transit Region

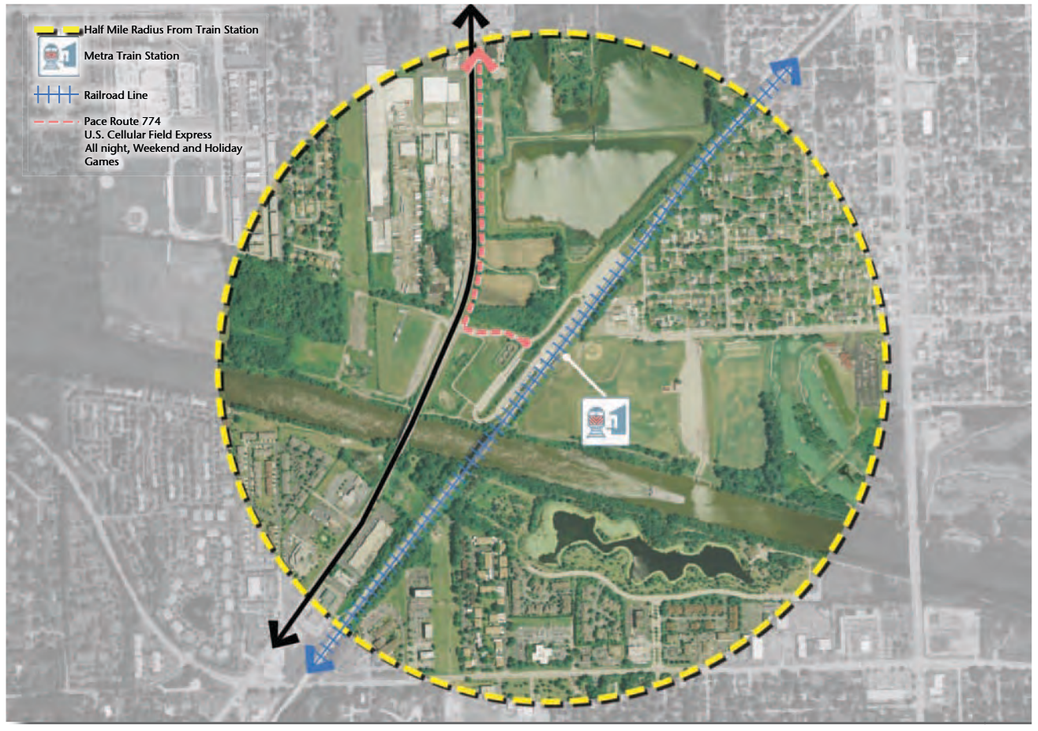
DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*5,129*	*13,373*	*23,536*
Population Density	*6,530.59*	*4,256.78*	*3,891.00*
Average HH Income	*$61,844.00*	*$58,922.00*	*$66,654.00*
Median HH Income	*$50,687.00*	*$53,652.00*	*$58,663.00*
Total Employees	*1,285*	*4,480*	*12,049*
Total Retail Expenditure	*$46,727,817*	*$109,964,214*	*$212,604,352*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*445/--/--*
Commuter Parking Capacity (2008)			*477*
Commuter Parking Utilization (2008)			*72%*

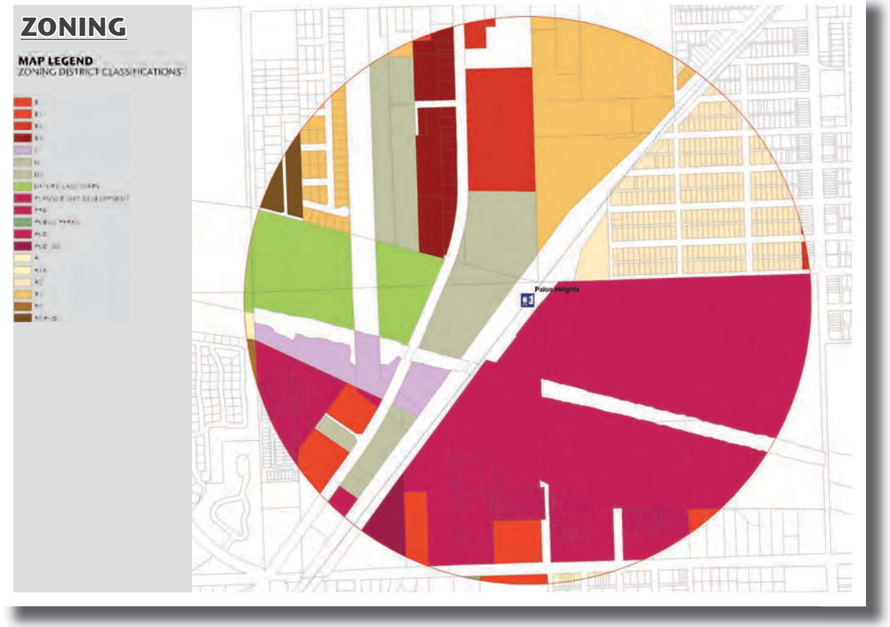
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

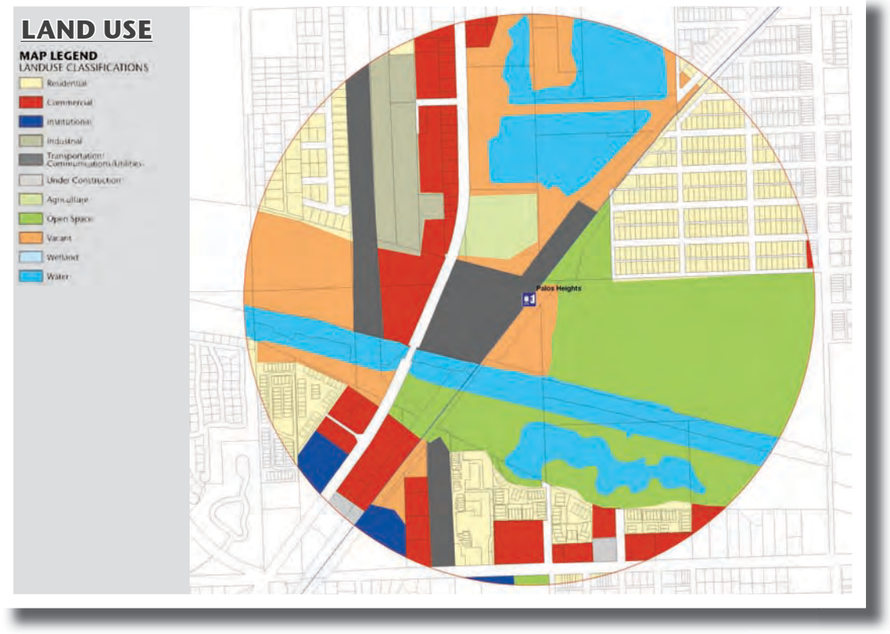
COMMUNITY DESIRES

Home to a variety of residential neighborhoods, unique commercial establishments, and popular recreational amenities, the village of Worth envisions the station area as a unique opportunity to further promote economic growth. The station area is well connected to the surrounding neighborhoods, largely because of the excellent grid-street pattern that exists throughout the village and the Pace buses running along major corridors.

The village's vision for the station area consists of a visually attractive pedestrian-oriented district that acts as the cultural and economic center of the community. The triangular site east of the train station will house multi-use buildings that accommodate structured parking within them, allowing for a greater density of overall development. The housing typologies within the station area will range from existing single-family homes to 3-4 storied condominium units above retail establishments.







Palos Heights Station is located at the northern edge of the community in close proximity to the Calumet Sag Channel. The station area contains a diverse mix of land uses including traditional single-family homes, open areas such as the Altman Park and Water's Edge Golf Club, industrial facilities along Southwest Highway, and commercial uses south of Channel. Cleanup efforts by the Metropolitan Water Reclamation District (MWRD), which owns several parcels in the station area, over the years has helped make it a recreational destination. The station site is primarily surrounded by wetlands and forest preserve land, restricting its future development potential.

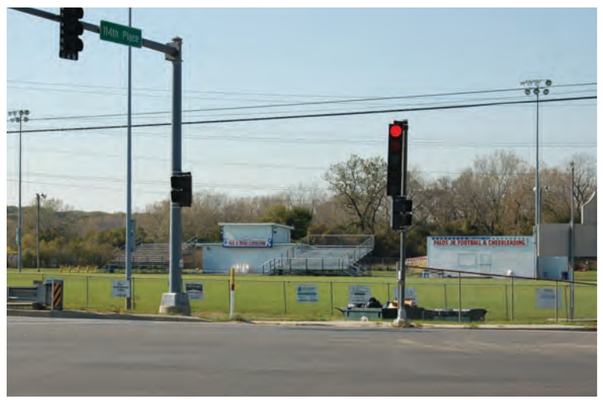
Parking for commuters is provided in one consolidated lot accessed from Southwest Highway. Pace Bus Route 769 Express is an express bus connecting Palos Heights and Oak Lawn Metra Park-and-Rides to Soldier Field in the heart of Chicago. Similarly Route 774 Express connects commuters to the US Cellular Field in the south side of Chicago. Both these routes operate for select events only during the season.

Contact Information

City of Palos Heights Contact: (708) 361-1800 • SSMMA Contact: (708) 226-1155

Palos Heights Station

Initiative for the Chicago Southland Transit Region



DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,546*	*9,426*	*17,545*
Population Density	*1,968.06*	*3,000.42*	*2,815.00*
Average HH Income	*$93,051.00*	*$74,544.00*	*$80,811.00*
Median HH Income	*$70,133.00*	*$60,262.00*	*$65,340.00*
Total Employees	*1,814*	*8,120*	*12,237*
Total Retail Expenditure	*$17,018,705*	*$98,370,822*	*$186,038,004*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*281/--/--*
Commuter Parking Capacity (2008)			*513*
Commuter Parking Utilization (2008)			*42%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

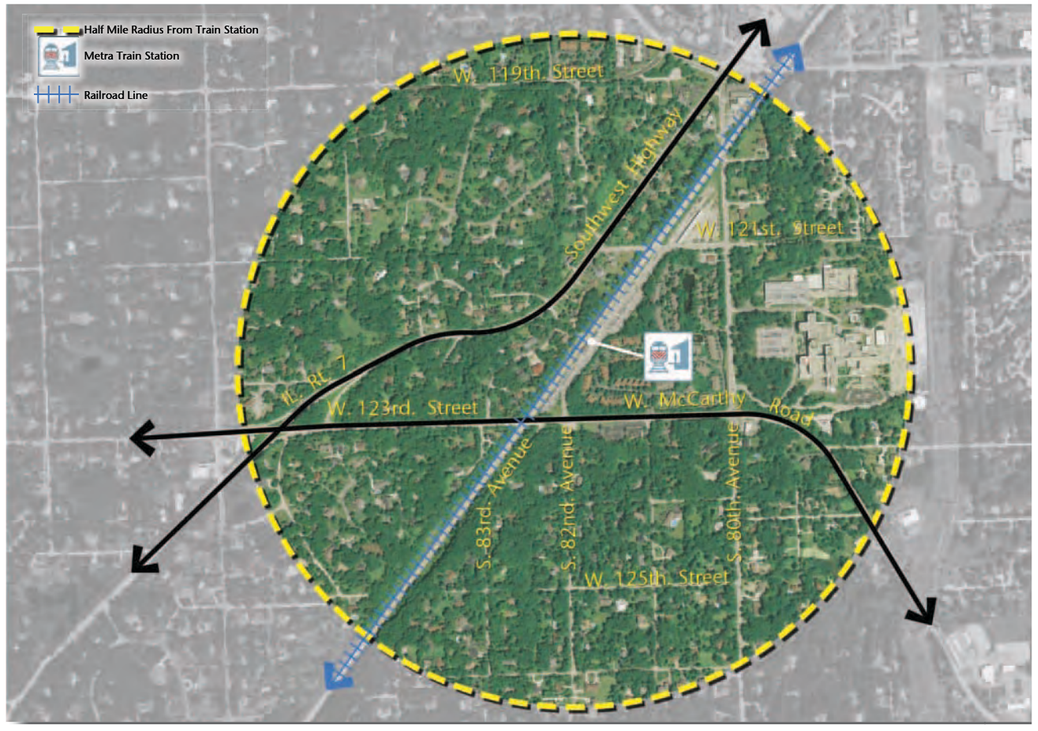
Over the course of its brief 50 year history, the city of Palos Heights has grown to become a community of attractive tree-shaded neighborhoods with well-maintained homes and expansive parklands. Palos Heights Station is also located in an area predominantly residential in character just north of the Cal Sag Channel.

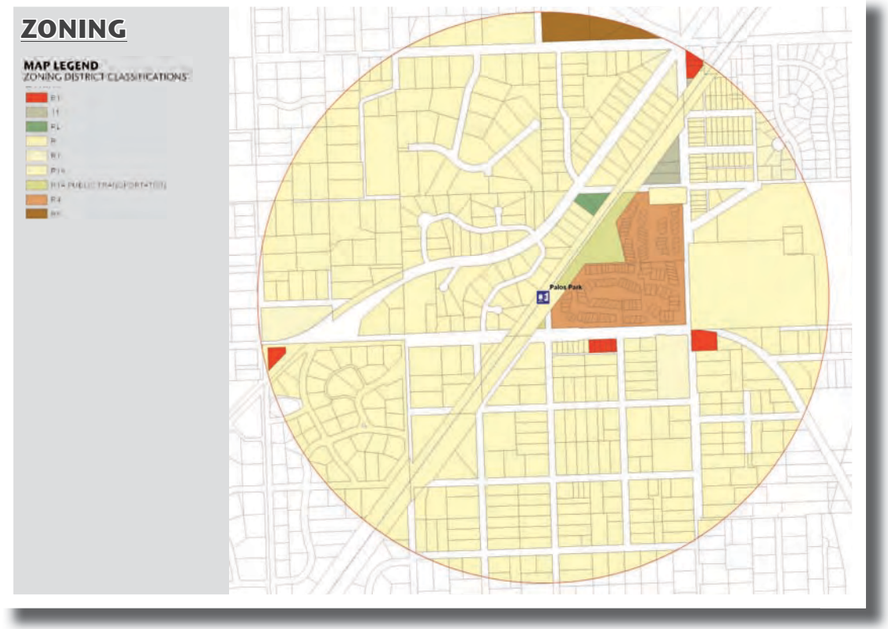
The city desires the station area to be developed with a variety of housing styles including single-family homes, townhomes, row homes, and medium density condominiums. Commercial development in the form of commuter-oriented and neighborhood scale retail uses could be beneficial adjacent to the train station and within easy access of the surrounding neighborhoods. The Cal Sag Channel provides the city with a unique opportunity to create a bike path connecting the east-west neighborhoods.

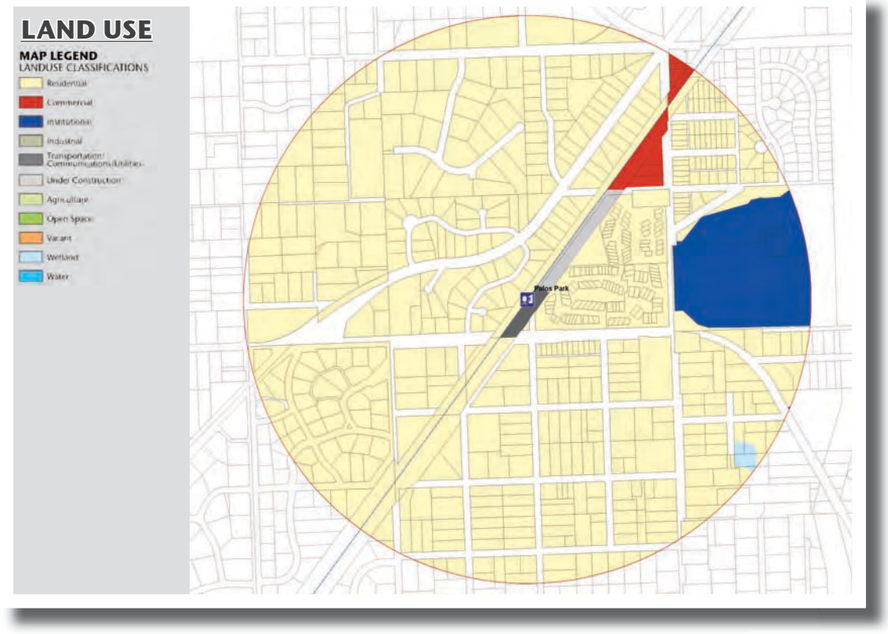
MWRD currently controls several parcels within the station area along the Cal Sag Channel, and therefore any development/redevelopment efforts will require their involvement, cooperation, and approval.

ADDITIONAL INFORMATION

- City of Palos Heights Comprehensive Plan (2008)







Palos Park Station is an aesthetically designed station located in a largely residential area (90%) of the township. The station is also in close proximity to Palos Community Hospital, one of the major employers in the region and township. Housing in the station area is exclusively single-family in character with attached residential units east of the train station.

A linear parking lot for commuters is provided along the eastern side of the tracks and well-utilized (86%) during weekdays. There are currently no bus connections to this train station.

Contact Information

Village of Palos Park Contact: (708) 671-3700 • SSMMA Contact: (708) 226-1155

Palos Park Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,310*	*6,383*	*14,465*
Population Density	*1,667.34*	*2,031.70*	*2,060.00*
Average HH Income	*$139,437.00*	*$125,756.00*	*$116,071.00*
Median HH Income	*$95,536*	*$94,504.00*	*$91,285.00*
Total Employees	*2,252*	*5,874*	*9,979*
Total Retail Expenditure	*$17,946,744*	*$83,510,356*	*$179,513,285*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*387/--/--*
Commuter Parking Capacity (2008)			*357*
Commuter Parking Utilization (2008)			*86%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

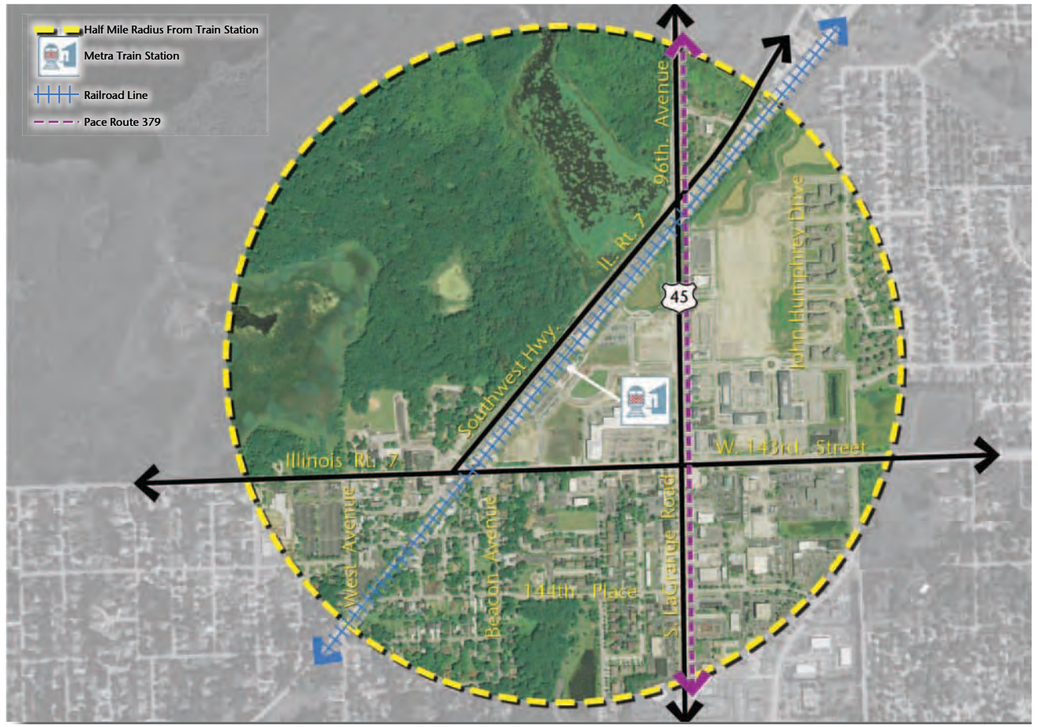
Palos Park is a mature residential community with outstanding natural features and historically significant buildings. The recently updated Comprehensive Plan details the community's vision for the station area that includes a mix of housing types and limited retail development along 123rd Street. The Palos Park station area is intended to complement its surrounding residential neighborhoods and enhance their sense of place.

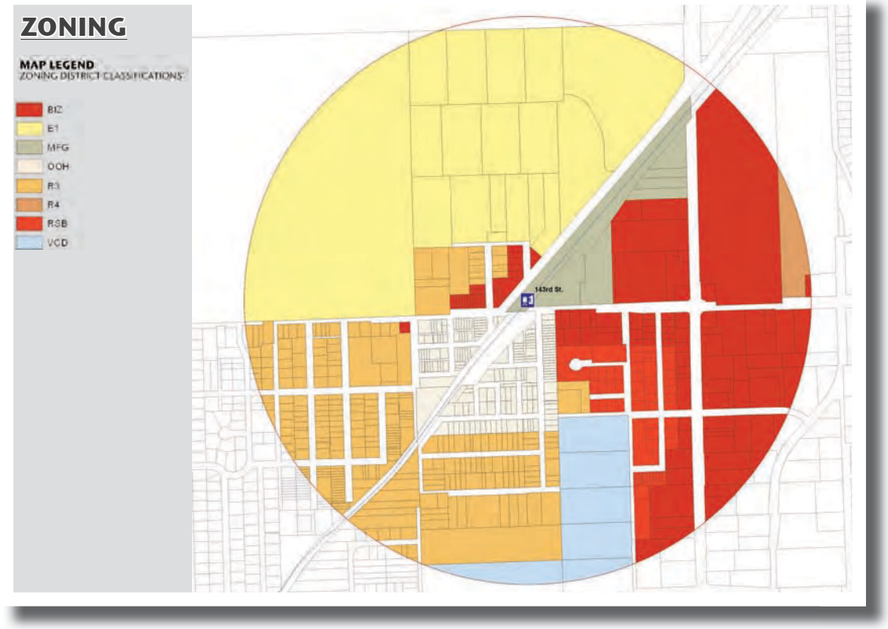
As Palos Park lacks a traditional downtown, it is seeking to attract 1-2 story service oriented uses including boutique restaurants that can cater to its residential population. In addition, commercial and office uses are proposed along 123rd Street and 80th Avenue. The housing typologies would include traditional single-family homes, townhomes, and 3-4 story condominiums, but no rental apartments.

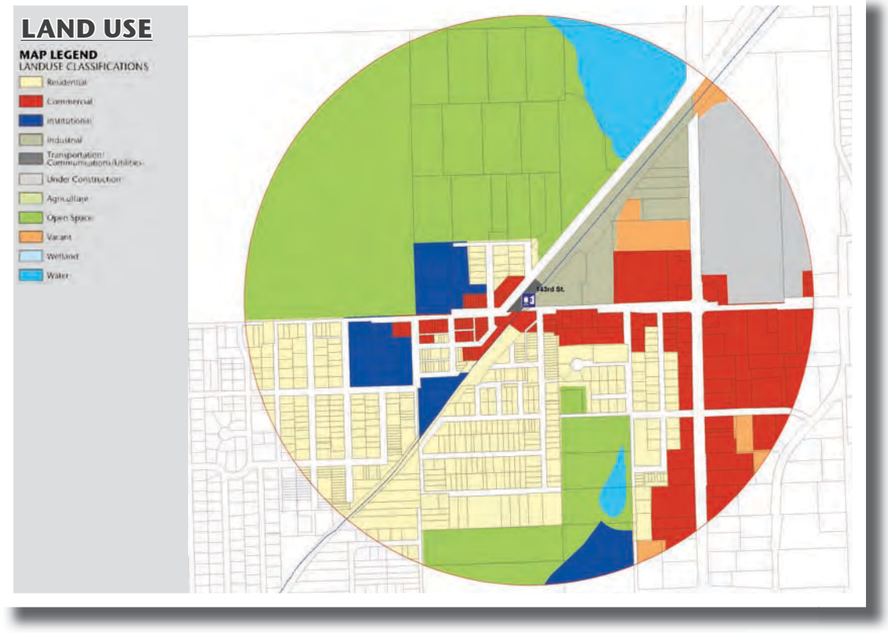
The proposed expansion of Palos Community Hospital would generate additional jobs and potentially increase the number of transit riders to the area.

ADDITIONAL INFORMATION

- Palos Park Comprehensive Plan Update (2009)







Park 143rd Street Station is located along the eastern edge of the McGinnis Slough Forest Preserve on Southwest Highway. The station is located at the northwestern edge of a triangular parcel that contains a variety of commercial and multi-use buildings including the Orland Park Shopping Center. The station area contains a mix of commercial and residential uses (34%) to the east and south with the entire western quadrant being taken up by forest preserve and wetlands.

Parking for commuters is available in several small lots distributed throughout the train station and utilized fairly well (74%). Pace Bus Route 379 runs north-south along Route 45 connecting Midway Airport to Orland Square Mall and serving several commercial, residential, and institutional areas. A pedestrian/bicycle bridge over LaGrange Road will link this station to the village-wide train system in 2012.

Contact Information

Village of Orland Park Contact: (708) 403-6100 • SSMMA Contact: (708) 226-1155

Orland Park 143rd Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,387*	*5,615*	*24,088*
Population Density	*1,766.22*	*1,787.27*	*2,721.00*
Average HH Income	*$105,580.00*	*$99,902.00*	*$100,802.00*
Median HH Income	*$94,804.00*	*$93,473.00*	*$90,992.00*
Total Employees	*1,603*	*6,141*	*14,406*
Total Retail Expenditure	*$16,852,926*	*$56,312,774*	*$261,345,081*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*234/--/--*
Commuter Parking Capacity (2008)			*644*
Commuter Parking Utilization (2008)			*74%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

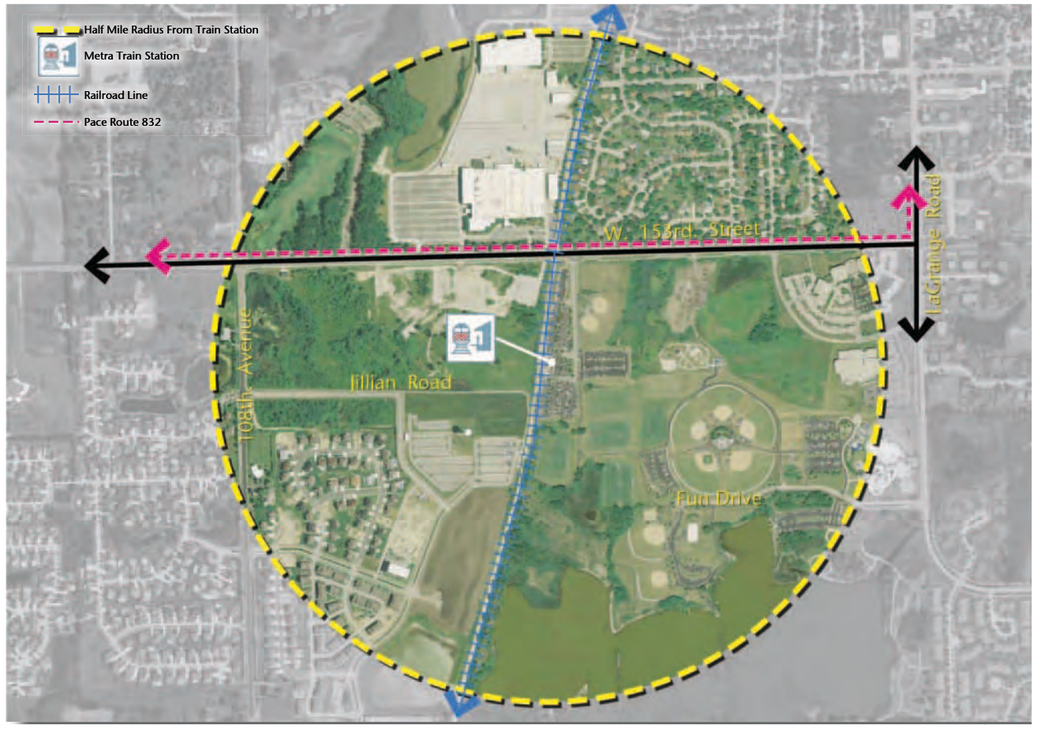
COMMUNITY DESIRES

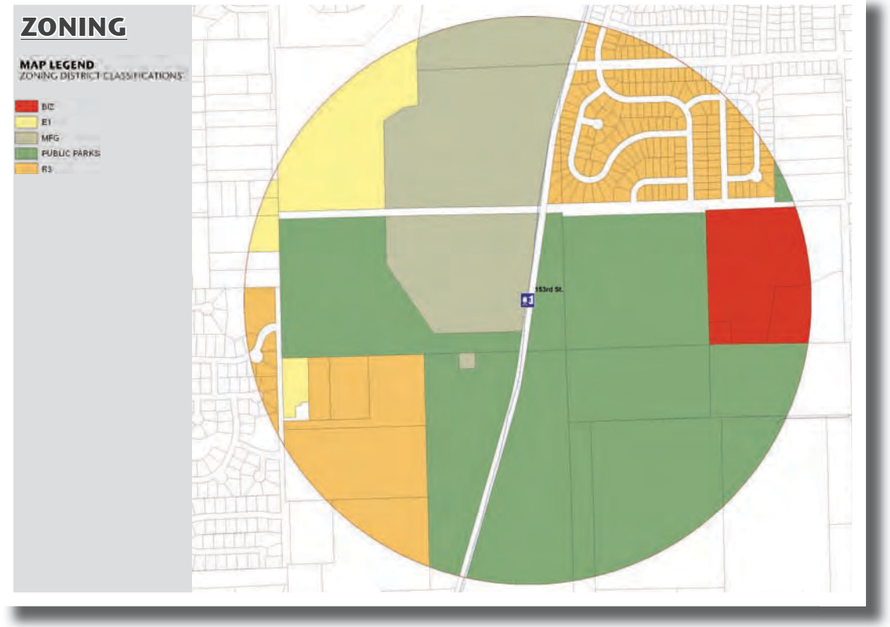
The triangular site north of 143rd Street provides the Village of Orland Park with a unique opportunity to develop a pedestrian and transit-oriented multi-use center. As per the Triangle Site Redevelopment Plan completed in 2000, the village envisions the site to contain approximately 1.1 million square feet of retail, office, residential, entertainment, institutional and structured parking buildings. The large amount of square footage would be distributed in mid-rise multi-use and single-use buildings with parking structures built to accommodate commuters, visitors, and residents to the development. A market study was conducted to determine the mix and proportion of uses feasible for the site.

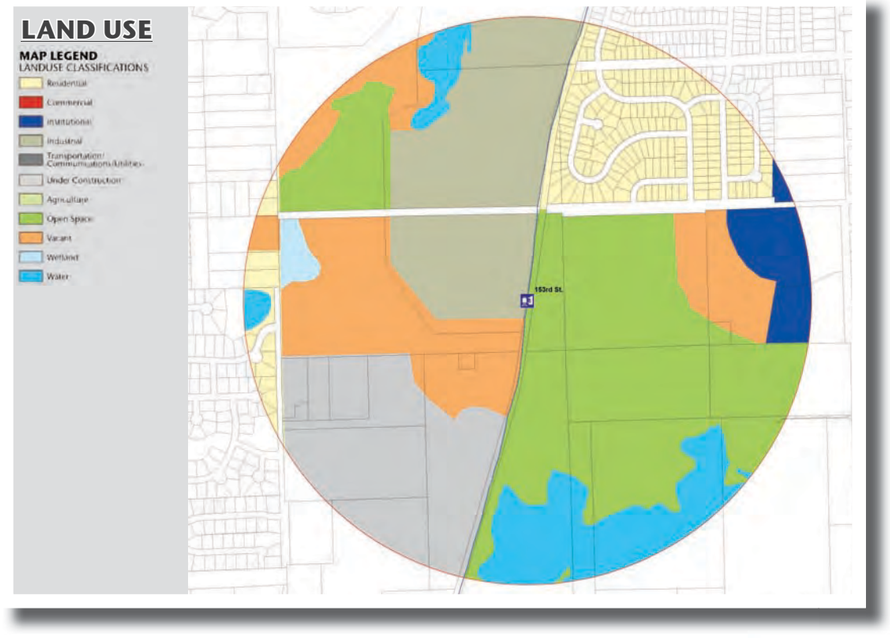
Residential development in the triangular site will be a combination of higher end rental apartments and townhomes. Infrastructure improvements in the form of streetscape improvements at the intersection of 143rd Street and LaGrange Road are currently underway. The village is also planning to build a bike-ped overpass across LaGrange Road connecting the neighborhoods to the train station. The Village is also currently pursuing the widening of 143rd Street west of LaGrange Road.

ADDITIONAL INFORMATION

- Triangle Site Redevelopment Plan (In Progress)
- 1997 Comprehensive Plan (Currently Being Updated)







Orland Park 153rd Street Station is located in a largely undeveloped area with large parcels of open space and industrial uses. The area east of the station is taken up by Centennial Park, a 192 acre multi-use recreational facility with amenities that draw Orland Park residents and visitors from the region throughout the year. The high end single-family residences west of the station are all new construction with the older units further to the north along 153rd street.

Parking for commuters is provided in four (4) large parking lots on either side of the train station. The east parking lot along 153rd street is currently used more heavily by commuters as opposed to the west lot because of the ease of access to the train station. Pace Bus Route 832 runs along 153rd Street and connects the train station to Joliet's central business district.

Contact Information

Village of Orland Park Contact: (708) 403-6100 • SSMMA Contact: (708) 226-1155

Orland Park 153rd Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,124*	*6,431*	*12,080*
Population Density	*1,431.11*	*2,046.91*	*1,609.00*
Average HH Income	*$90,833.00*	*$86,565.00*	*$101,660.00*
Median HH Income	*$90,208.00*	*$77,540.00*	*$90,992.00*
Total Employees	*473*	*4,809*	*14,406*
Total Retail Expenditure	*$10,606,085*	*$65,818,716*	*$261,345,081*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*715/--/--*
Commuter Parking Capacity (2008)			*1,389*
Commuter Parking Utilization (2008)			*41%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

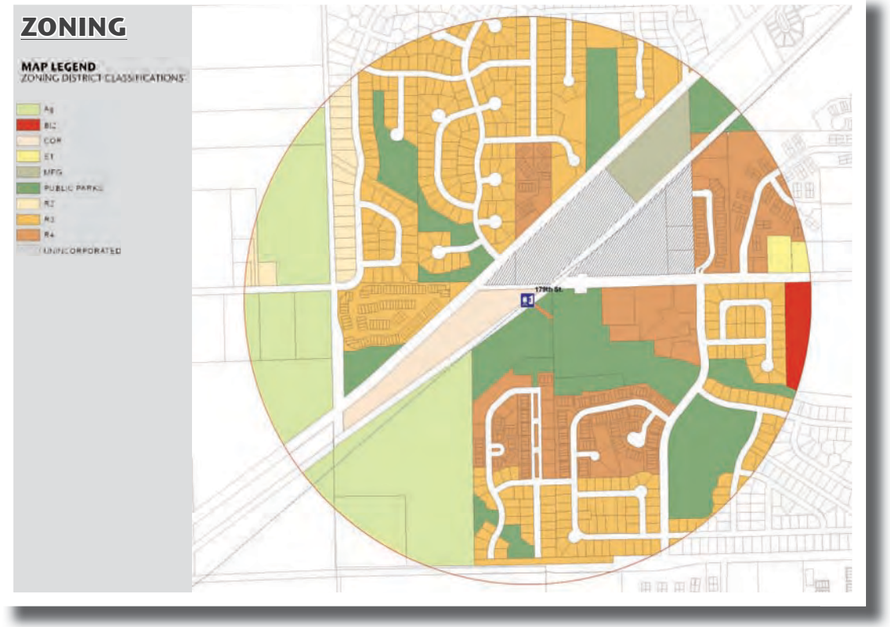
Orland Park 153rd Street Station area is an ideal site for high-quality residential development. Although the area is currently home to several industrial facilities, the village is pro-actively working with the SSMMA on cleanup of brownfield sites to ensure that any potential contamination does not percolate into the ground and travel further north. Orland Park's vision for station area consists of predominantly single family and multi-family residential units with limited commercial along 153rd Street.

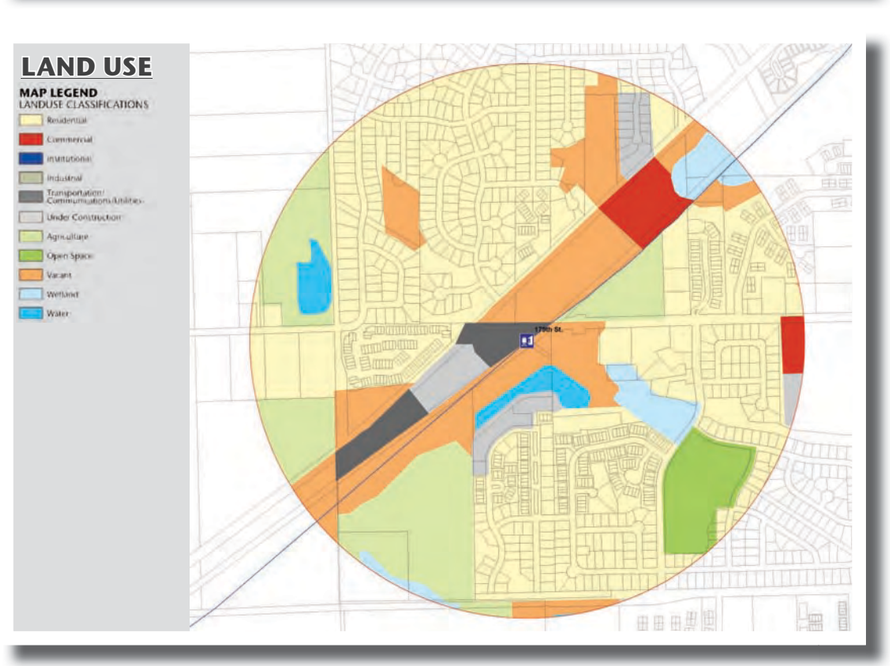
The area south of 153rd Street will house a majority of the higher density multi-family units that gradually transition into single-family homes north of the proposed 152nd Place. Commuter and neighborhood oriented retail (e.g. cafes, restaurants, and/or banks) at the intersection of 153rd Street and the proposed Cherry Ridge Parkway would be connected to the train station and neighborhood by an extensive network of pedestrian sidewalks. Additional bike connections would also be available via the existing Humphrey bike trail.

The master plan for the station area proposes several acres of public open space in the form of neighborhood parks and natural areas interconnected via pedestrian paths and sidewalks. The village is open to the redevelopment of surface parking lots.

ADDITIONAL INFORMATION

- 1997 Comprehensive Plan (Currently Being Updated)





Orland Park 179th Street Station is the third and southern most Metra station in the Village of Orland Park. The station is surrounded exclusively by a variety of residential typologies varying from traditional single-family homes to three storied apartment buildings. The station area also contains a number of vacant/undeveloped parcels to the south and new retail development along 179th Street.

Parking for commuters is provided in a single lot at the corner of 179th Street and Southwest Highway. Approximately half (51%) of the parking spaces are utilized by commuters during the weekdays. There are currently no bus connections at this station.

Contact Information

Village of Orland Park Contact: (708) 403-6100 • SSMMA Contact: (708) 226-1155

Orland Park 179th Street Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	1,848	5,123	22,756
Population Density	2,352.86	1,630.77	1,771.00
Average HH Income	$105,888.00	$106,689.00	$104,471.00
Median HH Income	$96,859.00	$97,500.00	$97,674.00
Total Employees	691	1,561	7,213
Total Retail Expenditure	$20,826,223	$56,353,155	$233,254,278
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			209/--/--
Commuter Parking Capacity (2008)			326
Commuter Parking Utilization (2008)			51%

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

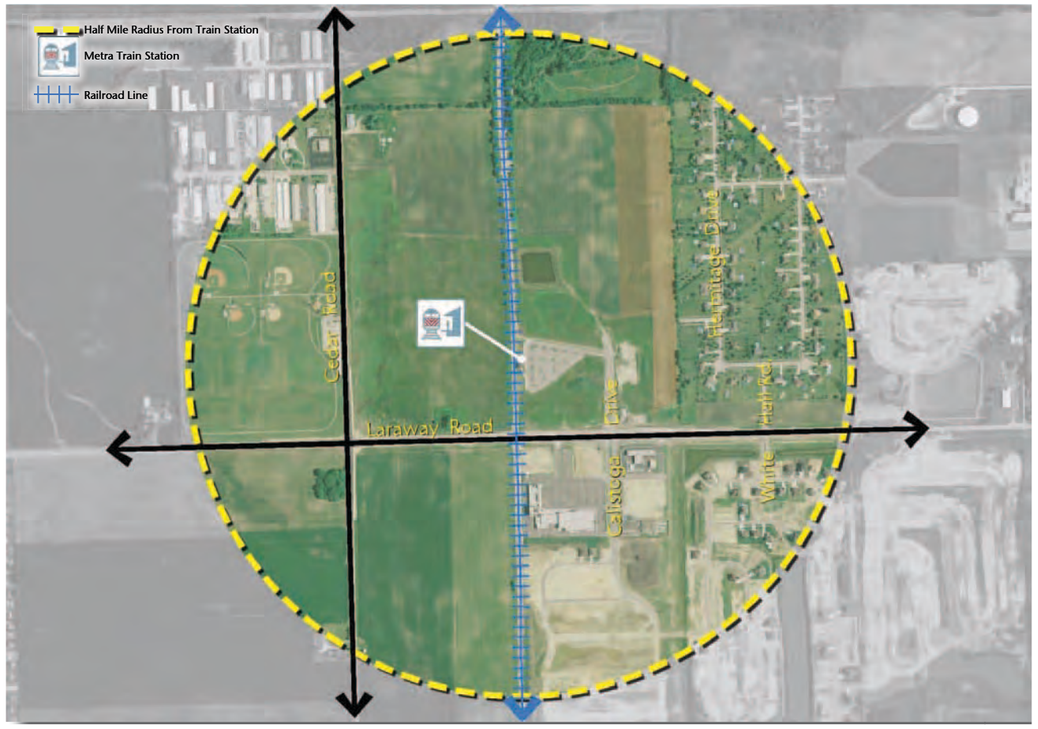
Located at the southern edge of the village, Orland Park 179th Street Station is surrounded by single and multi-family homes. Given that a majority of the land use is residential, the village envisions the station area to have a residential character with ancillary retail uses. The people living within the station area in turn would be able to take advantage of transit to reach their employment, education, and entertainment destinations more efficiently and quickly.

A large amount of land between the railroad and Southwest Highway is designated as a floodplain area and unsuitable for development. At the same time, the open area acts as a noise and visual buffer for residents while providing excellent recreational and environmental amenities in the form of bike and pedestrian paths. The inclusion of an overlook, interpretive signs, and wayfinding signage will enhance the area's local and regional attraction as well. Strengthening the linkage between Wolf Road's commercial area and the station area would also benefit the community.

The intersection of 179th Street and Southwest Highway is dangerous for vehicles and pedestrians alike and needs to be redesigned such that 179th Street connects directly to Brook Hill Drive. Speed limits along Southwest Highway also need to be reduced for safe commuter crossing.

ADDITIONAL INFORMATION

- 1997 Comprehensive Plan (Currently Being Updated)

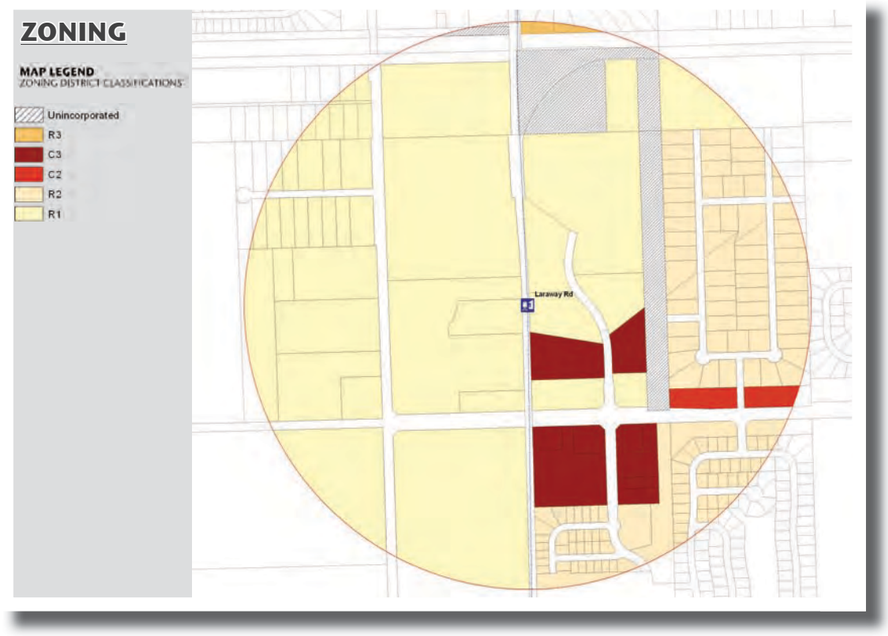


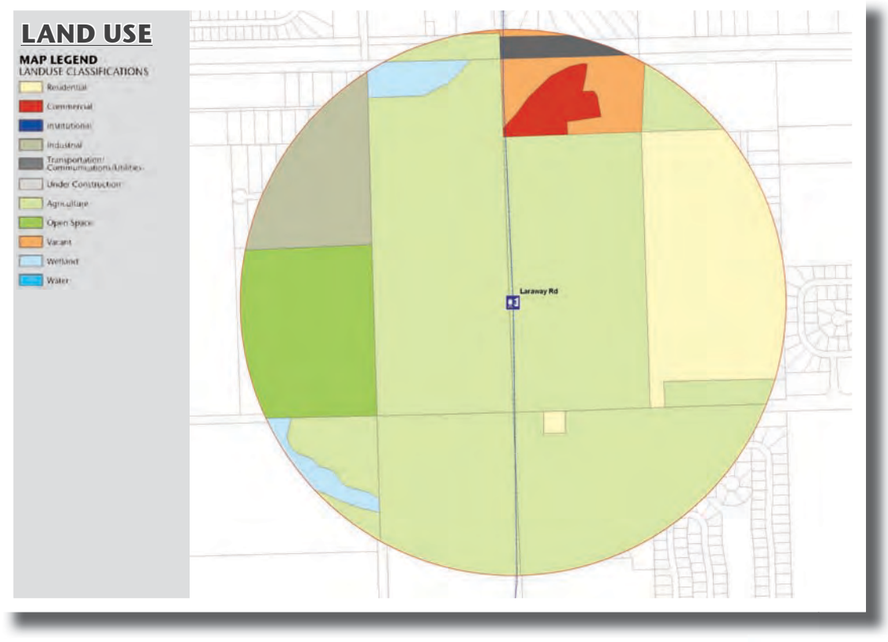
New Lenox Laraway Road Station is a recently completed (2006) modern Metra Station north of Laraway Road in New Lenox. It is surrounded by large agricultural and undeveloped residential parcels. The station area is home to single family homes to the east and a recently completed commercial center (Calistoga Plaza) off of Laraway Road anchored by Berkot grocery store.

The station's commuter parking lot contains 295 spaces and will be expanded as the station area and Village of New Lenox sees additional development. Traffic counts are low on the major adjacent roads. There is currently no bus service available at the station.

Contact Information

Village of New Lenox Contact: (815) 462-6400 • SSMMA Contact: (708) 226-1155





New Lenox Laraway Road Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*161*	*2,231*	*12,112*
Population Density	*204.39*	*710.00*	*1,522.00*
Average HH Income	*$83,198.00*	*$65,497.00*	*$73,776.00*
Median HH Income	*$90,988.00*	*$75,132.00*	*$82,120.00*
Total Employees	*86*	*1,011*	*3,127*
Total Retail Expenditure	*$1,849,273*	*$17,835,288*	*$98,770,630*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*11/--/--*
Commuter Parking Capacity (2008)			*295*
Commuter Parking Utilization (2008)			*5%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

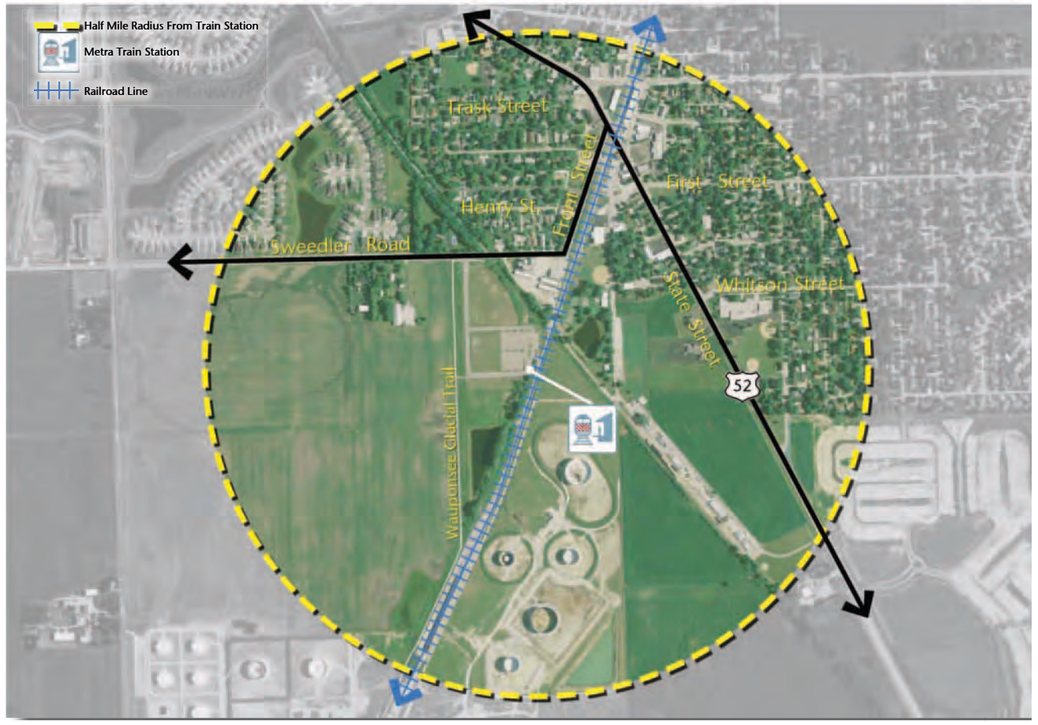
With the advantage of one of the lowest tax rates in Will County, large amounts of developable land, and extensive transportation network connecting people to the greater region, the village of New Lenox is an attractive community for residents and businesses alike. In the long-term, the village envisions the New Lenox Metra station area as a high density transit-oriented and development with some civic uses (existing village hall, potential satellite post office) surrounded by higher density residential and multi-use buildings.

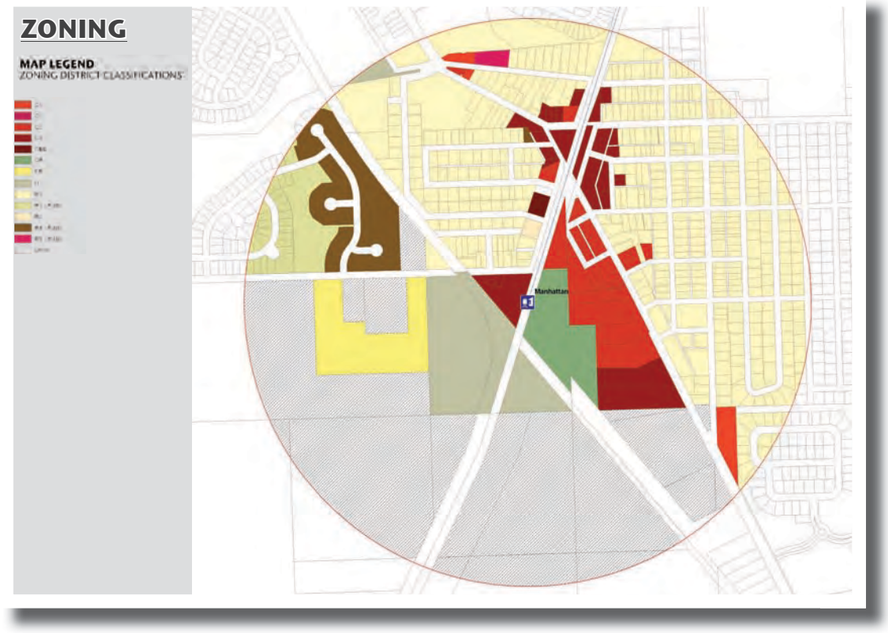
The availability of land and limited site constraints provide a great opportunity for the village as well as the development community. The village desires to build a variety of higher density housing types including townhomes, row homes, mid-rise condominiums, and single-family homes.

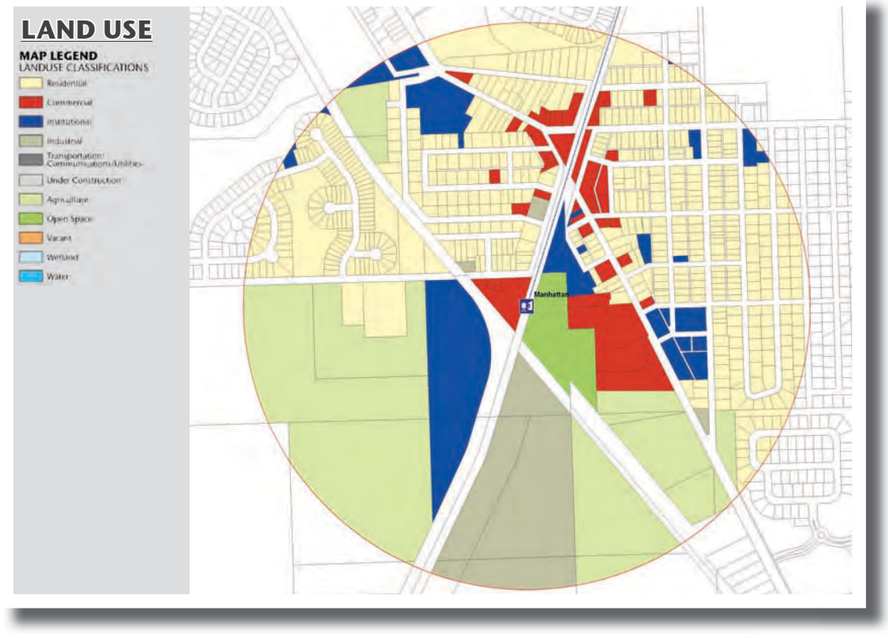
The village is open to the use of parking structures to allow for greater concentration of buildings. Although rental apartments are not ideal for the station area, they may be acceptable if designed aesthetically and with high quality materials. A streamlined PUD process is in place already for development of the station area in accordance with the village's vision.

ADDITIONAL INFORMATION

- Laraway Road Transit Village Plan (2005)
- Future Land Use Map (2009)
- Village Station Preliminary PUD (2007)







Manhattan Station is the southern terminus of Metra's SouthWest Service Line. The recently completed (2006) station is located two blocks from the downtown core at the southern edge of the village, surrounded by large agricultural and undeveloped parcels. The northern end of the station area captures a part of the traditional residential neighborhoods and institutional uses within the village, e.g. the Park District, Anna McDonald School, Public Library District, Village Hall, and Post Office.

The station's commuter parking lot contains 257 spaces with further space for further expansion as ridership increases. There is currently no bus service available at the station.

Contact Information

Village of Manhattan Contact: (815) 418-2100 • SSMMA Contact: (708) 226-1155

Manhattan Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,544*	*5,018*	*6,711*
Population Density	*1,966.06*	*1597.35*	*796.00*
Average HH Income	*$60,090.00*	*$64,343.00*	*$67,250.00*
Median HH Income	*$65,021.00*	*$67,441.00*	*$69,628.00*
Total Employees	*189*	*722*	*995*
Total Retail Expenditure	*$11,063,523*	*$39,804,012*	*$98,770,630*
Weekday (2006) / Sat. (1999) / Sun. (1999) Boardings			*22/--/--*
Commuter Parking Capacity (2008)			*257*
Commuter Parking Utilization (2008)			*5%*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

Located in one of the fastest growing counties in the country, the village of Manhattan is an attractive community for residents and businesses alike. The village envisions the Metra station area primarily as a municipal campus with the village hall, public library, Parks department, and post office surrounded by 3-4 story higher density multi-use and residential buildings as defined in the station area planning study currently underway.

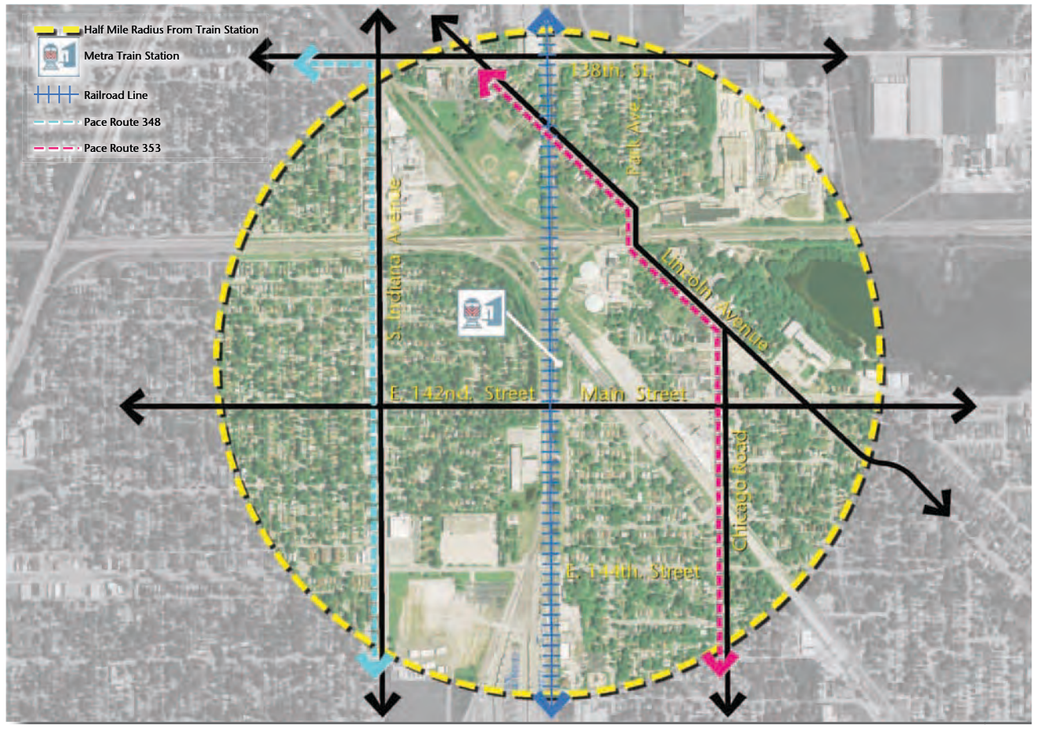
The availability of land and limited site constraints provide a great opportunity for the village as well as the development community. In addition, the creation of a separate zoning district with design guidelines to help clearly articulate the village's vision will attract developers from the region and beyond. CMAP's Go To 2040 Plan identifies the SouthWest Service for long-term improvements.

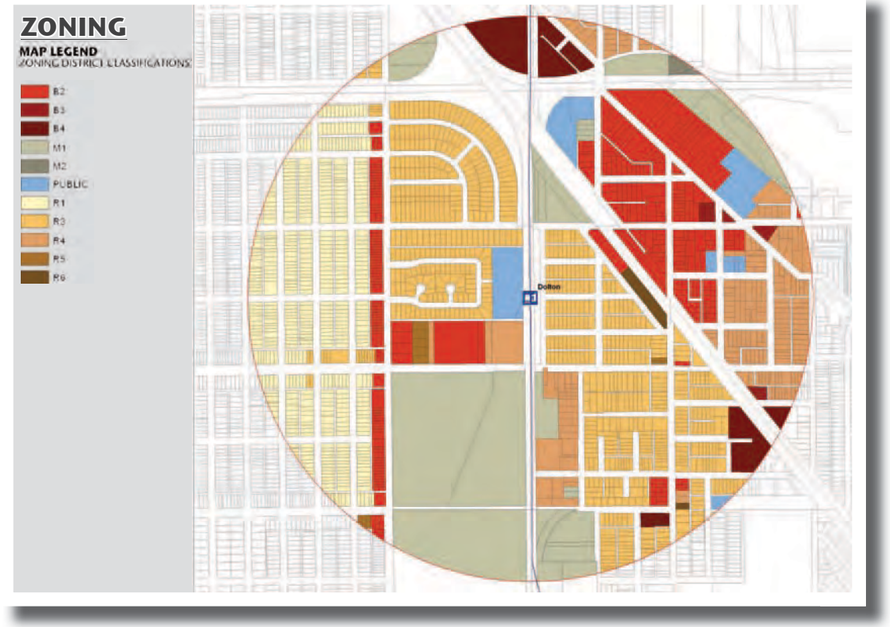
Access to the station site is a contributing issue that needs to be resolved as part of the station area development. The existing train schedule comprising of three round trips during the weekdays and on Saturdays is limited and therefore does not attract many riders. Metra has no short-term plans to add service on the line.

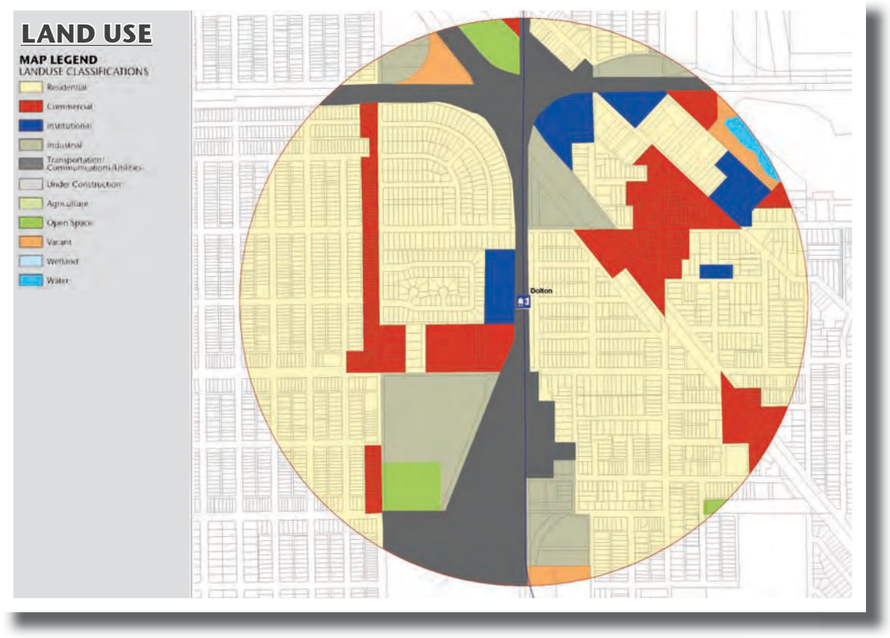
ADDITIONAL INFORMATION

- Village of Manhattan Comprehensive Plan (2008)
- Manhattan Village Center Plan (2010)

Proposed SouthEast Service







To be located in the village's downtown, the proposed Dolton Station area is a predominantly residential neighborhood with traditional single family homes and a few apartment buildings. The area south of the train station east of Indiana Avenue is occupied by a large intermodal facility with the west side containing a mix of commercial and higher-density residential buildings. The municipal building and public library serve as strong anchors for the station area.

The station area is currently served by Pace Bus Route 348 connecting Calumet Park to Harvey and Route 353 connecting CTA's Red Line Station at 95th Street with residential, commercial, and institutional areas to the southeast.

Contact Information

Village of Dolton Contact: (708) 849-4000 • Regional Contact: (708) 226-1155

Dolton Station

Initiative for the Chicago Southland Transit Region

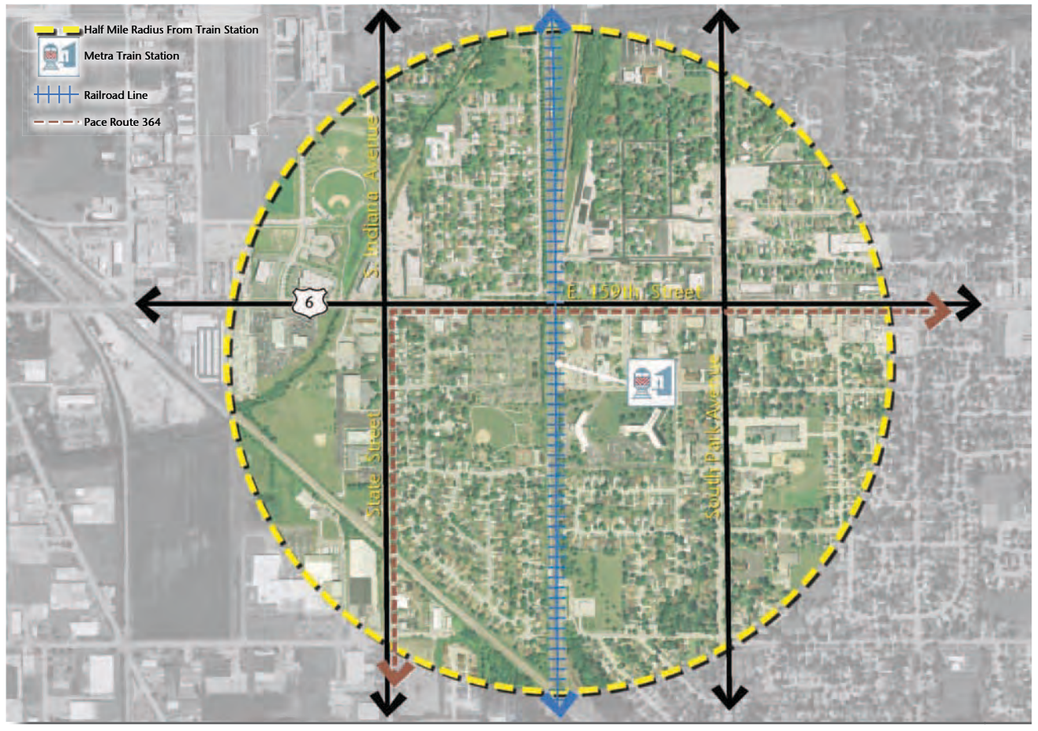
DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,788*	*17,868*	*30,032*
Population Density	*6,096.38*	*5,687.52*	*5,895.73*
Average HH Income	*$60,099.00*	*$54,216.00*	*$54,433.00*
Median HH Income	*$55,740.00*	*$51,189.00*	*$51,689.00*
Total Employees	*985*	*3,236*	*5,527*
Total Retail Expenditure	*$34,351,793*	*$88,579,035*	*$198,544,686*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

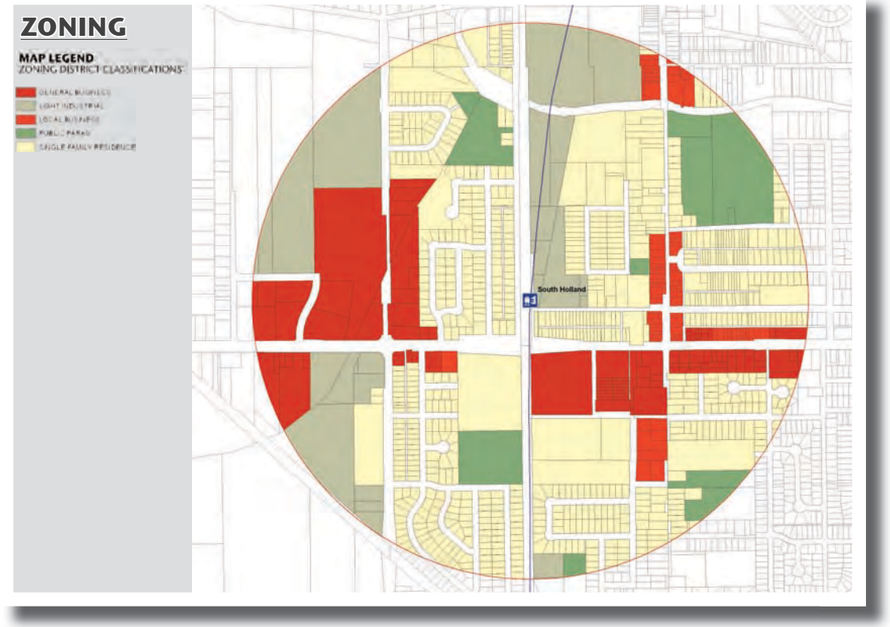
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

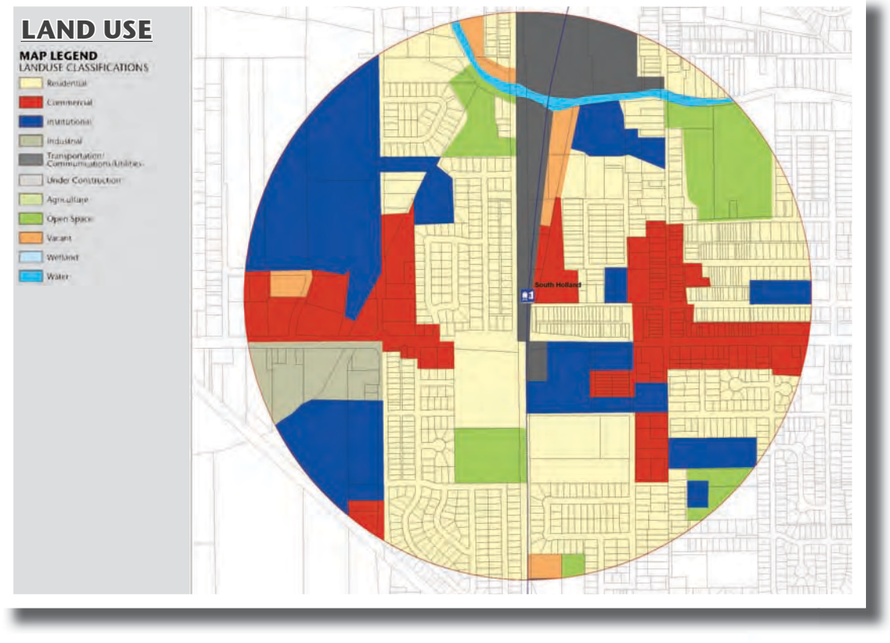
COMMUNITY DESIRES

Located in close proximity to the downtown and civic core of the community, the proposed Dolton Station area will greatly influence economic revitalization and physical redevelopment. The village envisions the downtown station area as an integrated mix of uses containing rehabilitated commercial buildings, new buildings with a variety of high quality businesses, civic facilities, and attractive open spaces in the heart of downtown. Ease of access for pedestrians will be essential in order to create a true multi-use downtown environment.

The village desires to build a variety of higher density housing types including townhomes, row homes, mid-rise condominiums, and single-family homes. To help implement the plan, the zoning and development regulations will need to be modified to facilitate transit-supportive and appropriately scaled redevelopment.







The proposed South Holland Station would be located west of Village Hall in an area containing a diverse mix of residential, commercial, institutional, and recreational uses. The proposed station is located in close proximity to several housing typologies such as senior housing, multi-family, and single-family. In addition, the station area is home to several key destinations (e.g. Village Hall, public library, post office, police department, hospital, and public parks). The village has proactively acquired several parcels for commercial and residential development in the station area.

Pace Bus Route 364 is an east-west connector that currently runs along 159th Street, north of the proposed train station. It would connect future commuters to destinations including South Suburban College, Ingalls Memorial Hospital, larger employes located in the industrial park, and regional shopping centers.

Contact Information

Village of South Holland Contact: (708) 210-2900 • Regional Contact: (708) 226-1155

South Holland Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*3,276*	*10,232*	*26,749*
Population Density	*4,170.50*	*3,257.09*	*3,470.68*
Average HH Income	*$62,932.00*	*$69,716.00*	*$64,094.00*
Median HH Income	*$57,703.00*	*$63,043.00*	*$57,558.00*
Total Employees	*1,802*	*5,341*	*15,633*
Total Retail Expenditure	*$27,169,585*	*$88,579,035*	*$204,834,699*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

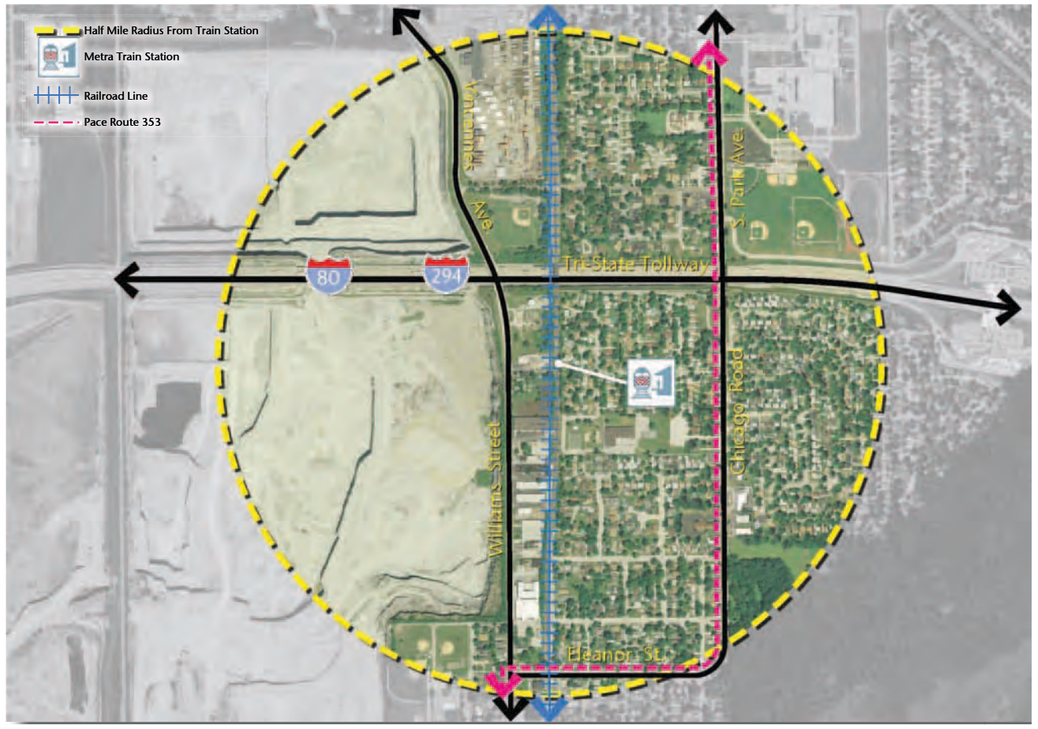
The Village of South Holland is a unique community that strives to maintain its traditional values of faith, family, and future. The community sees the Town Center Master Plan (created in 2007) as an excellent development opportunity and crucial part of the Village's economic prosperity. The plan, developed east of and including the train station looks to create a vibrant business friendly environment while maintaining the community's core values and neighborhood character.

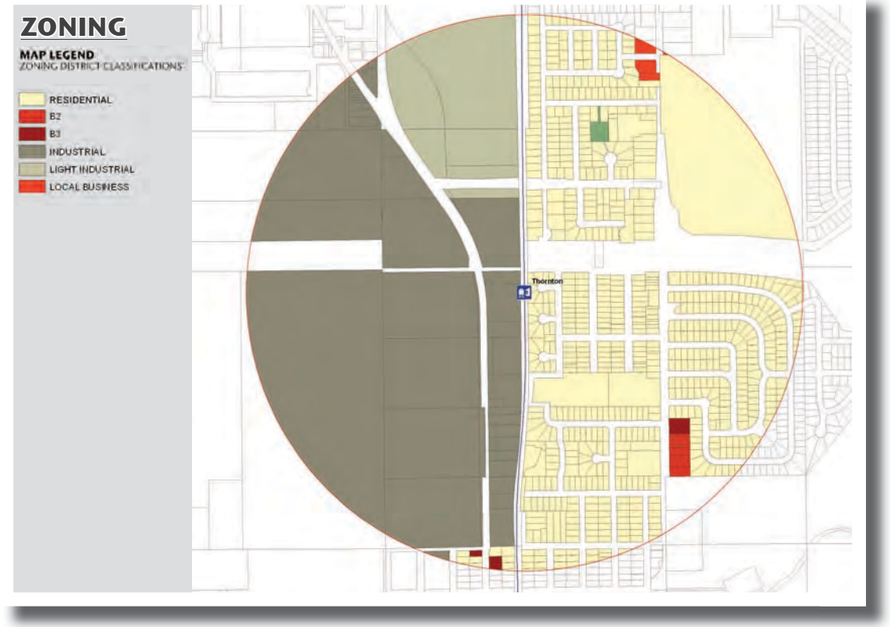
The community's vision for the station area includes a mix of land uses varying from single family homes to medium density (max. 3 stories) commercial and mixed-use condominiums. The Plan builds upon the existing street grid, promoting ease of access and visibility while improving the streetscape and architectural design quality along these streets. The Village has proactively acquired approximately 75% of properties north of 159th Street and installed necessary infrastructure including sewer, water, cable, phone, and gas lines.

The station area is part of an overlay zoning district with a 20 year TIF district created to encourage redevelopment within the area. Seven (7) Brownstone townhomes and a Walgreens store have been recently constructed along with the Town Center Commons to its west.

ADDITIONAL INFORMATION

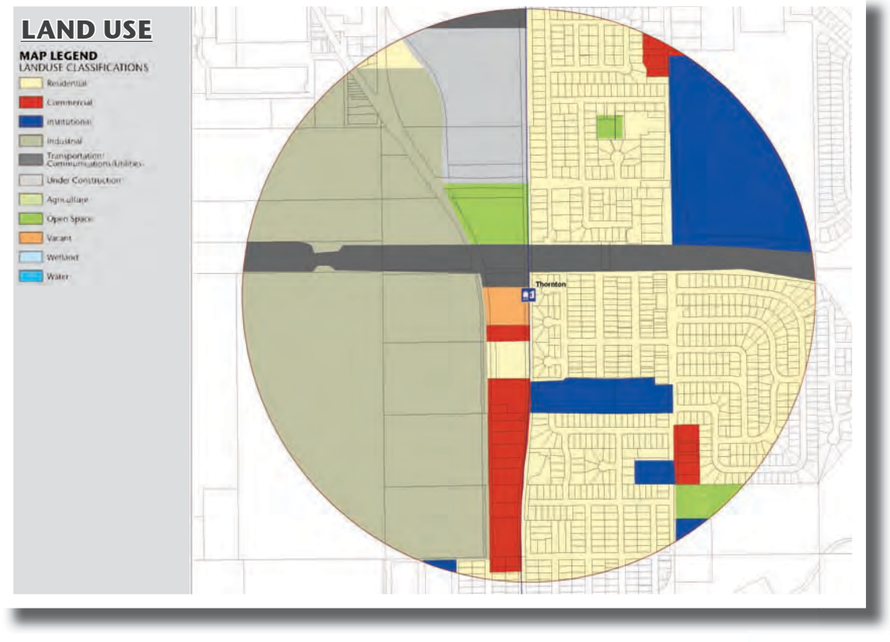
- Village of South Holland Town Center Master Plan (2007)





A majority of the proposed Thornton station area near the expressway consists of industrial and residential land use split by the railroad tracks running north-south. The proposed station area, located south of the Tri-State Tollway is in close proximity to one of the world's largest aggregate quarries, the Thornton Quarry. The residential area to the east of the station is primarily single-family in character with a few retail and office uses along Park Avenue.

Pace Bus Route 353 runs north-south along Park Avenue and connects the CTA Red Line to residential areas and other major retail and institutional destinations.



Contact Information

Village of Thornton Contact: (708) 877-4456 • Regional Contact: (708) 226-1155

Thornton Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	**1/2 MILE**	**1 MILE**	**5 MIN. DRIVE**
Population	1,537	3,170	9,613
Population Density	1,956.85	1,008.95	1,501.59
Average HH Income	$65,708.00	$68,127.00	$70,333.00
Median HH Income	$56,943.00	$62,867.00	$64,616.00
Total Employees	1,109	2,906	8,687
Total Retail Expenditure	$13,897,710	$27,817,565	$86,619,127
Weekday / Saturday / Sunday Boardings			N/A
Commuter Parking Capacity			N/A
Commuter Parking Utilization			N/A

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

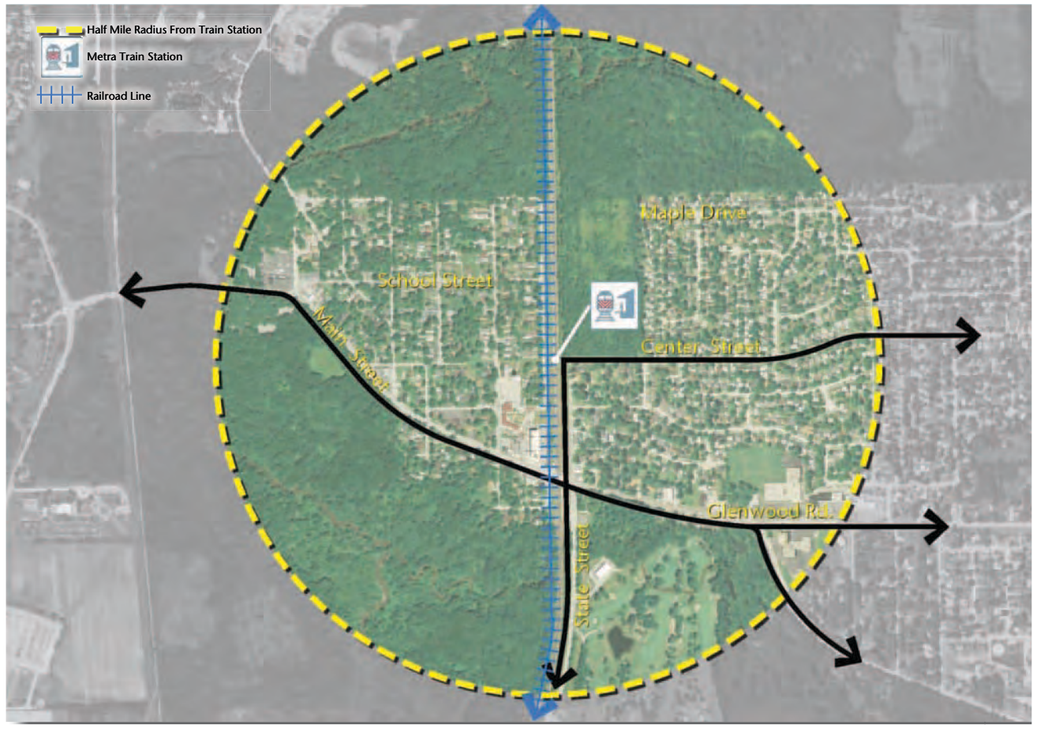
COMMUNITY DESIRES

Home to one of the world's largest quarries, Thornton is an industrial town that wishes to capitalize on the unique opportunity provided by the proposed train station to attract additional residents and businesses to the community.

The village envisions the proposed station area as a vibrant, safe and pedestrian friendly Town Center with a healthy mix of storefronts, restaurants, offices, and housing. Existing industrial businesses shall be relocated and replaced with commercial and multi-use buildings. In terms of housing, the village desires to provide a greater variety of housing options to future residents with an emphasis on multi-family units including condominiums, townhomes, and row homes.

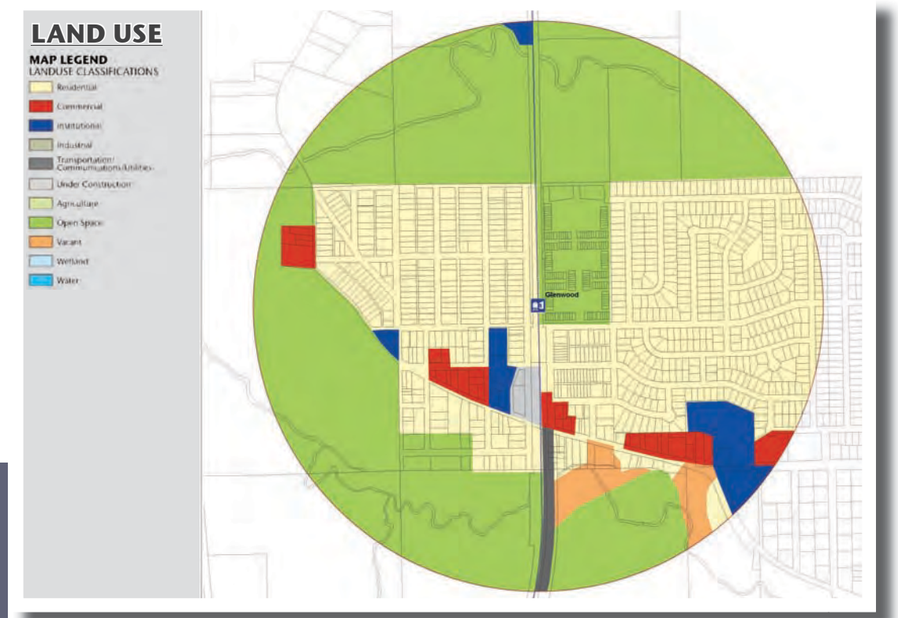
ADDITIONAL INFORMATION

- Transit Oriented Development Plan for Downtown Thornton (2006)



The proposed Glenwood Station is surrounded by large open spaces in the form of Glenwood Woods and Brownwell Woods forest preserves and the Glenwoodie Country Club. The station will be located in the Village's downtown with new commercial and multi-family residential buildings to complement the existing Nugent Square development. The station area is also home to the Village's major institutions including Village Hall and the post office.

Various streetscape improvements such as colored sidewalks and crosswalks, street lights, landscaping, and recreational open areas have been installed in the last few years along Campbell Avenue, Rose Street, Nugent Street, and Main Street. There are currently no bus routes within the station area.



Contact Information

Village of Glenwood Contact: (708) 753-2400 • Regional Contact: (708) 226-1155

Glenwood Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,768*	*3,782*	*9,420*
Population Density	*2,251.57*	*1,203.80*	*2,132.79*
Average HH Income	*$65,215.00*	*$66,264.00*	*$71,330.00*
Median HH Income	*$64,580.00*	*$64,359.00*	*$65,527.00*
Total Employees	*482*	*1,450*	*3,627*
Total Retail Expenditure	*$14,328,064*	*$31,132,801*	*$81,840,541*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

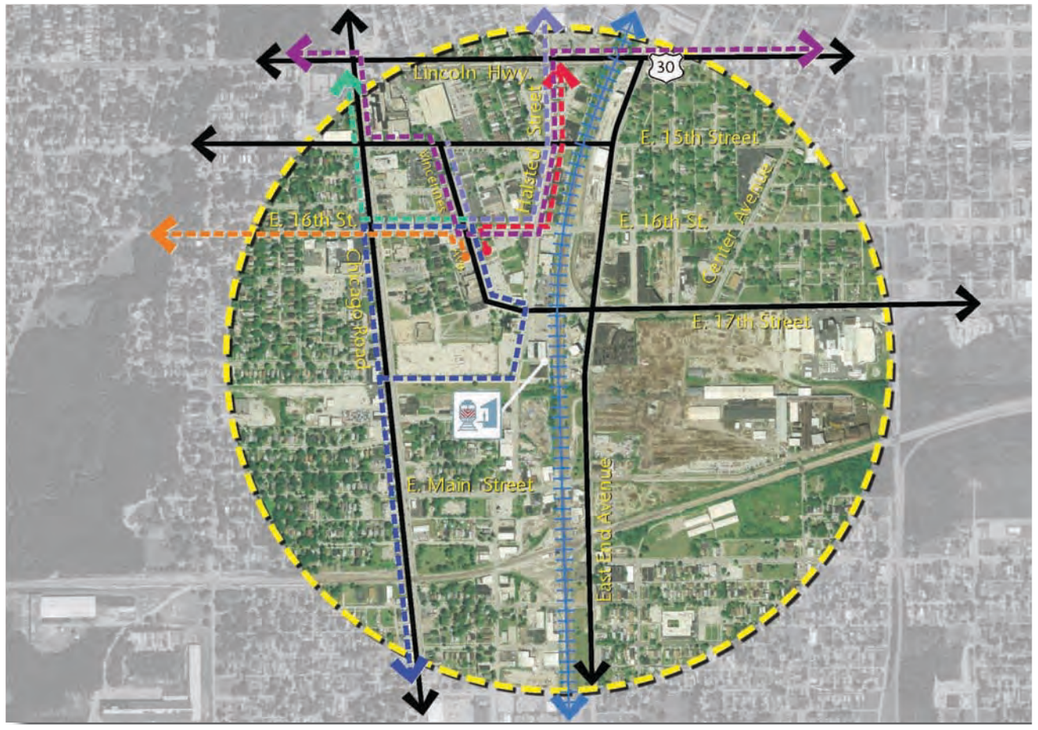
Located in a predominantly residential neighborhood with limited opportunities for new development, the proposed Glenwood Station area is envisioned as a sustainable neighborhood oriented development with supporting commercial uses. As outlined in its comprehensive plan update, one of the key objectives of the station area development is to achieve a higher level of commuter ridership in the village.

The station area development will focus on the infill development of vacant and underutilized parcels so as to make them blend with the existing building character and scale.

In terms of commercial redevelopment, the village sees a limited demand for office uses and would prefer to focus on neighborhood and commuter oriented commercial development.

ADDITIONAL INFORMATION

- Village of Glenwood Station Area Study (in progress)
- Market Analysis for the Glenwood Station Area Study (2010)

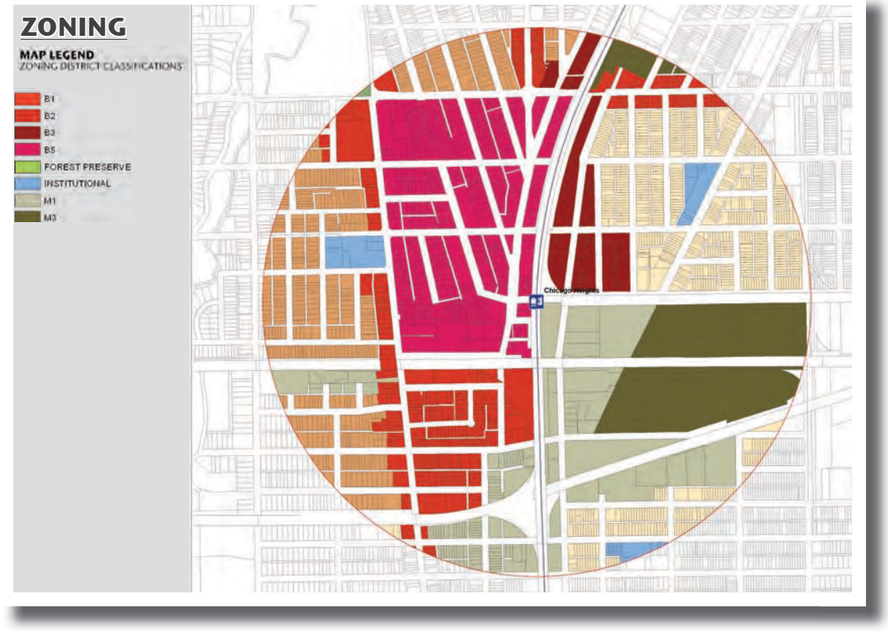


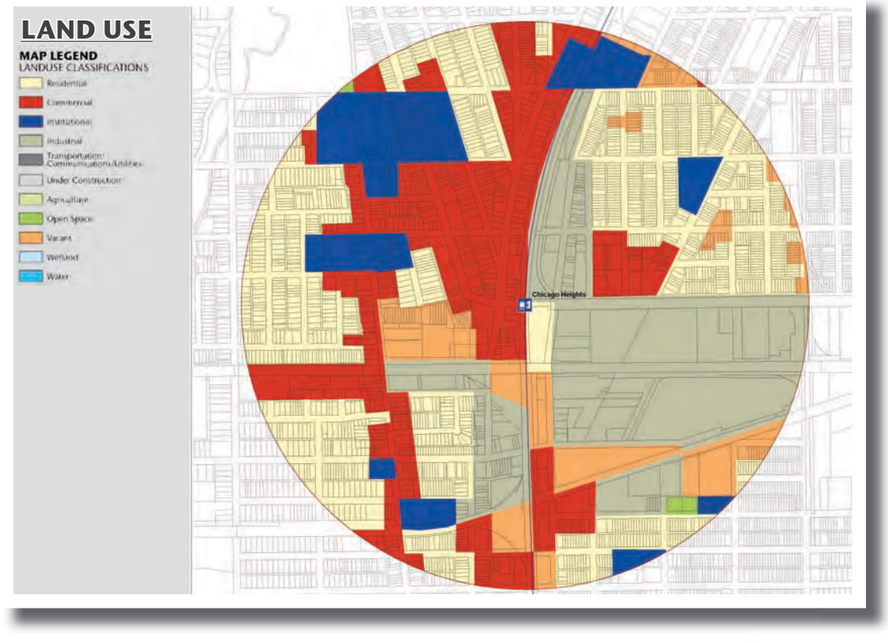
The proposed Chicago Heights Station will be located west of East End Avenue near 17th Street in close proximity to several institutional and commercial uses. Located in the old downtown area, the station area currently contains a mix of underutilized and vacant parcels that could be redeveloped into higher-density multi-use development around the train station. Chicago Road is a major north-south connector and also the line of transition from commercial to residential uses west of the tracks. East End Avenue is another major north-south road connecting Chicago Heights to neighboring communities and providing access to the proposed train station.

Several Pace Buses operate within the station area and provide access to the station at the nearby Chicago Heights bus transfer station. The station area plan proposed relocation of this facility directly adjacent to the proposed station between Halsted and the railroad tracks.

Contact Information

City of Chicago Heights Contact: (708) 753-5600 • Regional Contact: (708) 226-1155





Chicago Heights Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*3,762*	*13,212*	*26,958*
Population Density	*4,790.27*	*4,205.41*	*3,736.34*
Average HH Income	*$35,579.00*	*$39,456.00*	*$48,790.00*
Median HH Income	*$33,418.00*	*$35,962.00*	*$43,890.00*
Total Employees	*2,802*	*7,085*	*14,198*
Total Retail Expenditure	*$19,083,909*	*$68,038,276*	*$168,877,250*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

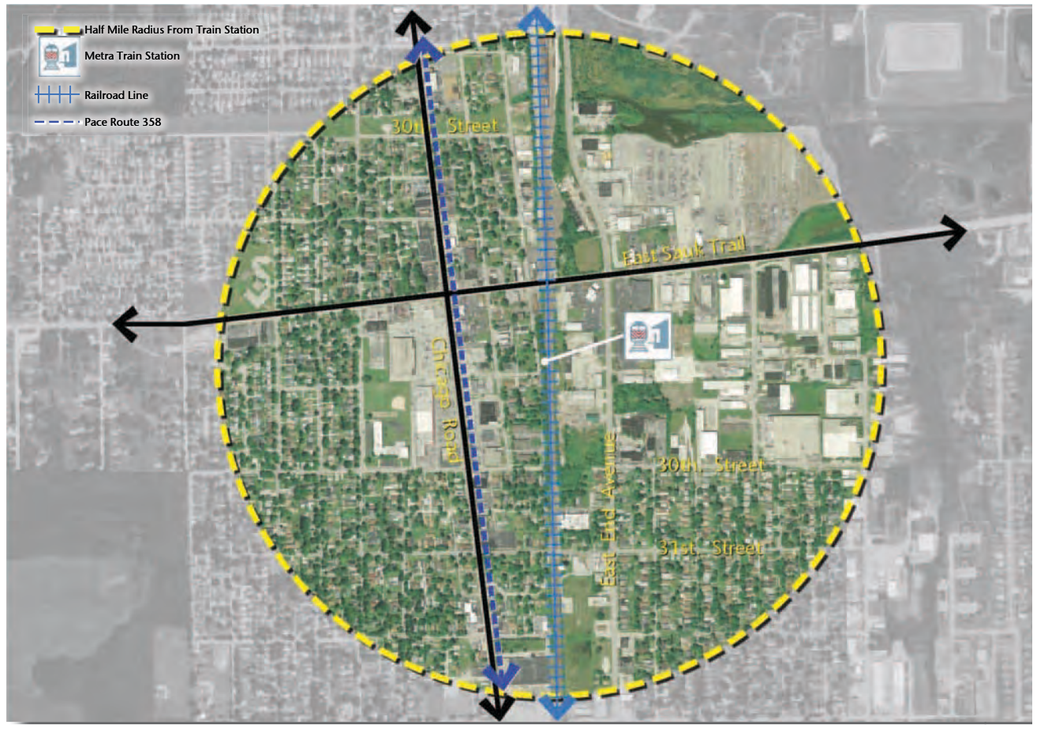
The proposed Chicago Heights Station will be located in the heart of the city's downtown core. In an effort to help revitalize the historic downtown area, the city undertook a Downtown TOD Study in 2009. The future station area is envisioned as a town center with places for people to live, work, shop, dine, and entertain. The higher-density development will be characterized by a pedestrian-friendly atmosphere, well designed streetscape, and buildings close to the sidewalk.

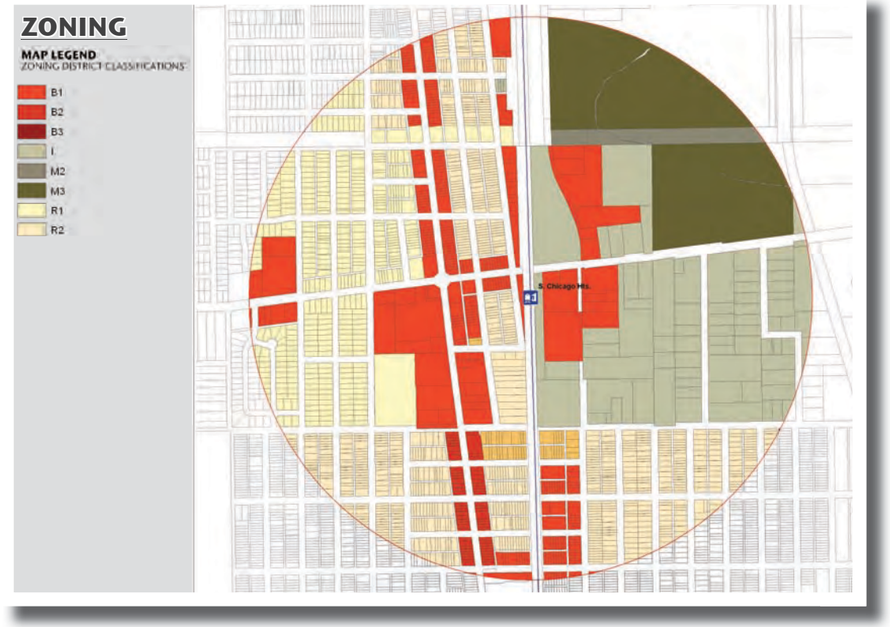
In addition to the multi-use core, the station area will also accommodate some auto-oriented commercial uses, institutional anchors such as City Hall, and light industrial uses on the east and south sides.

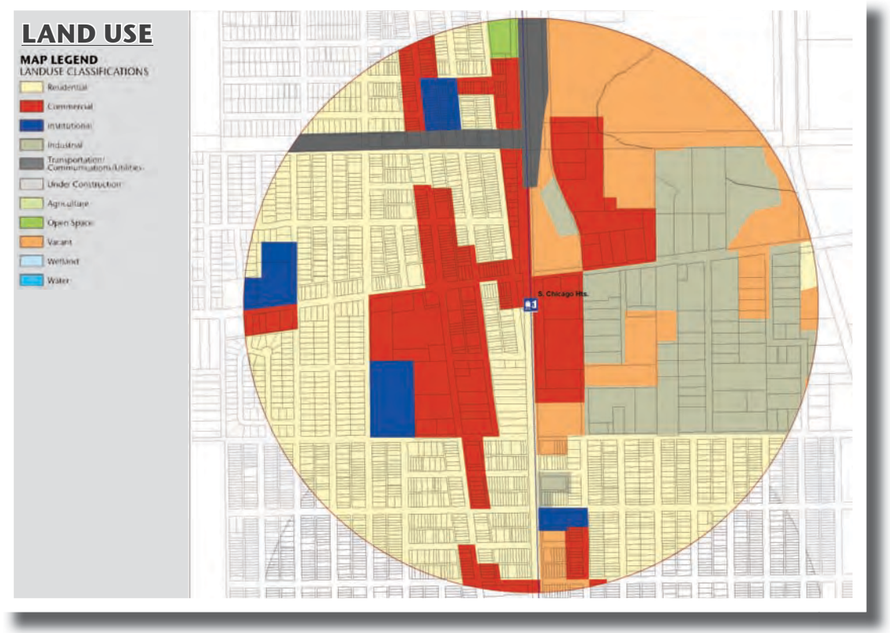
The city, which already controls much of the land in the redevelopment area, will attract developers to the station area by providing density bonuses and creating design guidelines that clearly outline the village expectations.

ADDITIONAL INFORMATION

- Downtown Transit-Oriented Development Study (2009)







The proposed South Chicago Heights Station will be located in the City's commercial hub at the intersection of East Sauk Trail and Chicago Road. The station area contains a mix of residential and industrial uses north of 30th Street and a mix of old and new commercial uses concentrated along Chicago Road and East End Avenue.

Route 358 is the only Pace Bus running through the station area connecting South Chicago Heights to adjacent communities and retail and institutional destinations to the south. Traffic counts on Route 1 and Sauk Trail Road are relatively high and will support commercial investment.

Contact Information

City of South Chicago Heights Contact: (708) 755-1880 • Regional Contact: (708) 226-1155

South Chicago Hts. Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*1,875*	*10,294*	*22,944*
Population Density	*2,386.78*	*3,276.81*	*3,118.62*
Average HH Income	*$54,003.00*	*$51,424.00*	*$50,254.00*
Median HH Income	*$49,254.00*	*$47,731.00*	*$44,874.00*
Total Employees	*1,479*	*4,220*	*10,168*
Total Retail Expenditure	*$14,884,047*	*$71,253,818*	*$156,709,281*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

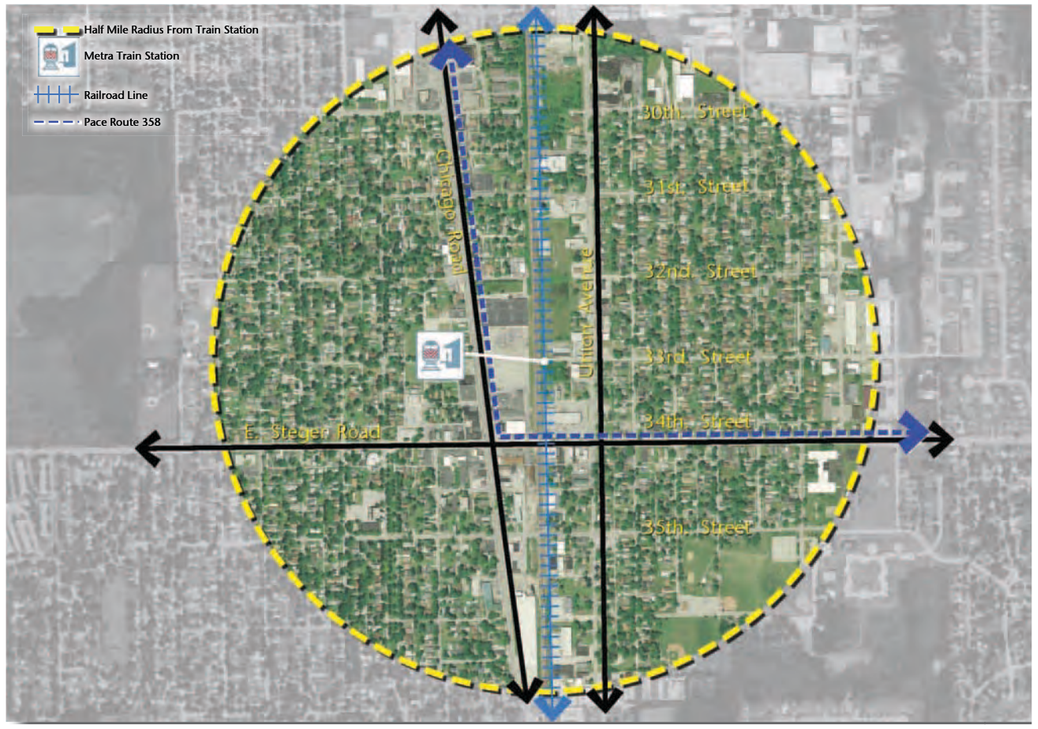
The potential future South Chicago Heights Station will be located at the commercial core of the community. The village envisions the proposed station area as a vibrant, safe and pedestrian friendly Town Center with a healthy mix of storefronts, restaurants, offices, and housing.

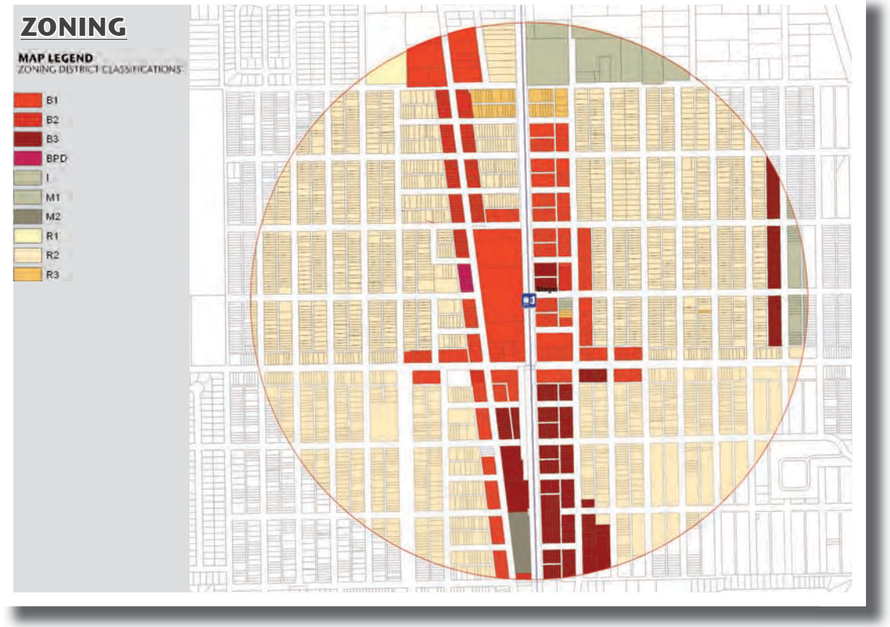
Existing industrial businesses shall be relocated and replaced with commercial and multi-use buildings. In terms of housing, the village desires to provide a greater variety of housing options to future residents with an emphasis on multi-family housing including condominiums, townhomes, and row homes. The station area will also house a civic campus containing the Village Hall, police station, and fire station linked to the Town Center.

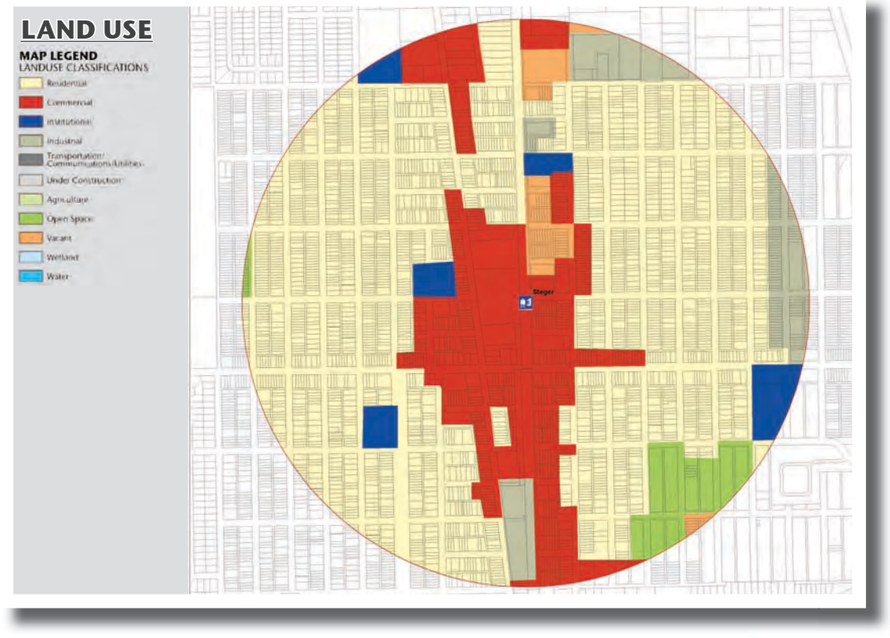
To successfully implement the village's vision for the station area, the existing zoning ordinance will be modified to accommodate a Town Center Overlay District. The village will work with existing businesses to identify relocation sites, potentially at redeveloped commercial areas elsewhere in the station area. A majority of the station area is part of an existing TIF district that will be able to utilize funds for property acquisition, infrastructure improvements, and related development assistance.

ADDITIONAL INFORMATION

- South Chicago Heights Station Area Plan (2009)







The proposed Steger Station is located along Steger's commercial corridor between Chicago Road and Union Avenue. The station area is dominated by two land uses- residential and commercial. The residential development on either side of the track consists of mostly single-family homes on a well-established street grid. The proposed station site is strategically located to take advantage of its proximity to the employment centers and residential neighborhoods in the village.

Pace Bus Route 358 currently runs along Chicago Road and would be able to connect commuters from neighboring areas to the proposed train station.

Contact Information

Village of Steger Contact: (708) 754-3395 • Regional Contact: (708) 226-1155

Steger Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*4,439*	*11,192*	*18,521*
Population Density	*5,562.14*	*3,562.48*	*2,889.74*
Average HH Income	*$51,859.00*	*$52,841.00*	*$55,374.00*
Median HH Income	*$53,859.00*	*$51,261.00*	*$51,086.00*
Total Employees	*1,462*	*3,793*	*7,289*
Total Retail Expenditure	*$32,164,731*	*$88,719,026*	*$144,816,107*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

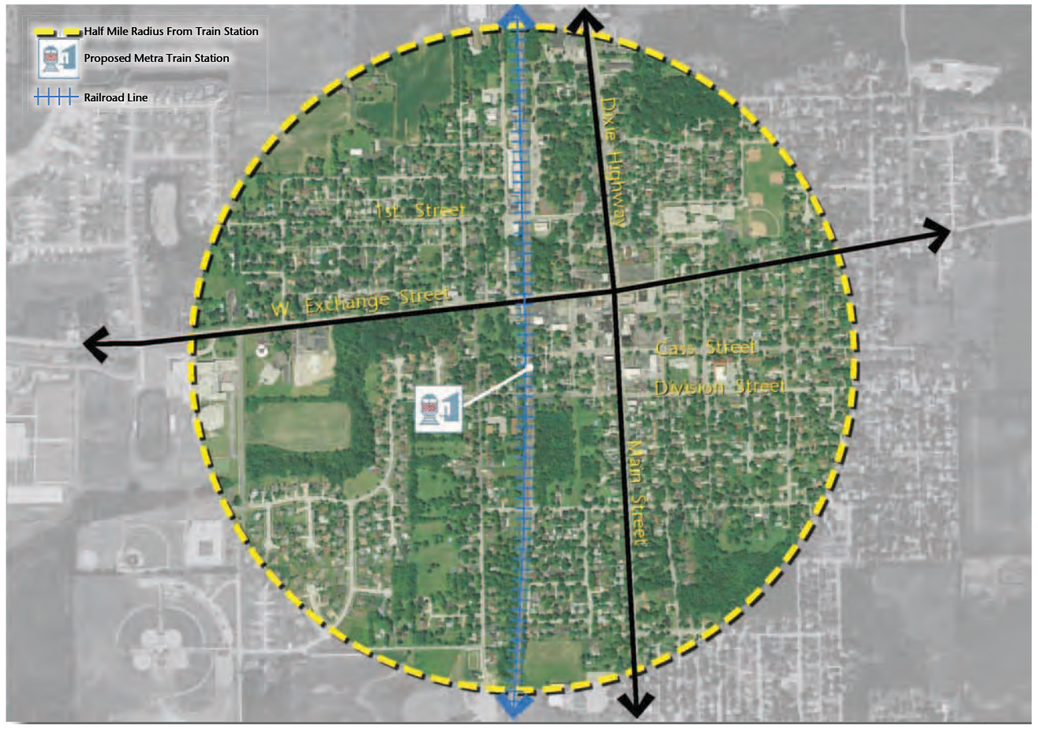
Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

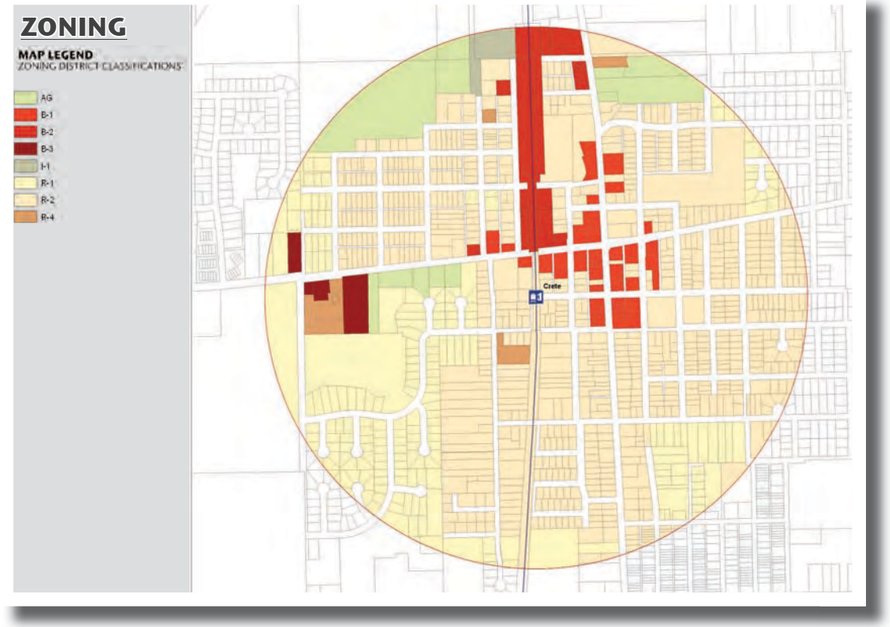
COMMUNITY DESIRES

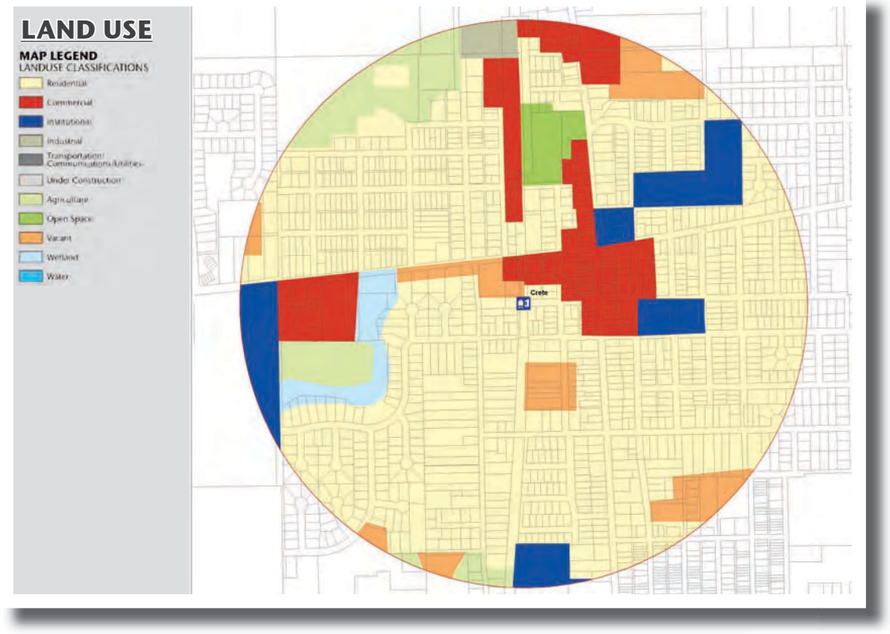
Home to the renowned 'Steger Pianos' and known as the 'Piano Capital of the World' in the early 1900s, the Village of Steger is a community with a rich history. In an effort to regain its economic and cultural prosperity, the village has created a master plan for the station area surrounding the proposed Steger Station.

The village envisions the proposed station area as a Town Center style development with a mix of retail and medium density residential uses surrounding the train station in a pedestrian-friendly format. Due to the predominantly single-family character of the surrounding area, the village desires to restrict building heights to a maximum of 2 stories.

K-Mart, the largest employer and retail tax generator in the village, is located on a site owned and maintained by the village and will be central to the redevelopment of the station area. The zoning ordinance has been modified recently to include a PUD process that allows for higher density and multi-use development. Similarly, the village has proactively upgraded the stormwater and sewer infrastructure to accommodate future development within the station area.







The proposed Crete Station is located close to the heart of the village's historic downtown along Main Street. The station area contains a diversity of uses including commercial, residential, and recreational, institutional, and open space. Most buildings in the station area are 1-2 stories in height with a mix of attractive traditional and modern architectural styles. The housing options vary from traditional single-family homes to apartment buildings, mostly along Main Street and Exchange Street.

There are currently no bus routes servicing the station area.

Contact Information

Village of Crete Contact: (708) 672-5431 • Regional Contact: (708) 226-1155

Crete Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*2,447*	*4,227*	*9,516*
Population Density	*3,115.40*	*1,345.63*	*1,150.30*
Average HH Income	*$67,899.00*	*$68,025.00*	*$63,676.00*
Median HH Income	*$64,385.00*	*$64,398.00*	*$60,744.00*
Total Employees	*864*	*1,348*	*2,822*
Total Retail Expenditure	*$22,231,939*	*$38,492,607*	*$84,874,576*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

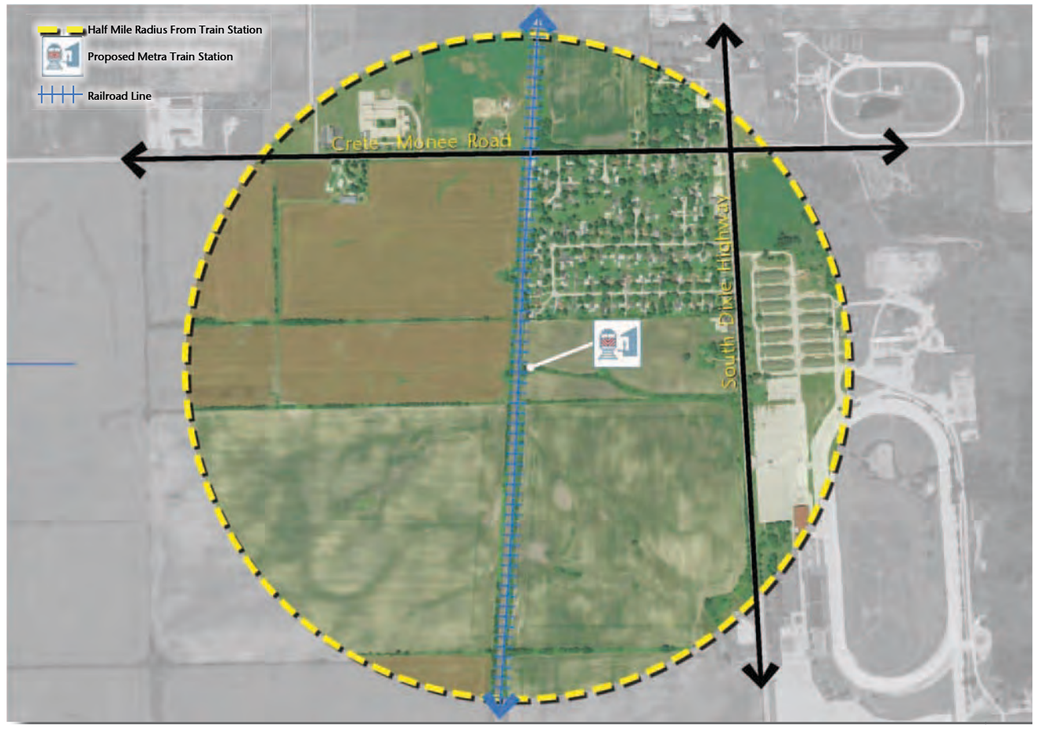
Home to several beautiful parks, natural preserves, recreational facilities, and award-winning schools, Crete is a unique community that has successfully maintained its small town charm. Downtown Crete is part of a TIF district that supports a number of businesses with retail occupancy close to 100%.

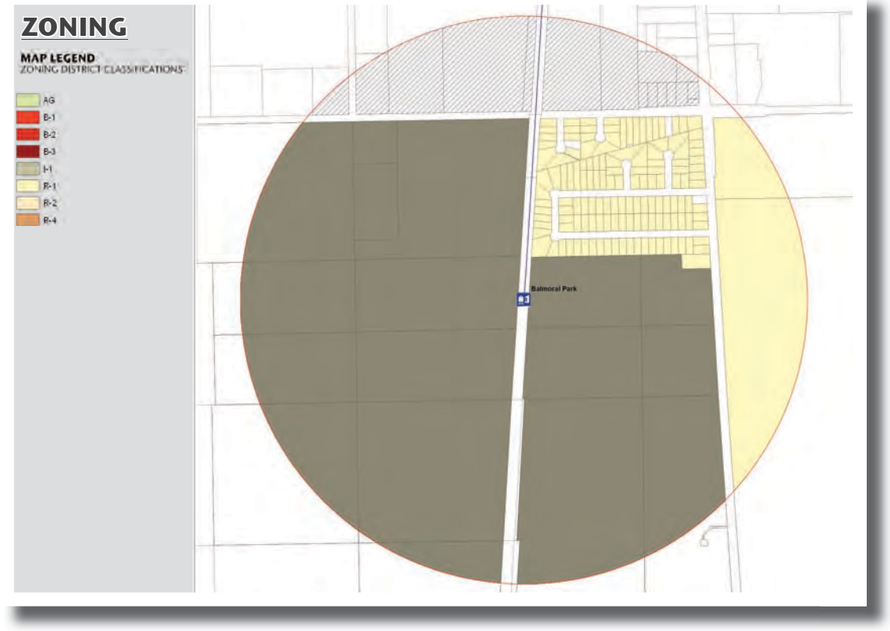
As per the Station Area Plan completed in 2008, the proposed station area in downtown Crete will help support an aesthetically appealing and pedestrian-oriented retail environment, visually and physically connecting to the historic area along Main Street. Varying from 2-5 stories in height, the multi-use buildings will contribute to a diverse mix of housing types including condominiums and townhomes. Structured parking may be built near the railroad tracks in addition to surface parking to allow for increased density within the station area.

Despite the economic slowdown, the Village continues to receive inquires from commercial developers for parcels in downtown, and the upcoming Illinois Route 394 corridor will further increase development opportunities. The Village plans to create a zoning overlay district to accomplish its goals for the station area.

ADDITIONAL INFORMATION

- Village of Crete Station Area Plans (2008)
- Comprehensive Plan Map Amendment - South Sector (2007)

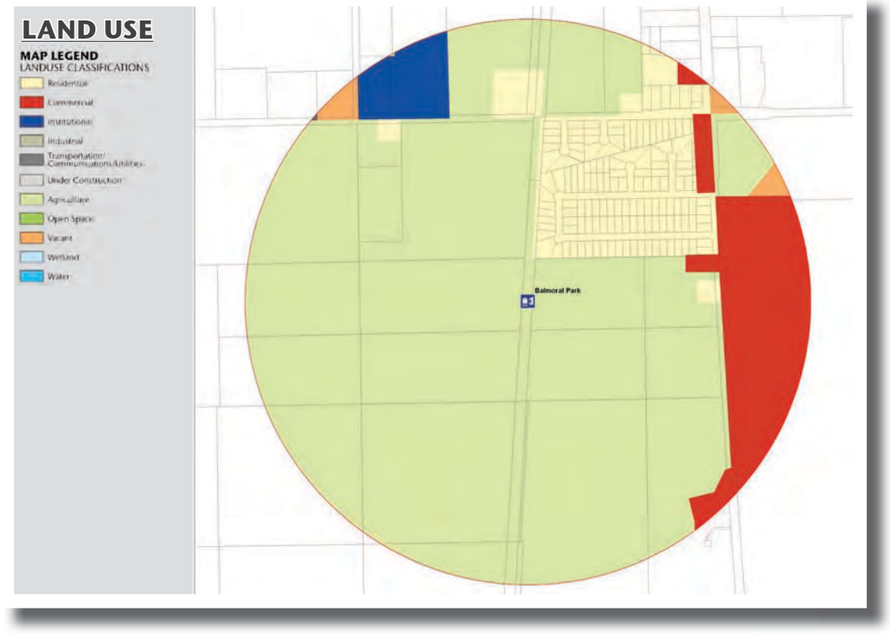




The proposed Metra Station site is located west of the Balmoral Park horse racing track that attract visitors from around the country for most of the year. The station area is mostly undeveloped and currently used for agriculture except for a cluster of single-family homes at the southwest corner of Dixie Highway and Crete-Monee Road. Crete-Monee Road has a few developed institutional and industrial parcels although most of the development is concentrated along Dixie Highway further north of the station area.

A commuter rail yard has recently been proposed and would be located just south of the Balmoral Park Station

There are currently no Pace Bus connections in proximity to the station area.



Contact Information

Village of Crete Contact: (708) 672-5431 • Regional Contact: (708) 226-1155

Balmoral Park Station

Initiative for the Chicago Southland Transit Region

DATA TABLE			
CATEGORY	***1/2 MILE***	***1 MILE***	***5 MIN. DRIVE***
Population	*272*	*704*	*5,785*
Population Density	*346.49*	*223.96*	*692.37*
Average HH Income	*$51,535.00*	*$53,683.00*	*$66,823.00*
Median HH Income	*$56,024.00*	*$56,672.00*	*$63,738.00*
Total Employees	*27*	*126*	*1,499*
Total Retail Expenditure	*$2,242,635*	*$5,149,935*	*$50,712,305*
Weekday / Saturday / Sunday Boardings			*N/A*
Commuter Parking Capacity			*N/A*
Commuter Parking Utilization			*N/A*

Source: Demographic Data © 2009 by Experian/Applied Geographic Solutions

COMMUNITY DESIRES

The proximity of Balmoral Park Racetrack to the proposed Metra station creates an excellent opportunity to attract a diverse mix of businesses including big box retail, small-scale retail, restaurants, and entertainment uses. The Village envisions the station area as a commercial (retail and office) destination that does not compete with Downtown Crete but instead attracts complementary uses.

Although the proposed Balmoral Park station area is viewed as ideal for retail, entertainment, and employment uses, it is a less desirable location for residential development due to the planned construction of an intermodal facility west of the tracks south of Crete-Monee road. In addition, the station area will be in close proximity to the proposed regional airport and east-west Illiana Expressway connecting northeastern Illinois and northwest Indiana.

In addition to local residents travelling to and from Chicago, the station will attract commuters from northwest Indiana and therefore provide a boost to commercial activity.

ADDITIONAL INFORMATION

- Village of Crete Station Area Plans (2008)
- Comprehensive Plan Map Amendment - South Sector (2007)

STATION AREA TYPOLOGY ASSIGNMENT

Utilizing the data and findings from previously completed tasks, the following preliminary typologies have been created. The definition and assignment of the typologies takes into consideration the 38 variables previously developed by CNT and supplements them with findings from review of previously prepared TOD plans and studies, community TOD desires as identified during the one-on-one stakeholder interview process, and the corridor market analysis.

The station area typologies are generally defined by the criteria outlined in the following matrix (right). Due to the qualitative nature of analysis, it is not required/possible for each individual criteria to be met by a station area that is assigned a particular typology. Alternatively, the assignments are based on a combination of factors that although may not be satisfied individually, are logical when looked at holistically.

TOD Typology Definitions

Multi-Use Transit Center

Multi-Use Transit Centers are envisioned as places that have the potential to or currently serve as the economic and cultural center of the community. The station area may contain a relatively high concentration of commercial and residential uses with a mix of specialty, regional, and national retailers. Multi-use pedestrian oriented development with first floor commercial and residential/ office uses above make up the predominant building type. A variety of transportation alternatives integrate the train station with the surrounding community including the potential for a bus transit hub, local and regional buses, local circulators, BRT service, bikeways, and pedestrian paths.

Community Transit Area

Community Transit Areas serve as a major commercial node for the municipality with a mix of local and regional retailers. The community transit area differs from the multi-use transit center in that it cater to its host community and house a mix of local and regional retailers with supporting residential. The moderate intensity of development within the station area results in a seamless transition to the surrounding neighborhoods. Transportation alternatives include local circulators and buses with the frequency of service varying by ridership demand.

Neighborhood Transit Area

Neighborhood Transit Areas are developed primarily for residential purposes with limited supporting commuter and neighborhood oriented retail development. The station area houses a mix of low and medium density residential typologies including single-family homes, townhomes, row homes, condominiums, senior housing, and rental units. Attractive streetscape, combined with an extensive network of pedestrian and bicycle paths integrate the station area with surrounding neighborhoods. Additional transportation alternatives include local buses and circulators with the frequency of service depending on projected ridership.

Special Use/Employment District

Special Use/Employment Districts are multi-use developments that cater to a unique activity or employer within or in close proximity to the station area. Depending on its requirements, the station area provides a variety of commercial, institutional, and residential building typologies to support and enhance the Special Use. Frequent and convenient transit connections between the station area and Special Use are provided using a combination of local and regional buses, local circulators, BRT service, bikeways, and pedestrian paths.

TOD Typologies	Multi-Use Transit Center	Community Transit Area	Neighborhood Transit Area	Special Use / Employment District
Station Area Characteristics	Station is a center of transit activity & supports a diversity of economic and/or community activities	Station is part of a walkable neighborhood with moderate density/mixed income housing and locally oriented commercial uses	Station focus is on maximizing the utilization of transit amenity	Local focus of economic, education, culture and/or employment activity around transit station
Modes of Transit	Commuter rail, transit hub, local/regional bus, BRT, circulator	Commuter rail, local bus, circulator	Commuter rail, local bus, circulator	Commuter rail, BRT, transit hub, local bus, circulator
Transit Frequency	At least 25 trains per day, 7 days per week	15-25 trains per day, 7 days per week	15 - 25 trains per day a minimum of 5 days per week	15-60 minutes (varies by time of day)
Land Use Mix & Density	Moderate density, mix of residential, commercial, employment, and civic/cultural uses	Variety of residential, commercial, and civic uses	Variety of residential densities and/or significant park, with ancillary retail	Commercial, employment, and civic/cultural uses with ancillary residential
Retail Characteristics	Community and local serving with some destination retail opportunity	Combination of local serving commercial uses	Retail and employment is incidental and/or historic	Ancillary retail supporting daytime/employ ment population

Multi-Use Transit Center

Community Transit Area

Neighborhood Transit Area

Special Use/Employment District

LEGEND

- *Metra Electric District Line*
- *Rock Island District Line*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Multi-Use Transit Center Typology*
- *Community Transit Area Typology*
- *Neighborhood Transit Area Typology*
- *Special Use/Employment District Typology*
- *SSMMA Service Area*

Transit Line	Multi-Use Transit Center	Community Transit Area	Neighborhood Transit Area	Special Use / Employ. District
Metra Electric District				
Riverdale			●	
Ivanhoe		●		
147th Street				●
Harvey	●			
Hazel Crest		●		
Calumet				●
Homewood	●			
Flossmoor		●		
Olympia Fields		●		
211th Street	●			
Matteson		●		
Richton Park	●			
University Park				●
Ashland Avenue		●		
Burr Oak			●	
Rock Island District				
119th Street		●		
123rd Street			●	
Prairie Street			●	
Vermont Street	●			
Robbins			●	
Midlothian	●			
Oak Forest	●			
Tinley Park	●			
80th Avenue			●	
Hickory Creek				●
Mokena		●		
New Lenox		●		

Transit Line	Multi-Use Transit Center	Community Transit Area	Neighborhood Transit Area	Special Use / Employ. District
SouthWest Service				
Worth	●			
Palos Heights			●	
Palos Park			●	
143rd Street	●			
153rd Street			●	
179th Street			●	
Laraway Road				●
Manhattan		●		
SouthEast Service				
Dolton		●		
South Holland	●			
Thornton		●		
Glenwood		●		
Chicago Heights		●		
S. Chicago Heights		●		
Steger		●		
Crete		●		
Balmoral Park				●
South Shore Line				
Hegewisch		●		

Key Assets & Challenges by Station Area

Combining all the developed information, a brief description of each TOD station area was developed with an indication of both its assets and challenges regarding future development.

In future phases these descriptions may allow for various kinds of groupings as implementation is considered. The groupings could include but are not limited to:

- Development by station area typology
- Development by rail line
- Development by community
- Development by proximate communities (proximate TODs)
- Development by developer types
- Development by developer qualifications
- Development based on community interest and capacity
- Development based upon the economic environment
- Various combinations of all of the above

Note that these stations are not ranked by development potential at this time. The external factors which impact development are very complicated and, particularly in the near term economic development climate, will require more time and clarification. In addition, development is very dependent upon municipal initiative and municipal capacity which was not considered as part of this planning initiative.

Multi-Use Transit Center Typology

I. SouthWest Line

- **Worth**
  - » Assets: Indicator factors suggest a very strong station environment.
  - » Challenges: A limited amount of available land may limit the extent of new development.

- **Orland Park- 143rd Street**
  - » Assets: Most of the indicator factors suggest a strong station environment.
  - » Challenges: Limited land and distance from the retail cluster on LaGrange Road suggests that residential or small office uses may be more practical.

II. Rock Island Line

- **Blue Island-Vermont Street**
  - » Assets: Indicator factors suggest a very strong station environment. In addition, the station is proximate to a major employment generator.
  - » Challenges: Significant property acquisition may be required (mostly residential) to achieve TOD development potential. TOD development will need to be coordinated with the proximate existing downtown.

- **Midlothian**
  - » Assets: Indicator factors suggest a very strong station environment.
  - » Challenges: A limited amount of raw land exists for development . Acquiring additional land may require difficult acquisitions. Flood control is also an issue. Future station growth may require a costly parking deck solution.

- **Oak Forest**
  - » Assets: Indicator factors suggest a very strong station environment. The Village is currently implementing a TOD economic development plan.
  - » Challenges: A parking deck may need to be considered in the future.

- **Tinley Park**
  - » Assets: Indicator factors suggest a very strong station environment. The Village has implemented many aspects of an excellent TOD plan.
  - » Challenges: In order to complete the TOD plan a difficult acquisition of a retail strip/shopping center may be required. A parking deck may be required in the future.

III. Metra Electric Line

- **Harvey**
  - » Assets: Most indicator factors suggest a strong station environment. The Harvey Transportation Center (Pace) is adjacent to the train station. Multiple sites for development are controlled by the City.
  - » Challenges: Industrial property to the east and limited downtown traffic counts represent retail development challenges. Successful development may require tenants who can capitalize on the spending power of the population. Development may require significant City intervention.

- **Homewood**
  - » Assets: Indicator factors suggest a very strong station environment. Village owned sites are available for development.
  - » Challenges: Parking solution (most likely a deck) may be required.

- **211th Street**
  - » Assets: Indicator factors suggest a very strong station environment.
  - » Challenges: Significant coordination between the three communities will be required.

- **Richton Park**
  - » Assets: Indicator factors suggest a very strong station environment.
  - » Challenges: To create developable sites that are compatible with the station area potential, expensive site acquisition and/or use of the current commuter lot may be require along with a parking deck solution.

IV. Proposed SouthEast Line

- **South Holland**
  - » Assets: Established downtown environment which could benefit from a train station. Land could become available for station development.
  - » Challenges: Moderate-good indicator factors.

LEGEND

- *Metra Electric District Line*
- *Rock Island District Line*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Multi-Use Transit Center Typology*
- *SSMMA Service Area*

Station Area Typology | **Multi-Use Transit Center**

Community Transit Area Typology

I. SouthWest Line

- **Manhattan**
  - » Assets: Current TOD planning process and availability of raw land allows for the development of a well developed long term plan.
  - » Challenges: The rural nature of the site suggest that development may be incremental and tied to regional residential growth.

II. Rock Island Line

- **119th Street**
  - » Assets: Indicator factors suggest a strong station environment. The proximity of the Marshfield Plaza shopping center adds to the "cluster" nature of the station area.
  - » Challenges: Limited availability of land without difficult acquisition. Station parking is very limited.

- **Mokena**
  - » Assets: Indicator factors suggest a strong station environment. The Village has implemented many aspects of its TOD plan.
  - » Challenges: The primary additional TOD development will be adaptive re-use of existing buildings. Finding additional parking options may be necessary as ridership increases.

- **New Lenox**
  - » Assets: Indicator factors suggest a very strong station environment.
  - » Challenges: A limited amount of existing land is available for new development. However, many dated buildings and land uses can be acquired to increase development potential but the process may be time consuming and difficult.

III. Metra Electric

- **Ashland Avenue**
  - » Assets: Ranked in top ten in ½ mile ("walk to train") population and the five minute drive time population.
  - » Challenges: Ridership is poor with very limited available parking. Expansion will require difficult land acquisition as a result of the surrounding mobile home park.

- **Ivanhoe**
  - » Assets: Indicator factors suggest a very strong station environment. Recent new developments demonstrate the area's potential. Additional developments are available.
  - » Challenges: Parking is at 100% capacity. A solution may need to be developed to further increase ridership. A parking deck is probably not feasible for the Village.

- **Hazel Crest**
  - » Assets: Moderate to good indicator factors. The station is proximate to an established downtown.
  - » Challenges: Limited available redevelopment sites. The station is not directly located near traffic arterials. It is very close to the Calumet station which may offer more redevelopment potential. Residential and very small convenience retail represents the best development opportunity.

- **Flossmoor**
  - » Assets: Every indicator factor suggests a very strong station environment.
  - » Challenges: Existing development and shallow lot depths will require creativity on the part of developers and flexibility on the part of the Village.

- **Olympia Fields**
  - » Assets: Moderate to good indicator factors. Proximity to Olympia Fields Country Club presents a unique opportunity. Significant land for new development is available near the station.
  - » Challenges: Traffic counts are limited and small office and residential represents the best opportunity for the future.

- **Matteson**
  - » Assets: Strong five minute drive time and employment populations.
  - » Challenges: Primarily surrounded by residential uses. The station area is too far from major traffic arterials to support major retail development. Commercial development may be small and incremental.

IV. Proposed SouthEast Line

- **Dolton**
  - » Assets: Very good indicator factors. Land is available for a planned station with supporting municipal building and library anchors.
  - » Challenges: TOD retail/commercial development will entail the redevelopment of buildings in the existing downtown which may be tedious and time consuming.

- **Thornton**
  - » Assets: Nice downtown location which may significantly benefit from the addition of a station.
  - » Challenges: Limited land and the sites isolated location from high traffic arterials suggests limited incremental development. Related challenges include station parking and protection from quarry dust.

- **Glenwood**
  - » Assets: Moderate indicator factors. Station site has been selected by the Village.
  - » Challenges: Based upon the proposed location of the station it appears that residential development will be the primary opportunity over time.

- **Chicago Heights**
  - » Assets: Moderate indicator factors. Multiple sites are available for development.
  - » Challenges: The dated downtown is far from the traffic counts of Route 1 and Route 30. Residential development may work over the long term.

- **South Chicago Heights**
  - » Assets: Good indicator factors. Proximate to Route 1 and Sauk Trail traffic counts.
  - » Challenges: Land uses are currently industrial and acquisition and development may be difficult.

- **Steger**
  - » Assets: TOD plan is in place. Good indicator factors. Excellent Village controlled sites are available near the downtown cluster.
  - » Challenges: Creative infrastructure improvements may be required to coordinate the proposed station. The existing retail cluster, and the proposed parking area.

- **Crete**
  - » Assets: An established downtown environment may benefit from a train station. Land may become available for station development.
  - » Challenges: Moderate-good indicator factors. Proposed new train yard may limit development opportunities.

V. South Shore Line

- **Hegewisch**
  - » Assets: Excellent ridership and close proximity to significant industrial employment sites.
  - » Challenges: Moderate indicator factors. Limited land for additional development.

LEGEND

- *Metra Electric District Line*
- *Rock Island District Line*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Community Transit Area Typology*
- *SSMMA Service Area*

Station Area Typology | **Community Transit Area**

Neighborhood Transit Area Typology

I. SouthWest Line

- **Palos Heights**
  - » Assets: Significant land and parking opportunities to expand regional ridership over time.
  - » Challenges: Station location, traffic counts, and the adjacent land uses suggest that development of any kind may be limited.

- **Palos Park**
  - » Assets: Generally good indicator factors.
  - » Challenges: The site is land locked, prohibiting development as well as ridership expansion due to limited parking.

- **Orland Park- 153rd Street**
  - » Assets: Good ridership and moderate-good indicator factors.
  - » Challenges: The station is too far from arterials to be a retail center. It is currently surrounded by high quality residential development with land available for additional development.

- **Orland Park- 179th Street**
  - » Assets: Attractive and small "neighborhood" station.
  - » Challenges: Surrounded by high end residential. New development does not appear to be practical. Ridership may be limited over time by parking restrictions.

II. Rock Island Line

- **123rd Street**
  - » Assets: Average population indicators.
  - » Challenges: Small, relatively isolated station with very limited adjacent land uses. The station is not a strong development opportunity.

- **Prairie Street**
  - » Assets: Average population indicators.
  - » Challenges: Small, relatively isolated, station with very limited adjacent land uses. This station is not a strong development opportunity.

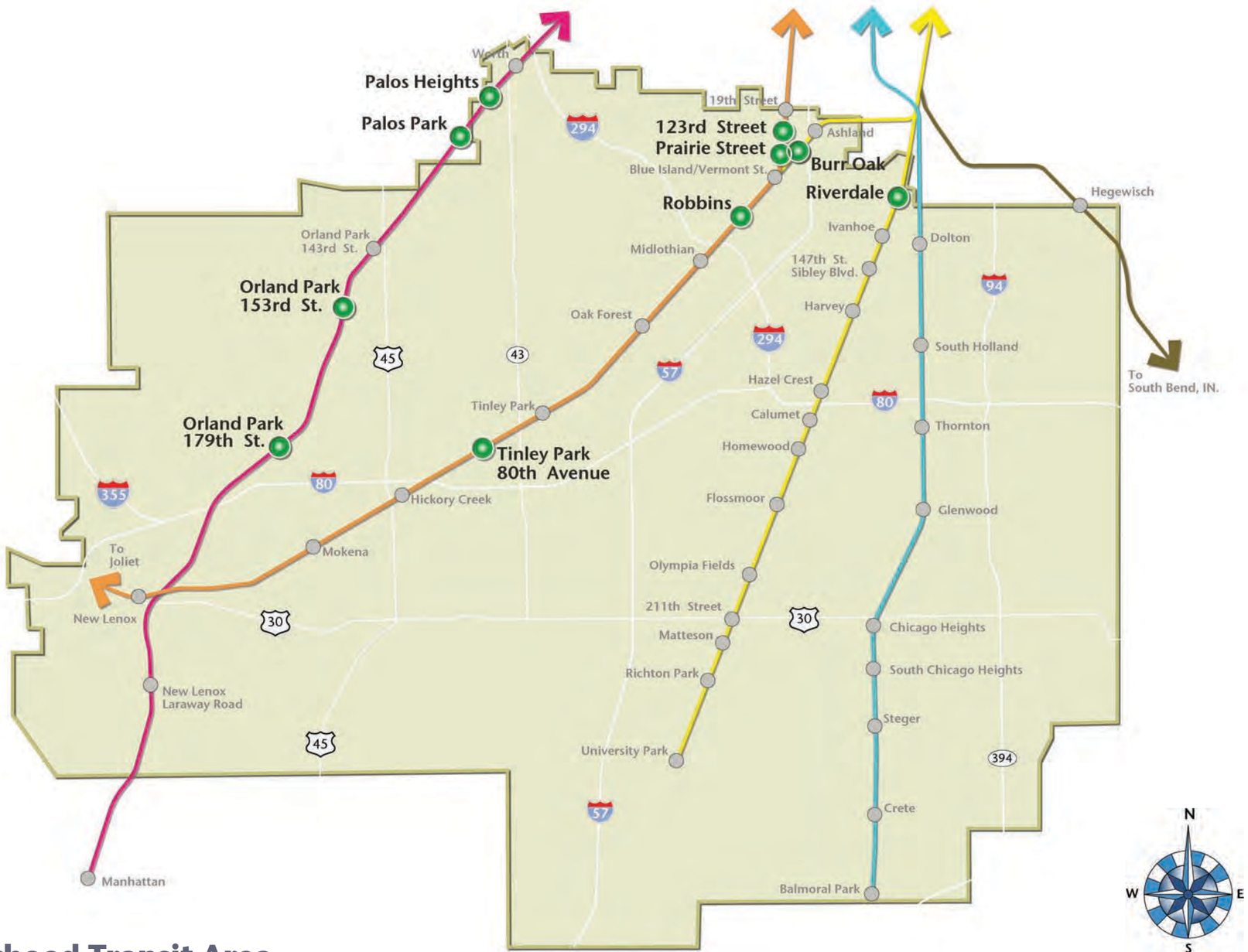
- **Robbins**
  - » Assets: Small but important asset in the community. Some of the indicator factors are good. The Village controls land in the station area.
  - » Challenges: The station area is not near a major traffic generator. Small residential development possible but flooding issues will need to be solved.

- **Tinley-80th Avenue**
  - » Assets: Very strong indicator factors with an emphasis on significant ridership.
  - » Challenges: The location is far away from retail/commercial requirements and is surrounded by a residential environment. Over time, a limited amount of higher density residential may be possible.

III. Metra Electric

- **Riverdale**
  - » Assets: Moderate indicator factors.
  - » Challenges: Small residential area with limited land for additional development.

- **Burr Oak**
  - » Assets: Strong traffic counts and residential/commercial development to the east.
  - » Challenges: A lack of available developable land limits commercial or high intensity development. Ridership expansion is constrained due to limited parking.



LEGEND

- *Metra Electric District Line*
- *Rock Island District Line*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Neighborhood Transit Area Typology*
- *SSMMA Service Area*

Station Area Typology | **Neighborhood Transit Area**

Special Use/Employment District

I. SouthWest Line

- **New Lenox- Laraway Road**
  - » Assets: A significant amount of raw land is available for development.
  - » Challenges: The area is a very isolated site and the indicator factors are very low. It is a very long term opportunity that will require regional growth for success.

II. Rock Island

- **Hickory Creek**
  - » Assets: Many strong indicator factors. Modern office buildings and high end residential are proximate to the station area. Land is available for development.
  - » Challenges: The site is too isolated to support successful retail development.

III. Metra Electric

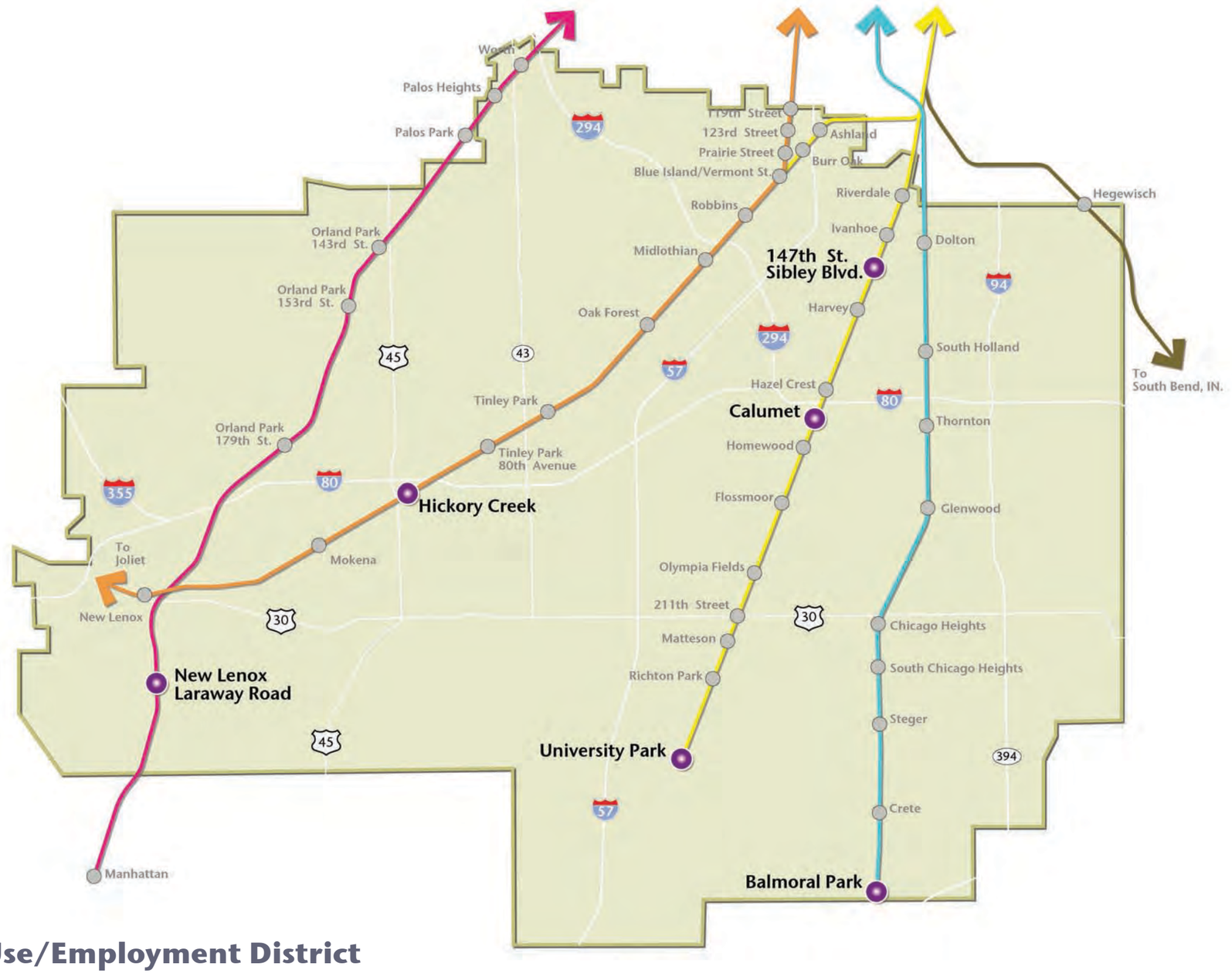
- **Calumet**
  - » Assets: Multiple strong indicator factors suggest a viable station environment. Proximity to downtown Homewood and local office cluster is an asset. Further office development is possible. There is outstanding train ridership at the station.
  - » Challenges: Development sites may require the use of the existing parking lot which is 100% utilized. An expensive parking deck may be an option. To expand parking, traffic counts are not outstanding thereby, requiring destination retail business for retail to be successful.

- **University Park**
  - » Assets: Proximity to Governors State University. Substantial land is available for development. Strong ridership and five minute drive time spending power is evident.
  - » Challenges: Relative rural site suggests that development will be long term and related to population growth in the region.

- **147th Street**
  - » Assets: Strong ridership which attracts regional commuters. Some strong indicator factors are evident. Substantial land for development is available. Very high traffic counts on 147th Street.
  - » Challenges: The nature of the available land for development will require significant municipal involvement and perhaps environmental remediation issues.

IV. Proposed SouthEast Line

- **Balmoral Park**
  - » Assets: A significant amount of raw land is available and the proximity of the race track represents an ongoing station development opportunity.
  - » Challenges: Separate from the race track, this is a very isolated site and the indicator factors are low. Long term planning will be required and it is possible that residential growth will be a key opportunity. The proposed new rail yard near the station may limit development opportunities.



LEGEND

- *Metra Electric District Line*
- *Rock Island District Line*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Special Use / Employment District Typology*
- *SSMMA Service Area*

Station Area Typology | Special Use/Employment District

DEVELOPER TYPOLOGIES ASSIGNMENTS

Introduction:

Based upon previously identified station areas' market overview and demographic characteristics, input from stakeholders regarding their desired development vision, and assigned station area typologies, the following potential developer typologies have been identified. The typologies will help communities in targeting specific types of developers using a more efficient and effective marketing and recruitment strategy. Additionally, it may also be beneficial to the development community in helping them identify potential sites in a more user-friendly manner, expediting the station area evaluation process as a result.

In this section, the developer typologies are ordered in a manner corresponding with the station area typologies, (i.e. by decreasing development intensity). Higher intensity multi-use and commercial developers that correspond with the Multi-Use Transit Center and Community Transit Area typologies are placed above the residential developers that may correspond with the Neighborhood Transit Area typology. The size of developable parcels for each typology may vary from a few thousand square feet to several hundred acres, depending on their location.

Developer Typologies

Multi-use Developer

This type of developer specializes in construction of sites with a combination of residential, commercial, industrial, office, and/or institutional uses. The intent is to create a neighborhood that offers a variety of experiences and create a symbiotic relationship between complementary land uses.

Commercial Developer

This type of developer selects commercial sites that are typically located closer to the center of the community and are already served by public infrastructure, such as roads, water, and sewer lines. The range of commercial buildings covered by this type of developer include, but are not limited to:

- *Retail (e.g. restaurant, grocery store, shopping plaza)*
- *Office/Institutional (e.g. business park, bank)*
- *Recreation/Entertainment (theme park, playground, convention center)*

Greyfield/Adaptive Reuse Developer

This type of developer has expertise in the rehabilitation of properties that are occupied by declining or abandoned commercial buildings such as shopping malls and big-box retail stores into market-supportable uses. In addition, they recycle and retrofit existing buildings or neighborhoods of historic significance with new uses that are market-supportable and attractive to potential buyers.

Brownfield Developer

This type of developer builds market-supportable developments exclusively on land that has been contaminated by previous industrial or commercial uses. The developer has expertise in the clean-up of contaminated and hazardous waste in accordance with EPA and local regulations and guidelines.

Industrial Developer

This type of developer has expertise in the design and construction of a variety of industrial facilities. Due to the specific and unique needs of each industry, developers typically specialize in the construction of one type of industrial building (e.g. storage warehouse, manufacturing plant, refinery, packaging facility, etc.)

High Density Residential Developer

This type of developer has expertise in the design and construction of a variety of high density (more than 5 stories) housing products including condominiums, apartment buildings, and senior housing.

Low to Medium Density Res. Developer

This type of developer has expertise in the design and construction of a variety of low to medium density (up to 5 stories) housing products including single-family detached homes, single-family attached homes, row homes, townhomes, condominiums, apartment buildings, and senior housing.

Greenfield Developer

This type of developer builds exclusively on previously undeveloped parcels of land located in an urban or rural environment.

In addition to the above mentioned developer typologies, there has been a growing interest among municipalities in the concept of a *Master Developer*. This type of developer is responsible, over an extended period of time for bringing about the comprehensive, integrated development of an area or multiple areas within the community. A master developer is responsible throughout the development process from pre-development (planning, land assembly, financing, design and engineering) to construction (site preparation, infrastructure improvements, selection of contractors, construction management) to post-development (marketing of properties, sales, leasing, maintenance and operations). Due to his/her all-encompassing characteristics, a master developer would be able to undertake the development of any of the station areas identified as part of this initiative.

STATION NAME	DEVELOPER TYPOLOGIES					
Metra Electric District						
Ashland Avenue		C	R-LD		I	
Burr Oak		C	R-LD			
Riverdale	MU	C	R-LD			
Ivanhoe	MU	C	R-LD			
147th Street (Sibley Boulevard)		C	R-LD	B		
Harvey	MU	C	R-LD		I	G-Y
Hazel Crest	MU	C	R-LD			
Calumet	MU	C	R-LD			G-Y
Homewood	MU	C	R-LD			G-Y
Flossmoor		C	R-LD			
Olympia Fields		C	R-LD			
211th Street	MU	C	R-HD			
Matteson		C	R-LD			
Richton Park	MU	C	R-HD			
University Park	MU	C	R-LD			G-N

STATION NAME	DEVELOPER TYPOLOGIES					
Rock Island District						
119th Street			R-LD	B	I	
123rd Street		C	R-LD		I	
Prairie Street		C	R-LD			
Blue Island/Vermont Street	MU	C	R-HD		I	
Robbins		C	R-HD			
Midlothian	MU	C	R-LD			
Oak Forest		C	R-LD	B	I	
Tinley Park	MU	C	R-LD			
Tinley Park-80th Avenue		C	R-LD			
Hickory Creek		C	R-LD	B		G-N
Mokena		C	R-LD	B		
New Lenox		C	R-HD			G-N
Southwest Service						
Worth	MU	C	R-LD			
Palos Heights		C	R-LD			
Palos Park		C	R-LD			
Orland Park-143rd Street	MU	C	R-LD			
Orland Park- 153rd Street			R-LD	B		G-N
Orland Park- 179th Street		C	R-LD			
New Lenox Laraway Road	MU	C	R-HD			G-N
Manhattan	MU	C	R-HD			G-N
Proposed SouthEast Service						
Dolton		C	R-LD			G-Y
South Holland		C	R-LD			
Thornton	MU	C	R-LD	B		
Glenwood		C	R-LD			
Chicago Heights	MU	C	R-LD			G-Y
South Chicago Heights	MU	C	R-LD	B		
Steger	MU	C	R-LD			
Crete	MU	C	R-LD			G-Y
Balmoral Park		C	R-LD			G-N
South Shore Service						
Hegewisch		C	R-LD	B		

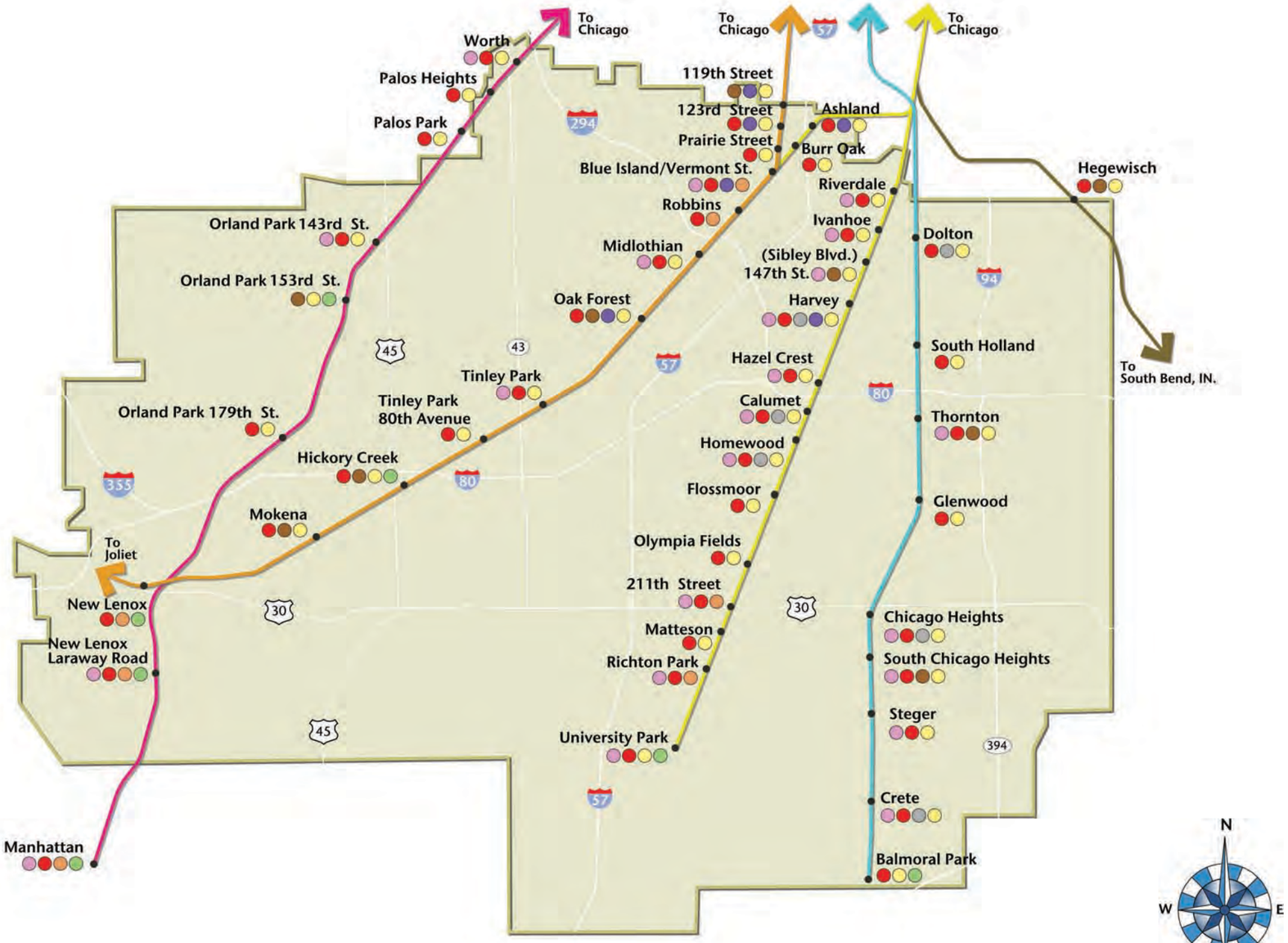
*** Any of the above station areas could be developed by a Master Developer*

Legend:

- **MU:** *Multi-Use*
- **C:** *Commercial*
- **G-Y:** *Greyfield/Adaptive Reuse*
- **B:** *Brownfield*
- **I:** *Industrial*
- **R-LD:** *Residential Infill: Low Density (below 5 stories)*
- **R-HD:** *Residential Infill: High Density (more than 5 stories)*
- **G-N:** *Greenfield*

LEGEND

- *Metra Electric District Line*
- *Rock Island District*
- *SouthEast Service (proposed)*
- *SouthWest Service*
- *South Shore Line*
- *Multi-Use*
- *Commercial*
- *Greyfield / Adaptive Reuse*
- *Brownfield*
- *Industrial*
- *Residential Infill:*
  High Density (above 5 stories)
- *Residential Infill:*
  Low Density (below 5 stories)
- *Greenfield*
- *SSMMA Service Area*



POTENTIAL DEVELOPER TYPOLOGY ASSIGNMENTS

CLUSTERING OF STATION AREAS:

Introduction:

The concept of development clustering may provide communities, policy makers, planning professionals, and private developers with an opportunity to approach development in a more comprehensive and targeted manner. In addition, it may assist in the structuring of larger development projects that may potentially attract regional as well as national developers to the area. Clustering of station areas may also offer stakeholder communities with economy-of-scale benefits, allowing them to pool together their resources and therefore execute a more comprehensive marketing and developer recruitment strategy.

For clustering to be successfully implemented, it is essential to develop strong public-private partnerships. These may include one or more municipalities working cooperatively with a single developer or team of developers as well as partnerships between regional organizations such as South Suburban Mayors and Managers, Chicago Southland Economic Development Corporation, corridor and/or councils of government, municipalities, and developers.

The preliminary clustering options described herein are derived from an assessment of existing socio-economic and physical conditions in stakeholder communities, interviews with community representatives, and cursory research into TOD implementation best practices within municipalities within the US.

A total of nine (9) clustering alternatives are presented below along with the strengths and weaknesses of each alternatives. These alternatives are not meant to represent the totality of alternatives available but rather those preliminarily deemed to be most appropriate given the overall characteristics of the station areas. Due to the diversity of unique physical and socio-economic characteristics of communities within the Chicago Southland Transit Region initiative, there may be a need to utilize a variety of clustering options to achieve specific development/redevelopment objectives.

Clustering Alternatives:

- ***Clustering by Rail Line:*** individual station areas located along the same rail line (e.g. Metra Electric Line) may be grouped with one or more station areas located along the same commuter rail line.
- ***Clustering by Physical Proximity:*** individual station areas located within the same municipality and/or within geographic proximity (the maximum reasonable distance may vary by station typology and/or developer typology) to one or more stations may be grouped together. The grouping can occur along the same rail line or across different lines, to be determined on a case-by-case basis. An individual station may be included within more than one other grouping of stations where similar characteristics and/or development benefits can be identified.
- ***Clustering by Community:*** individual station areas located within the same municipal boundaries (e.g. Tinley Park) may be grouped together to provide community-wide development benefits.
- ***Clustering by Socio-Economic Characteristics:*** individual station areas which exhibit similar socio-economic/demographic characteristics including but not limited to population, household income, retail expenditure, and/or ridership may be combined to create a potentially stronger and more attractive development market. The alternative may promote a more balanced overall region by encouraging the simultaneous development of resource/amenity desirable station areas with those possessing more limited amenities/resources.
- ***Clustering by Station Area Typology:*** individual station areas that are designated as a particular typology (e.g. multi-use transit center) may be combined with other similarly designated station area typologies. Station area typology classification clustering may allow for more efficient development activities as a result of significant experience/success in working within a “known” or “understood” set of development parameters.
- ***Clustering by Developer Typologies:*** individual station areas that may require and/or benefit from activities of the same or similar type of developer may be grouped together to allow for more efficient development activities as a result of significant experience/success in working within a “known” or “understood” set of development parameters (e.g. developers with specific retail, office, single family or multi-family residential, brownfield, or entertainment/tourism related developer).
- ***Clustering by Strength of Market:*** individual station areas may be grouped together with one or more other station areas based upon the strength of the development market within each community. This clustering alternative may provide for rapid development of the most desirable station area locations while providing limited if no benefit to the less desirable station areas.

- ***Clustering by Developer Qualification:*** individual station areas may be combined together with one or more other station areas based on the qualifications of a particular developer(s) as determined by one or more communities via a Request-for-Qualifications based selection process. The qualifications for consideration may include but need not be limited to specified development experience, access to capital, capitalization, and/or local or regional expertise.
- ***Clustering by Community Capacity:*** individual station areas possessing similar qualitative and quantitative capabilities including but not limited to staff expertise, availability of municipal review tools, municipal financial tools, level of community consensus, amount of land control, and support of elected officials.

Strengths and Weaknesses:

Clustering Option	Potential Strengths	Potential Weaknesses
1. Clustering by Rail Line	• Economy of scale opportunities • Efficient project management • Cost-effective construction management • Market familiarity along particular rail line • Proximity (in some cases) of station area locations	• Varying development codes by community • Varying development review and approval process by community • Diverse product needs of each community • Differing desire for or willingness to embrace development • Differing community capacities and demographics • Lack of proximity (in some cases) of station area locations
2. Clustering by Physical Proximity	• Proximity of station area locations • Opportunity for economies of scale • Efficient project management through limited travel distances • Cost-effective construction management • Familiarity with community's and/or multiple communities overall vision	• Varying development review and approval process by community • Varying development codes by individual community • Diverse products desired by station area or individual communities • Market at/within proximate sites may be quickly saturated (creates market cannibalism)
3. Clustering by Community	• Uniform development codes • Uniform development and approval process and community capacity • Proximity of station area locations • Familiarity with community needs and desires • Familiarity of staff and elected officials' expectations • Economy of scale opportunities • Efficient project management • Cost-effective construction management through limited travel distances	• Diverse product needs within each station area based on station area and land use plans • Market at/within proximate sites may be quickly saturated (may create market cannibalism) (may depend on similarity of station area typologies)
4. Clustering by Socio-Economics	• May contribute to regional balance by grouping 'strong' and 'weak' communities • May provide access to development opportunities for 'less desirable' communities • Experience in delivery of market desired/supportable product types	• Cannot mandate groupings • Developers may require significant financial incentives for less desirable markets • Diverse product needs based on socio-economics • Varying development review and approval process by community • Varying development codes by individual community • Diverse products desired by station area or individual communities • Market at/within proximate sites may be quickly saturated (creates market cannibalism)
5. Clustering by Station Area Typology	• Experience in delivery of market desired/supportable product types • Economy of scale opportunities • Familiarity of community staff and elected officials' expectations for product types	• Market at/within proximate sites may be quickly saturated (creates market cannibalism) • Developers may require significant financial incentives for less desirable markets • Diverse product needs based on socio-economics • Varying development review and approval process by community • Varying development codes by individual community
6. Clustering by Developer Typology	• Communities may attract developers in targeted manner • Experience in delivery of market desired/supportable product types • Efficient project management • Cost-effective construction management • Economy of scale opportunities	• Varying development review and approval process by community • Varying development codes by individual community • Developers may require significant financial incentives for less desirable markets • Product needs/desire may differ greatly based on community socio-economics • Differing desire for or willingness to embrace development • Differing community capacities

Clustering Option	Potential Strengths	Potential Weaknesses
7. Clustering by Strength of Market	• Communities may attract developers in targeted manner • Experience in delivery of market desired/supportable product types • Ability to attract a larger pool of interested/qualified developers from which to select • Economy of scale opportunities • Typically stronger internal community capacities	• Varying development review and approval process by community • Varying development codes by individual community • Product needs/desire may differ greatly based on community socio-economics • Differing desire for or willingness to embrace development • May encourage development of “desirable” sites while ignoring “less desirable” sites
8. Clustering by Developer Qualification	• Eliminates weaker developers for the selection process • Ensures competitiveness of selected developer • Helps developers better identify opportunities suitable for them • Ability to confirm product quality through past built projects • Typically more efficient project management • Cost-effective construction management • Experience in delivery of market desired/supportable product types • Communities may attract developers in targeted manner • May allow for regional balance by grouping during the RFQ process ‘strong’ and ‘weak’ communities • May provide access to development opportunities for less attractive communities that otherwise may not materialize	• Varying development review and approval process by community • Varying development codes by individual community • Product needs/desire may differ greatly based on station area location and socio-economic characteristics • Differing desire for or willingness to embrace development between communities • May encourage development of “desirable” sites while ignoring “less desirable” sites • Differing community capacities
9. Clustering by Community Capacity	• Communities may attract developers experienced in working with specific capacity levels in targeted manner	• Varying development review and approval process by community • Varying development codes by individual community • Product needs/desire may differ greatly based on station area location and socio-economic characteristics • Differing desire for or willingness to embrace development between communities • May encourage development of “desirable” sites while ignoring “less desirable” sites • Developers may require significant financial incentives for less desirable markets

DEVELOPMENT PROCESS GUIDELINES

The development process guidelines provide a framework for successful phasing and implementation of station area development. They include strategies for streamlining the development process, tools and techniques to attract investment, and methods to achieve greater public-private partnership.

Prioritizing Development Opportunities

Government must make a determination as to the prioritized opportunities for redevelopment and therefore the appropriate use of the tools which can be utilized by the municipality. These "prioritized opportunities" are essentially an evaluation of the site-by-site opportunities which exist in the TOD district for either full redevelopment (new construction) or rehabilitation of existing buildings. This analysis of sites can and often will encompass multiple traditional economic development (retail, commercial, residential) scenarios as well as other scenarios which support non-traditional economic development (municipal buildings, not-for-profit entities, tourism space, recreational space, open space). The analysis of these opportunities by site is a three phased process which can be described as the ***"Three Legged Stool"*** - the point being that if any leg of a three legged stool is weak or missing it will fall down.

An Economic Development Framework for Municipal Development - The "Three Legged Stool"

Leg One: *Market analysis from the perspective of the development community.*

Leg Two: *The goals, objectives and capability of the property owner(s) and the municipality.*

Leg Three: *The ability of the land location, land and buildings on the site to simultaneously meet market, property owner and municipal requirements.*

Leg One: *Private Sector Market Analysis:*

- Traffic counts
- Current business cluster strength
- Anchor tenant(s)
- Access
- Purchasing power in 5 and 10 minute drive times
- Regional competition
- Developer awareness and perception
- Local costs of doing business including development costs
- Growth potential of market
- Municipal development review process
- Local consensus on development vision
- Other (at the discretion of developer)

Leg Two: *Goals, Objectives and Capability of the Property Owner(s) and/or the Municipality:*

- Retain ownership or sell
- Preference for type of use
- Sense of urgency
- Realism concerning the market
- Price realism
- Willingness to cooperate with municipality
- Understanding of contemporary development process
- Adequate support mechanisms-legal, financial, etc.
- Centralized decision making (head of family, head of partnership, etc.)
- Clear title
- Municipal consensus on vision and use of financial tools
- Development of adequate financial tools.
- Efficient municipal development review process.
- Municipal access (relationship) with other state agencies

Leg Three: *The Ability of the Land Location, Land and Buildings on the Site to Simultaneously Meet Market, Property Owner and Municipal Mutual Requirements:*

- Access and traffic counts
- Visibility
- Size and configuration
- Brownfield issues
- Wetland issues
- Infrastructure support
- Land costs
- Building adequacy or ability to remodel or raze
- Relative remodeling costs (i.e. asbestos issues)
- Neighboring properties
- Current zoning, height, density and design regulations
- Other (at discretion of owner/municipal representatives)

The priority given to each development site within the district (new construction or renovation) is an interactive process of the "The Three Legged Stool". Any significant weakness of any of the three legs moves the priority of the property potential down, unless there are steps which can be taken over time to strengthen the "leg" (i.e. replace a weak property owner; improve a weak condition on the land, etc.). Strong "Three Legged Stools" raise a property to the highest priority. Once this analysis is complete (but only after it is complete), the municipality can, in the following order:

» Apply their "community vision" to the set of strong "Three Legged Stools" and develop final priorities, and

» Establish a final strategic plan for redevelopment and then begin to apply the tools available through the "role of government" as listed in the following section "Public-Private Role in Government".

Subsequently, government applies the same accountabilities, timelines, budgets, communication techniques and evaluative process to its strategy as would be expected in any business operation. Included in the plan will be alternate scenarios as there will always be successes and efforts that are less than successful over time.

Developer Solicitation/Selection Process

Keeping in mind the time and cost commitment of putting together a response to a community's Request for Proposals (RFP), developers have expressed interest in a three step selection process. Narrowing the pool of bidders by including the Request for Statement of Interest (RFSI) and Request for Qualifications (RFQ) processes ahead of a true RFP allows developers to bid on a project in a cost effective manner while not having to dedicate enormous time and resources. Alternately, it is also extremely beneficial to municipalities as it allows staff and elected officials to quickly shortlist their desired developers for the RFP process rather than reviewing a vast number of detailed RFPs.

Three Step Selection Process

- **Step 1: Request for Statement of Interest (RFSI)**
  - » Introduce the concept
  - » Generate enthusiasm and interest
  - » Minimum effort on developer's behalf
- **Step 2: Request for Qualifications (RFQ)**
  - » Actual selection process begins
  - » Focus on experience, capabilities, and resources of developers
  - » Lists TOD sites and development/finance goals
  - » Requires greater effort on developer's behalf
- **Step 3: Request for Proposals (RFP)**
  - » Completes process with selection of 'best fit' developer
  - » Detailed scope and project approach solicited from developers
  - » Cost estimates and project timeline outlined for each phase or task
  - » Interviews with selected developers
  - » Presentations from interested developer explaining their process and product

Additional Requirements of an RFQ/RFP Process

When a municipality acquires land and then chooses to seek developers (or in the rare instance when the municipality agrees to "partner" with a private sector owner who controls land but who has agreed to act in a cooperative manner with the municipality) an RFQ/RFP process will often be initiated. The first decision is whether or not an RFQ/RFP process or RFP only will be initiated. There is no "right answer" in this regard. The RFQ/RFP has a lower initial threshold requirement (RFQ) for the development community and therefore has the opportunity to attract the highest level of applicants. Accordingly, projects which are complicated and require the greatest creative vision (and usually are large) often begin with an RFQ in order to encourage the largest developers who retain the capability and vision potential but who also have multiple development opportunities for development and therefore seek the most efficient entry into the municipal review process. When such firms make the "short list" for the subsequent RFP process, they know that their time-consuming and costly efforts to complete the RFP process have a higher potential of return because they are on the "short list."

The RFQ/RFP should be comprehensive but very concise. Developers are not interested in reviewing potential contracts or legal documents at this stage. If there is something in those documents that is particularly significant, it can be pointed out in a simple manner. The following are the key sections in this type of document:

- Cover Letter
- Overview
- Development Objectives of the municipality clearly stated so that the developer understands the goals.
- Role of the Municipality (the municipal role in the development process and what other roles will the municipality consider based upon the quality and impact of the development plan).
- Description of the Developer Selection Process
- RFQ Requirements (if RFQ is used): dates; format; 6-8 key elements to be contained in the submittal
- RFQ Basis For Evaluation
- RFP Submittal Requirements (if RFQ is used initially, the municipality is advising the developer as to what will be required for those on the "short list.")
- RFP Basis for Evaluation
- Next Steps for Selected Developer ("Developer of Record Designation"/ timeline to negotiate a final contract with the municipality)
- Proprietary Information
- Response Due Date
- Where To Submit Responses
- Attachments and Additional Information (this can be extensive: comp plans, master plan, site plans, renderings, etc. including anything available on the site) Often, this is posted on a municipal web site with a link rather than sending an overwhelming package as part of the RFQ/RFP

These concepts can be modified to meet individual requirements. However, the municipality should always balance its "need to know" with the requested municipal participation.

The Master Developer

As described in the developer typologies section, a master developer provides several advantages over traditional developers.

- Provides for a holistic, system-wide approach rather than ad-hoc approach that treats each station or development site in isolation. When developing multiple sites, the master developer can phase developments so that product types and price points don't compete with each other and saturate the market.
- Can accelerate and expand TOD efforts by partnering with a development firm that can undertake multiple projects concurrently, thereby increasing the size and capacity of the agency's joint development team.
- Increases the economies of scale by bundling several sites together to attract regional and national development firms with significant financial resources and experience with complex public/private projects.

However, there are a few potential challenges as well:

- The complexity and unfamiliarity of the master developer model will challenge joint development staff, contracting procedures, elected officials, and the public.
- There is potential for political backlash from local development firms if a large national or regional firm is selected as a master developer.
- The master developer could 'cherry pick' the most lucrative sites while transit stations in economically challenged neighborhoods are ignored.
- By selecting a development firm and not a specific project, it is difficult to know whether the final development program and design are the highest and best transit use for the site.

Case Studies of Master Developer Approach to TOD:

- Raleigh, NC
- Dallas, TX
- Portland, OR
- Portland I-205
- Miami, FL

Municipal Development Review Process

Not all TOD station area development is related to new development. In fact, tenanting of existing buildings and other marketing and improvement programs may be the primary TOD station area improvement initiatives in the near term.

However, once a municipality has developed a pragmatic understanding of its TOD station area development potential it will want to consider the following priorities when reacting to unsolicited developer requests or when initiating request for developer proposals. The following is a summary of a successful municipal development review process.

Special Project Requests and/or Financial Assistance

Municipalities are regularly requested to approve variances from individual property owners, business property owners and even not-for-profit property owners. Municipalities routinely handle these requests by examining the overall rational of the request; the degree of variance from existing code; the impact on surrounding property; the relationship to prior decisions which may be similar in nature; and, the overall impact on the viability of the municipality.

However, in some cases the overall magnitude of the requested changes requires much more information than might be required under the typical review process. This atypical review is often associated with a larger residential development project or a business development project (commercial or retail) which meets one or more of the following criteria:

- The project cannot be implemented within existing zoning (minimum requirement).
- The project requires some form of financial assistance from the municipality (minimum requirement).
- The size of the project is different than projects which have been built in the municipality.
- The project will have significant visibility and perhaps impact (not necessarily negative) on the surrounding properties.
- The project will create a use which may require greater community consensus than is normally required.
- The project may have significant financial impact on the municipality.
- The project may impact traffic patterns in a significant manner.
- The project may require an increase in municipal support services once built, which must be considered relative to the overall impact of the project.

Any time these development projects exceed "by right" approval (meaning within the existing zoning and no municipal financial assistance requested) they are eligible for a more detailed review by the municipality. Certainly, the request for financial assistance (tax rebate, TIF funds, local municipal funds for economic development, waiving of permit fees, etc.) triggers a more intensive review but, depending on the size of the request, a significant zoning variance could trigger a similar review.

The outline detailed in the following pages (155-156) summarizes the key elements of a maximum municipal review (usually where financial assistance is part of the request). As municipalities customize their review process to appropriately address the individual situation, they may choose to dilute the following requirements as "not required" for obvious reasons. However, when considering simplifying the requirements of developers, the key things to keep in mind relative to the overall developer requirements are the following:

- It is simply good business for the municipality to have maximum information about every aspect of the proposed development if the municipality is prepared to spend significant staff and elected official time on the review and if the development will have a measurable and long term impact on the municipality.
- Separate from good business, to the extent that the proposed project is visible and perhaps a deviation from municipal "business as usual" the public will clearly expect that a fairly rigorous review is in place in advance of approval (or rejection, for that matter).

Finally, there must exist an atmosphere of "reasonability" to the municipal requirements of the developer but once the municipality has determined "what is reasonable" the receipt of the required data should not be determined by "whether or not the developer wants to provide it." If significant zoning and/or financial assistance is being requested, a reasonable request should be honored by the developer (again, financial assistance will have the highest threshold of required information).

The following process is designed for the highest threshold of evaluation in a non-RFQ/RFP environment (i.e. the municipality did not seek out developers in a competitive process controlled by the RFQ/RFP guidelines).

When the municipality is proposed to be one of a development project's financial partners, its evaluation process must be similar to the project evaluations done by banks rather than the planning policy conformance and market analysis cities commonly do when examining unsubsidized housing and commercial development proposals. The process outlined below would apply objective evaluation criteria designed especially for municipal investment. This process is beyond the zoning and code conformance evaluation because a request for government financing is part of the development.

Stage One: Pre-proposal Meeting

Whenever a developer contacts the municipality with questions about a possible development project, the municipality should invite the developer to a pre-proposal meeting. This informal meeting with the leading staff member within the municipality is an opportunity to establish a relationship and share information on the politics of a project. This meeting is confidential and should not be discussed beyond the participants. The developer should be prepared to answer these questions at the meeting:

1. What is the experience of the team in developing similar projects?
2. Who are the team members? It is expected that the list would include:
   a. *Architect/Planner/Engineer*
   b. *Lawyer*
   c. *Partners*
3. What ownership rights does the team have?
4. What is the development concept?
5. Are there any unusual physical or access issues that the developer wants to discuss?
6. What level of tenant commitment does the project currently have?
7. What are the basic economics of the project (anticipated rents, special financing)? Are those assumptions economically feasible?
8. How much government assistance will be needed? (If no request is being made, the additional steps of this process may not be necessary)

At this pre-proposal meeting, the municipality should not give feedback on the content of the project but should provide any and all factual information necessary to complete an application. That information includes:

1. Maps and development documents that designate flood plain and zoning for the development site.
2. A list of both public and private contacts that can assist in the development. This list would include:
   a. *A primary staff contact who can provide planning documents*
   b. *Contacts at each utility*

3. Project application forms for all permits and planning processes.
4. A copy of the relevant zoning information that can be purchased for a reasonable fee.
5. Municipal design guidelines (if applicable).
6. A thorough explanation of the application process.

Following this meeting, it would be reasonable for the developer to take up to two months to put together the project application.

Stage Two: Application

Once the development is ready to formally seek approval, the developer should submit more precise and detailed information on the project. It is expected that the press and local interests would be notified of the general development proposal at this time, however all financing and tenant information would be kept confidential unless announced by the developer. The written submittal from the developer should include:

1. Details on the development team's experience with references, and resumes of all members.
2. A site plan that includes engineering, landscaping, and elevations.
3. Letters of intent from tenants for 70% of the space.
4. A pro-forma showing
   a. *anticipated rents/incomes*
   b. *capitalization rate for retail/commercial*
   c. *anticipated cash on cash return[1] primarily for residential equity projects*
   d. *the financing gap[2]*
5. A petition for the government funding to close the gap by increasing income (e.g. government rebate of property taxes) or decreasing project capital costs (e.g. government investment for infrastructure).
6. A financing proposal that shows financing sources for construction with contact information and lists all government participation necessary to build the project.
7. Project budget.
8. Project timelines.

[1] *Total Project Income/Total Project Cost*

[2] *Difference between commercially reasonable project return and pro-forma return*

Stage Three: Due Diligence

The municipal response to the application is a thorough analysis of the physical proposal and careful consideration of the request for financial support. As part of the process the municipality should consider a request that a specific traffic/parking study, a fiscal impact study and land use study be done by the municipality's regular consultants but paid for by the developer. While the developer is completing municipal requested studies, the staff should undertake due diligence. That process includes:

1. Checking credentials
   a. *References*
   b. *Banks*
   c. *Tenants*
   d. *Site visits*
2. Traffic/Infrastructure Studies (paid for by the developer)
   a. *Roadway capacity*
   b. *Access improvements required*
   c. *Water/sewer/utility*
   d. *Cost and who pays (fed, state, local developer)*
3. Land Use Impact (paid for by the developer)
   a. *Impact on adjacent properties*
   b. *Potential for spin off projects*
   c. *Potential impact on competing businesses (competition should not necessarily be viewed as a negative)*
4. Fiscal Impact Study (paid for by the developer)
   a. *Increased taxes from projects*
   b. *Positive and negative tax impact on surrounding area*
   c. *Costs associated with life safety increases*
   d. *Infrastructure cost beyond the project site*
   e. *Investment versus return for the municipality*
5. Community policy and goals impact
   a. *Fit with community standards*
   b. *Job creation possibilities*
   c. *Appearance enhancement*
   d. *Quality of life improvement*
6. Planning/Building/Engineering evaluation
   a. *Zoning conformance with established development regulations*
   b. *Compatibility with adopted comprehensive plan*
7. Legal structures necessary to execute an agreement for this project
   a. *Legality of the financial commitment*
   b. *Fit with balance of municipal process*
8. Municipal underwriting of financials and requested assistance
   a. *Financial and construction timeline*
   b. *Contingency plan for cost over runs*
   c. *Separate funds for operating the business (five years of financial projections)*
   d. *Market plan review*
   e. *Role of requested incentives in relation to the overall investment and developer profitability*

The result of the due diligence analysis is a staff recommendation of project conditions that must be met to commit municipal funding and a term sheet detailing who, what, when, and how.

Stage Four: Elected Official Review

Following approval on the term sheet, a public workshop presents the project for agreement in concept and authorization to proceed with the drafting of a redevelopment agreement. This workshop would be an opportunity for public comment on the project.

Stage Five: Documentation

Assuming the municipality authorizes the drafting of a development agreement; it is prepared and negotiated by the staff. The municipality then enacts legislation necessary to establish the public private partnership and sets the public funding commitment.

Stage Six: Closing

Prior to any funds being transferred to the developer, the municipality would examine the same proof of performance that bank investors require such as title survey, leases, insurance, development agreement, and construction contracts. Although funds are not transferred until the project is done, the municipality's commitment is part of the equity to be considered by other financing.

Public-Private Role in Development

Successful economic development when a municipality takes a leadership role, which is often required in more complex urban redevelopment scenarios, involves the municipality determining its potential role in attracting, stimulating and perhaps cooperating with the private sector in development. This role of government can include, but may not be limited to:

- Assistance in marketing and advertising initiatives to attract interest.
- Attendance at various industry based meetings to help build interest.
- Advice and counsel to property owners and potential developers and tenants.
- Infrastructure development and maintenance to improve the environment for the public sector.
- Ongoing enforcement of codes and regulations to maintain the proper environment for successful private sector commerce.
- Flexible zoning, density and height review and design guidelines to match development requirements with municipal vision.
- The establishment of an effective developer and tenant review process which renders decisions in a timely and effective manner.
- Potential partnering with the private sector through the use of the aforementioned tools plus other tools such as TIF, tax rebates, sponsorship of grant requests, Special Service Assessment Districts, Business Districts, and other tools as appropriate.

Economics of Development

In order for a development to be successful there must a balance between the municipal vision for the development site and a profitable development project for the developer. The developer's profitability is a function of land costs, construction costs, soft costs, and parking costs. Within reason, the construction costs, soft costs, and parking costs are relatively fixed. Accordingly, the cost (or value) of the land is the back end number that makes the analysis work. The developer is seeking a "capitalization rate" of return for longer term projects such as retail, office and rental residential and a "cash on cash" return for short term projects whereby the project is built and quickly sold such as equity residential. There is no "correct" number as there are variances dictated by the market and the requirements of the developer. A "capitalization rate" of 8% might be a common goal and a "cash on cash return" of 20% might be another goal.

These relationships between the value of the project once built and the costs of the project to build dictate the return (profit) to the developer. Accordingly, considering municipal development objectives, the cost of construction relates to municipal design requirements; the cost of parking construction relates to municipal parking requirements; and, the value of the land will relate directly to the height and density of the project which is an item that municipalities are usually concerned about. Finally, the higher the "sales price" (i.e. the higher the rents on retail, office or residential or the sales price of equity residential) the more flexibility the developer will have on the costs. Again, development is tenant driven. Developers must know that they have tenants (or buyers) before they are going to begin the economic analysis of a project let alone the construction of a project.

Included within the appendix of this plan is a spread sheet which summarizes these elements in a user-friendly manner. Developers and municipalities may enter different values to determine different results which must meet developer requirements and municipal vision for the development of the site. The appendix contains a condensed summary of the more complex sheets which illustrates the key economic relationships in project development.

It is important to note that these economics must be discussed cooperatively between developer and municipality. Accordingly, the economics of a project should be part of the data provided to the municipality during the application process. Municipal incentives can then be allocated based upon any "holes" in the economics which would preclude the developer moving forward because the risk is much greater than the potential return. To the extent that there is municipal support there must be some return to the municipality either through an objective analysis (i.e. increased tax revenue) or through a subjective analysis (i.e. perhaps this project "jump starts" a TOD station area redevelopment).

The Use of Municipal tools to Support Development

In certain situations municipal support may be needed to encourage or support development. This is particularly true in urban development where issues such as infrastructure, land costs, parking and environmental concerns may require support in order for development to occur. This support should not be viewed as a "giveaway" but a necessary step to fill an economic "hole" in the development plan. Municipal assistance should be based upon an adequate "return" to the municipality which can be objectively or subjectively evaluated. The following is a summary of these considerations.

Overview of Development Scenarios

There are multiple reasons that a developer may seek financial incentives (separate from zoning variations). These incentives could take the form of TIF funds, property tax rebates, municipal financed infrastructure improvements that would otherwise be paid for by the private sector, grants such as façade improvement, waiving of impact fees, liquor license fees, support for tax credit projects, or other waived local required costs. There are many reasons why a property owner (or a business tenant) seeks municipal funding support:

- The land values appropriate for the development are below what is being requested by the land owner.
- The tight financing market may not allow for the financing that is required (i.e. a 30-40% equity requirement for a loan may be too great a burden).
- The upfront costs to initiate development (which cannot be financed) are large enough to create a cash burden which may be overcome.
- For residential projects, the need to have indoor parking to allow sales while at price points which meet the market may or may not support the cost of parking and therefore may require a subsidy to move the project forward.
- There may be significant environmental costs associated with development/re-development.
- Costs associated with required historic development and/or green development cannot be absorbed in the basic business model.
- The operating plan based upon sales projections for the business (projections which drives all other items) may need a financing cushion until the business has become established.

Section V: Economics of Development provides standards whereby the municipality evaluates the potential of public-private partnership funds based upon an assessment of need and the ability of the project to return the investment to the municipality. At times, some of the return may be viewed as "soft" meaning the full return may not be apparent but a new business or project has the potential to significantly stimulate station area revitalization. This is a determination the municipality may or may not make.

TOD DEVELOPMENT GUIDELINES

The Chicago Southland Transit-Oriented Development Guidelines are intended to assist communities in directing improvement of existing and new station and station areas by creating prototypical examples of key planning principles upon which development decisions can be made.

Benefits of TOD Development Guidelines

Several stakeholder communities currently have or are in the process of creating design guidelines for their respective station areas. Additionally, the Green River Pattern Book describes and illustrates a wide range of sustainable and energy efficient guidelines for TOD development.

The TOD Development Guidelines outlined in this section are not intended to replicate or replace either of the above. On the contrary, they are meant to complement these existing documents and help individual communities, developers, and regional entities (SSMMA, Cook County, RTA) better understand the intent and process of development. The TOD Development Guidelines will, combined with the Green River Pattern Book Guidelines and individual Station Area Design Guidelines, provide a holistic approach for ensuring good quality development and redevelopment within the station areas.

Guidelines Overview

Typologies are assigned to station areas based on existing land use conditions as well as potential or planned land use(s). It is the 'growing up' of station areas into their potential or into another typology that these guidelines address. Ideally, a vision is established for each station area on which all development decisions are based. Each type of station area has a set of potential development strategies.

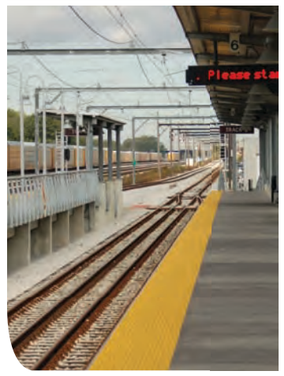
Station Area Development Prototypes: Regardless of the station area typology, there are a set of key development principles which should be incorporated to allow a station area to grow and develop with the end result in mind.

The design guidelines outlined in this section are not intended to override or contradict Metra's existing Station Design Guidelines. They are representative of the station area typologies described herein (1/2 mile around the station) and do not include the station building design itself.









Station Area Development Prototypes

These prototypical development concepts are based on the Station Area Typologies assigned to the character of existing and planned stations in the Southland. Regardless of the station area typology, however, there are a set of key development principles which should be incorporated to allow a station area to grow and develop with the end result in mind.

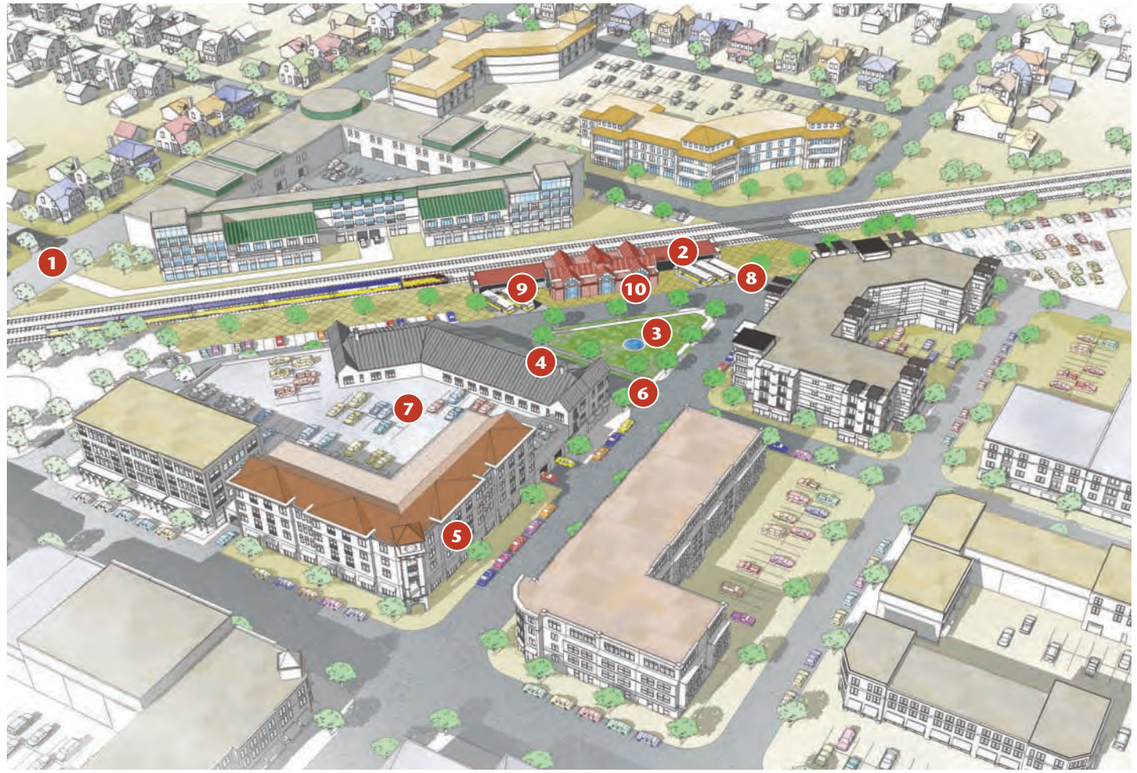
Multi-Use Transit Center

The multi-use transit station area is a center of transit activity and supports a diversity of economic and / or community activities with commuter rail, transit hub, local/regional bus and circulator interface; and moderate density, mix of residential, commercial, employment and civic/cultural uses.

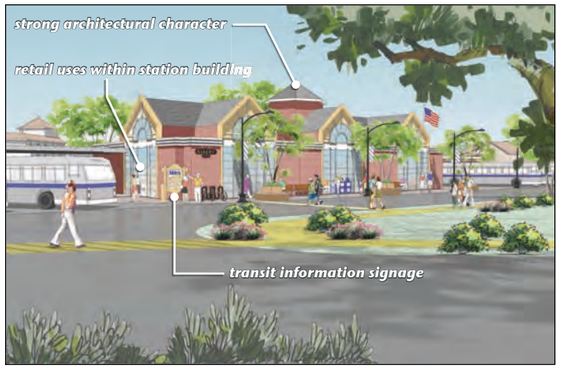
Examples within the Chicago Southland initiative area include: Harvey and Homewood on the Metra Electric line; Midlothian and Tinley Park on the Rock Island line; Worth and 143rd Street (Orland Park) on the SouthWest line; and South Holland (planned) on the new SouthEast line.

The following development principles represent the core characteristics for a multi-use transit center:

1. The station area is conceived as ½ mile radius to transit from adjacent areas with well-marked walking and biking routes.
2. Along with any other public buildings, the station is a prominent civic element with strong architectural character. Depending on the size and scale of the station building itself, in-station customer amenities may be provided.
3. A landscaped “town square” in front of the station provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.
4. Buildings will front onto the “town square” with active uses on the ground floors and windows facing the “town square.” Generally, building blocks of 120’ x 120’ are recommended to accommodate both retail and commercial space with parking bays and residential above.
5. The massing of buildings will be at a density of 3-6 stories with active uses and transparent storefronts on the ground floors. Mixed use buildings with retail/commercial on the first and second floors with residential above will be encouraged along with a mix of single use buildings (retail or commercial or residential). Buildings are designed to relate to each other in character. Residential entrances and ground floor residential/livework space may also be appropriate in the multi-use transit center typology.
6. The streetscape on the “town square” and main intersecting street will feature shade trees, planters, seating, pedestrian lighting, public artwork and bicycle racks to promote a walkable environment around the station.
7. Shared parking may be incorporated in or screened by buildings surrounding the open space. Short term parking and ADA-accessible parking should be located immediately adjacent to one or both sides of the station along the tracks.
8. Wherever possible, bus stops should be located immediately next to the station building with weather-protected waiting areas and seating. In all other cases, bus pull-outs and stops should be provided along the bus route in close proximity to the station with good pedestrian access.
9. Staging areas for idling coach and van transfer connections should preferably be visible from the station main entrance but not located around the “town square.”
10. Bicycle parking may be provided at all stations and commuter parking preferably in close proximity of the station building. Refer to Metra’s Parking Manual for detailed design of parking, including the landscaping guidelines for commuter lots.

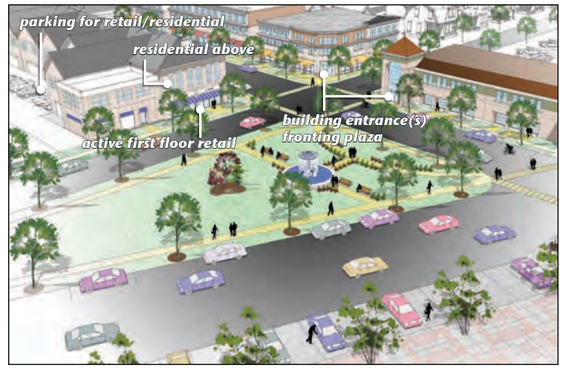


1 *Station area is conceived as ½ mile radius to transit from adjacent areas with well-marked walking and biking routes.*



2 *The station is a prominent civic element in the area with potential for customer amenities and conveniences.*

3 *Landscaped "town square" provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.*



4 *Buildings will front onto the "town square" with active uses on the ground floors and windows facing the "town square."*

5 *Mixed-use buildings at 3-6 stories with transparent strorefronts on ground floors with commercial/retail and/or residential above.*

6 *Streetscape to promote a pedestrian-friendly and walkable environment at and around the station.*

7 *Shared parking may be incorporated in or screened by buildings surrounding the open space.*

8 *Wherever possible, bus stops should be located adjacent to the station with weather-protected waiting areas and seating.*

9 *Staging areas may be visible from the station main entrance but should not located around the "town square."*

10 *Bicycle parking may be provided near the station building. Sheltered parking is encouraged.*

* *The station building illustrations provided above are purely representative in character and do not prescribe/recommend/favor any architectural style, scale, elements, materials, and/or streetscape.*

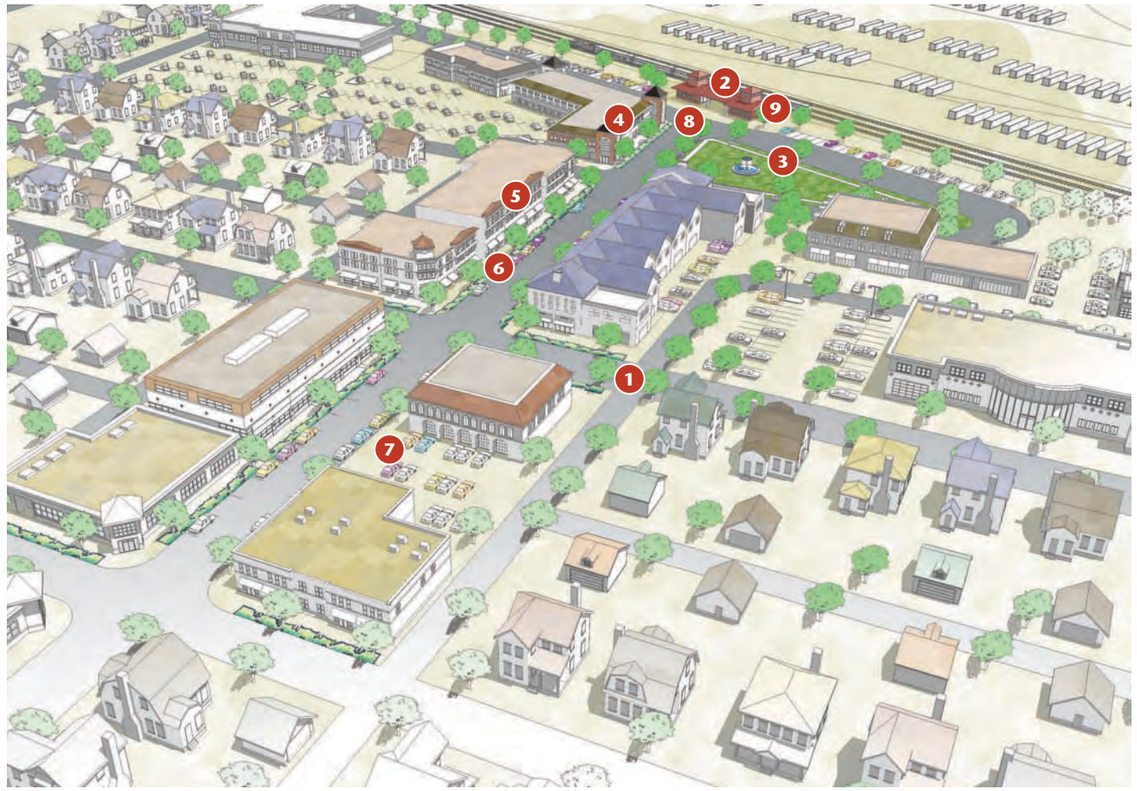
Community Transit Center

The Community Transit Center is part of a walkable neighborhood with moderate density/mixed income housing and locally-oriented commercial uses with commuter rail, local bus and circulator interface; and a variety of residential, commercial and civic uses.

Examples within the Chicago Southland initiative area include: Flossmoor and Matteson on the Metra Electric line; Mokena and New Lenox on the Rock Island line: Manhattan on the SouthWest Line; most stations on the planned SouthEast line; and Hegewisch on the South Shore line.

The following development principles represent the core characteristics for a community transit center:

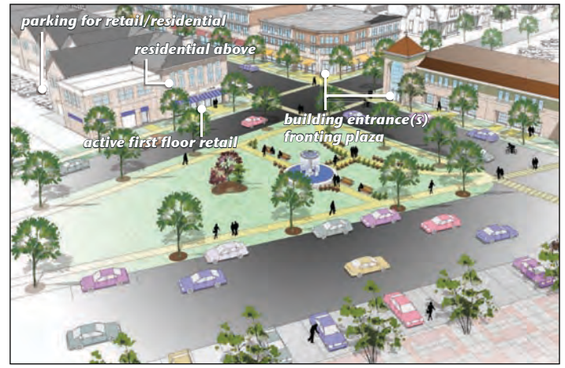
1. The station area conceived as ½ mile radius to transit from adjacent areas with well-marked walking and biking routes.
2. Along with any other public buildings, the station is a prominent civic element with strong architectural character. Depending on the size and scale of the station building itself, in-station customer amenities may be provided.
3. A landscaped plaza in front of the station provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.
4. Buildings and building entrances will front onto the plaza with active uses on the ground floors and windows facing the street. Generally, building blocks of 120’ x 120’ are recommended to accommodate both retail and commercial space with parking bays and residential above.
5. The massing of buildings will be at a density of 2-4 stories with well-defined building entrances on the ground floors. Mixed-use buildings with retail/commercial on the first and second floors with residential above will be encouraged along with a mix of single use buildings (retail or commercial or residential) which are designed to relate to each other in character. Residential entrances and ground floor residential/livework space may also be appropriate in the community transit center typology.
6. The streetscape on the plaza and main intersecting street will feature shade trees, planters, seating, pedestrian lighting, public artwork and bicycle racks to promote a walkable environment around the station.
7. Shared parking may be incorporated in or screened by buildings surrounding the open space. Short term parking and ADA-accessible parking should be located immediately adjacent to one or both sides of the station along the tracks.
8. Wherever possible, bus stops should be located immediately next to the station building with weather-protected waiting areas and seating. In all other cases, bus pull-outs and stops should be provided along the bus route in close proximity to the station with good pedestrian access.
9. Bicycle parking may be provided at all stations and commuter parking preferably in close proximity of the station building. Refer to Metra’s Parking Manual for detailed design of parking, including the landscaping guidelines for commuter lots.



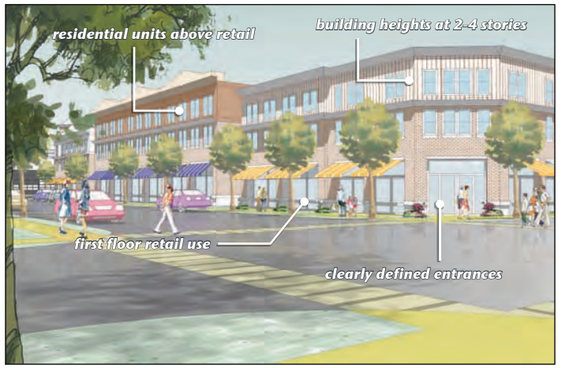
1 *Station area is conceived as ½ mile radius to transit from adjacent areas with well-marked walking and biking routes.*

2 *The station is a prominent civic element in the area with potential for customer amenities and conveniences.*

3 *Landscaped "town square" provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.*



4 *Buildings will front onto the "town square" with active uses on the ground floors and windows facing the "town square."*

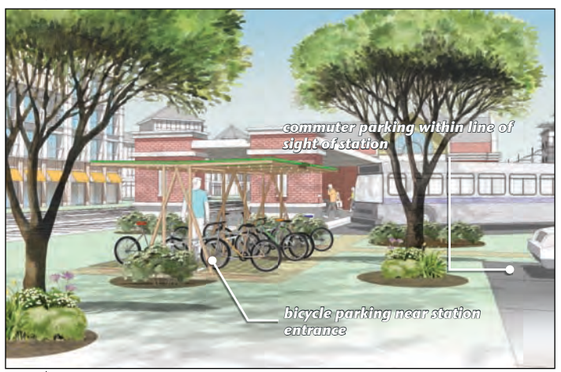


5 *Buildings at 2-4 stories with well-defined building entrances which are designed to relate to each other in character.*

6 *Streetscape to promote a pedestrian-friendly and walkable environment at and around the station.*

7 *Shared parking to be incorporated in or screened by buildings with short-term and ADA parking located along the tracks.*

8 *Wherever possible, bus stops should be located adjacent to the station with weather-protected waiting areas and seating.*



9 *Bicycle parking may be provided near the station building. Sheltered parking is encouraged.*

* *The station building illustrations provided above are purely representative in character and do not prescribe/recommend/favor any architectural style, scale, elements, materials, and/or streetscape.*

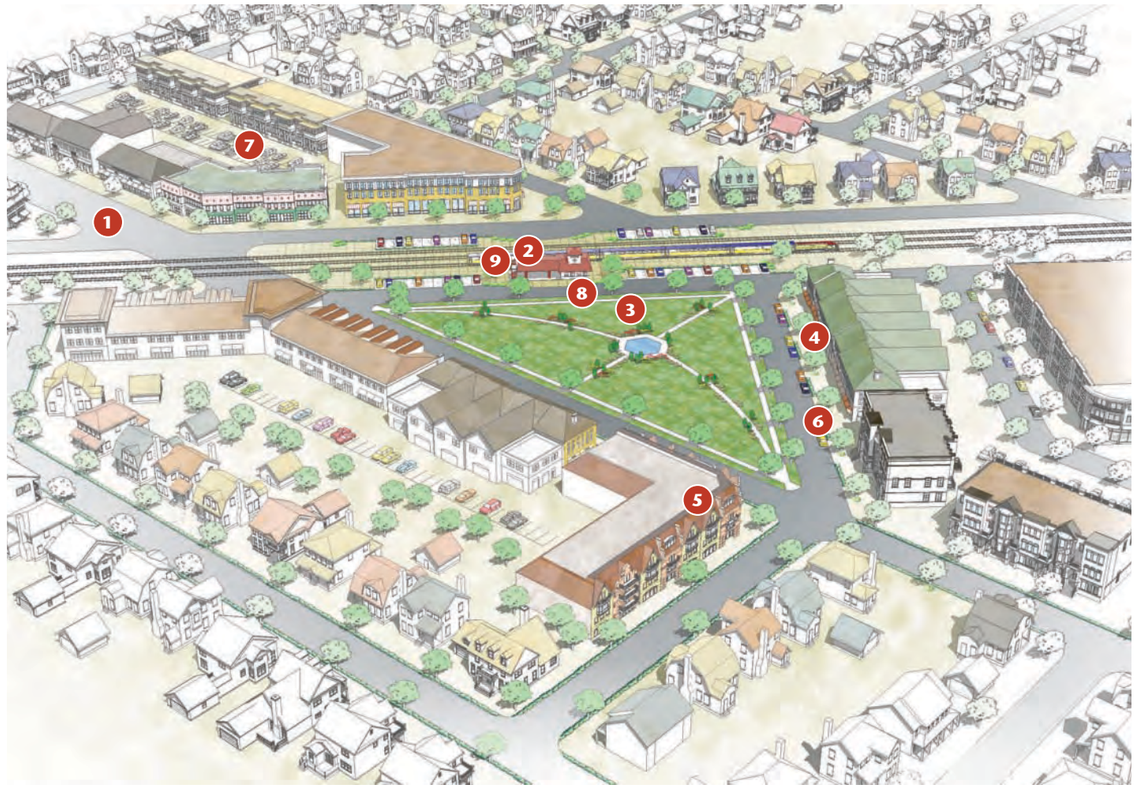
Neighborhood Transit Center

The neighborhood transit center focuses on connecting a variety of adjacent residential densities with commuter rail, local bus and potentially a circulator interface. This type of transit center might also have ancillary retail or significant adjacent open space.

Examples within the Chicago Southland initiative area include: Riverdale and Burr Oak on the Metra Electric line; 123rd and 80th Avenue on the Rock Island line; Palos Heights and 179th Street on the SouthWest line.

The following development principles represent the core characteristics for a neighborhood transit center:

1. The station area is conceived as approximately 1/2 mile radius to transit from adjacent residential areas with well-marked walking and biking routes.
2. Along with any other public buildings, the station is a prominent civic element with strong architectural character. Depending on the size and scale of the station building itself, in-station customer amenities may be provided.
3. A landscaped park in front of the station provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.
4. Buildings and building entrances will front onto the park. Generally, building blocks of 120’ x 120’ are recommended to accommodate residential buildings with surface parking and any ancillary retail and commercial space with parking bays.
5. The massing of buildings will be at a density of 1-3 stories with well-defined building entrances on the ground floors. A mix of single use buildings (residential, retail or commercial) will be encouraged and should relate to each other in character.
6. The streetscape on the park and main intersecting street will feature shade trees and pedestrian lighting to promote a walkable environment around the station.
7. Shared parking may be incorporated in or screened by buildings surrounding the open space. Short term parking and ADA-accessible parking should be located immediately adjacent to one or both sides of the station along the tracks.
8. Wherever possible, bus stops may be located adjacent to the station building with weather-protected waiting areas and seating. In all other cases, bus pull-outs and stops should be provided along the bus route in close proximity to the station with good pedestrian access.
9. Bicycle parking may be provided at all stations and commuter parking preferably in close proximity of the station building. Refer to Metra’s Parking Manual for detailed design of parking, including the landscaping guidelines for commuter lots.



1 *The station area is conceived as 1/2 to 3/4 mile radius to transit from adjacent areas with well-marked walking and biking routes.*

2 *The station is a prominent civic element in the area with potential for customer amenities and conveniences.*

3 *Landscaped "town square" provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.*

4 *Buildings/entrances fronting parks with blocks designed to accommodate residential buildings with surface parking.*

5 *Buildings at 1-3 stories with well-defined building entrances on the ground floors with a mix of single use buildings encouraged.*

6 *Streetscape on the park and main intersecting street will promote a walkable environment with shade trees and pedestrian lighting.*

7 *Shared parking to be incorporated in or screened by buildings with short-term and ADA parking located along the tracks.*

8 *Wherever possible, bus stops should be located adjacent to the station with weather-protected waiting areas and seating.*

9 *Staging areas may be visible from the station main entrance but should not located around the "town square."*

10 *Bicycle parking may be provided near the station building. Sheltered parking is encouraged.*

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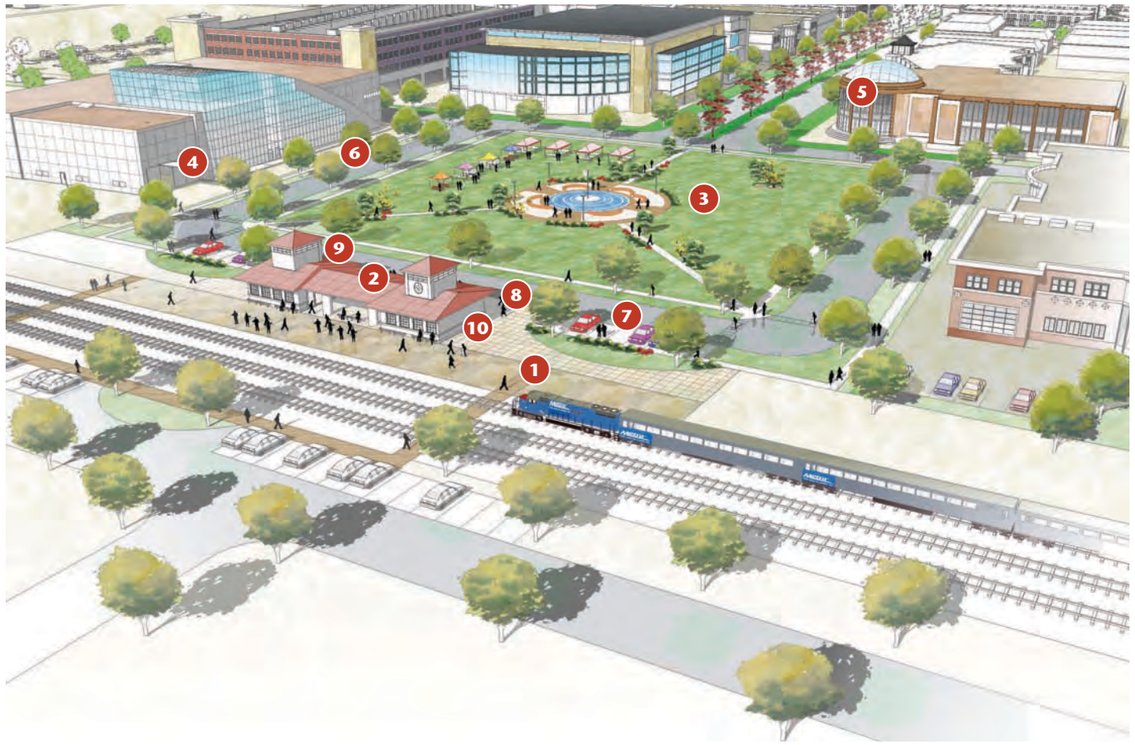
Special Use/Employment District

The special use/employment station area is focused on activity around the station which can be commercial, education, culture and / or employment with commuter rail, transit hub local bus and potential BRT and circulator interface. Ancillary residential and/or recreational uses may be located close to the district but are not the primary drivers/contributors to the transit nature of the area.

Examples within the Chicago Southland initiative area include: Calumet and University Park on the Metra Electric line; Hickory Creek on the Rock Island line; Laraway Road on the SouthWest line; and Balmoral Park on the planned SouthEast line.

The following development principles represent the core characteristics for a special use/employment district:

1. The station area is conceived as 1/2 mile radius to transit from adjacent areas with well-marked walking and biking routes.
2. Along with any other public buildings, the station is a prominent civic element with strong architectural character. Depending on the size and scale of the station building itself, in-station customer amenities may be provided.
3. A landscaped open space in front of the station provides a public gathering place, a turn-around for pickup and drop-off, and visibility for the station.
4. Buildings may front onto the open space with main entrances, active uses on the ground floors and windows facing the open space. Generally, building blocks of 120’ x 120’ and 240’x240’ are recommended to accommodate commercial, education, culture and employment uses.
5. The massing of buildings will have a larger footprint and a density of tall 1-3 stories. A mix of single use buildings (retail or commercial) should be designed to relate to each other in character. Service areas and loading docks should be screened and not visible from the open space.
6. The streetscape on the open space and main intersecting streets may feature sidewalks, shade trees, seating, pedestrian lighting, public artwork and bicycle racks to promote a walkable environment around the station.
7. Shared parking may be incorporated in or screened by buildings surrounding the open space. Short term parking and ADA-accessible parking should be located immediately adjacent to one or both sides of the station along the tracks.
8. Wherever possible, bus stops may be located adjacent to the station building with weather-protected waiting areas and seating. In all other cases, bus pull-outs and stops should be provided along the bus route in close proximity to the station with good pedestrian access.
9. Staging areas for idling coach and van transfer connections should preferably be visible from the station main entrance but not located around the “town square.”
10. Bicycle parking may be provided at all stations and commuter parking preferably in close proximity of the station building. Refer to Metra’s Parking Manual for detailed design of parking, including the landscaping guidelines for commuter lots.



1 *The station area is conceived as 1/2 to 3/4 mile radius to transit from adjacent areas with well-marked walking and biking routes.*

2 *The station is a prominent civic element in the area with potential for customer amenities and conveniences.*

3 *A landscaped open space in front of the station provides a public gathering place and turn-around for pickup and drop-off.*

4 *Buildings to front the open space with main entrances, active uses on ground floor, and windows facing the open space.*

5 *Buildings to have larger footprints with heights at 1-3 stories. A mix of single use buildings should be designed to relate to each other.*

6 *Streetscape to promote a pedestrian-friendly and walkable environment at and around the station.*

7 *Shared parking to be incorporated in or screened by buildings with short-term and ADA parking located along the tracks.*

8 *Wherever possible, bus stops should be located adjacent to the station with weather-protected waiting areas and seating.*

9 *Staging areas may be visible from the station main entrance but should not located around the "town square."*

10 *Bicycle parking may be provided near the station building. Sheltered parking is encouraged.*

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