

**City of Des Plaines  
Cumberland Station Area TOD Plan**

**Volume 3:**

**Existing Conditions, Opportunities and Constraints Analyses,  
Walking Tour Summary,  
Public Presentations and Feedback**

**January 17, 2011**



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January 17, 2011

Mr. Michael Bartholomew  
Director of Community and Economic Development  
City of Des Plaines  
1420 Miner Street  
Des Plaines, IL 60016

Dear Mr. Bartholomew:

This volume is a compilation of the public process and analytical work that was conducted in the course of developing:

- 1) Cumberland Station Area TOD Plan Volume 1 of 3: Station Area Plan and Implementation Strategy
- 2) Cumberland Station Area TOD Plan Volume 2 of 3: Design Guidelines

It should be used as a companion, reference document to Volumes 1 and 2 which make up the final conclusions and recommendations of the planning process.

Sincerely,



Stephen B. Friedman, AICP, CRE  
President

**City of Des Plaines  
Cumberland Station Area TOD Plan**

**Volume 3: Existing Conditions, Opportunities and Constraints Analyses,  
Walking Tour Summary, Public Presentations and Feedback**

**TABLE OF CONTENTS**

1. Existing Conditions Analyses.....

- Market Feasibility
- Transportation and Traffic
- Land Use
- Station Area
- Flooding

2. Walking Tour Notes .....

3. March 2010 Presentation with Feedback Notes .....

4. May 2010 Presentation with Feedback Notes.....

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**Date:** December 9, 2009

**To:** City of Des Plaines

**From:** *S. B. Friedman & Company*

**Subject:** Cumberland Station Area Review of Existing Conditions and Proposed Next Steps

### ***Introduction***

*S. B. Friedman & Company* was engaged by the City of Des Plaines to develop a transit-oriented development (TOD) plan for the Cumberland Metra Station area. For this plan, *S. B. Friedman & Company* (*SBFCo*) assembled a larger team including The Lakota Group, Regina Webster & Associates (RWA), and DLK Civic Design. The team has completed a walk-through with City staff and a Community Walking Tour of the station area to solicit public input. Following up on these tours, *SBFCo* completed an inventory of existing commercial market conditions within the station area as well as an analysis of commercial areas at comparable stations.

For the purpose of evaluating existing market conditions at the Cumberland Metra Station, *SBFCo* defined the overall study area as being within a half mile of the station. Major uses were reviewed and recorded for this portion of the study area. Further, *SBFCo* defined a core study area (“the Study Area”) to include the commercial land uses within a quarter mile of the station. This distance was chosen because it is the distance that most pedestrians are willing to walk to transit according to conventional TOD thinking and analyses. This radius also contains or touches the majority of the commercial and institutional users within the half-mile area. This focused Study Area is depicted in **Figure 1** on the following page. The commercial properties within the quarter-mile radius were divided into three sections:

**State Street Triangle:** This area is bordered by State Street, Golf Road, and Northwest Highway, plus the office building on the northern corner of the State/Northwest Highway intersection. The Golf/Wolf Road underpass separates this area from the Broadway Commercial Area. Businesses along Northwest Highway sit directly across from the Cumberland Station and have the strongest potential for serving commuters.

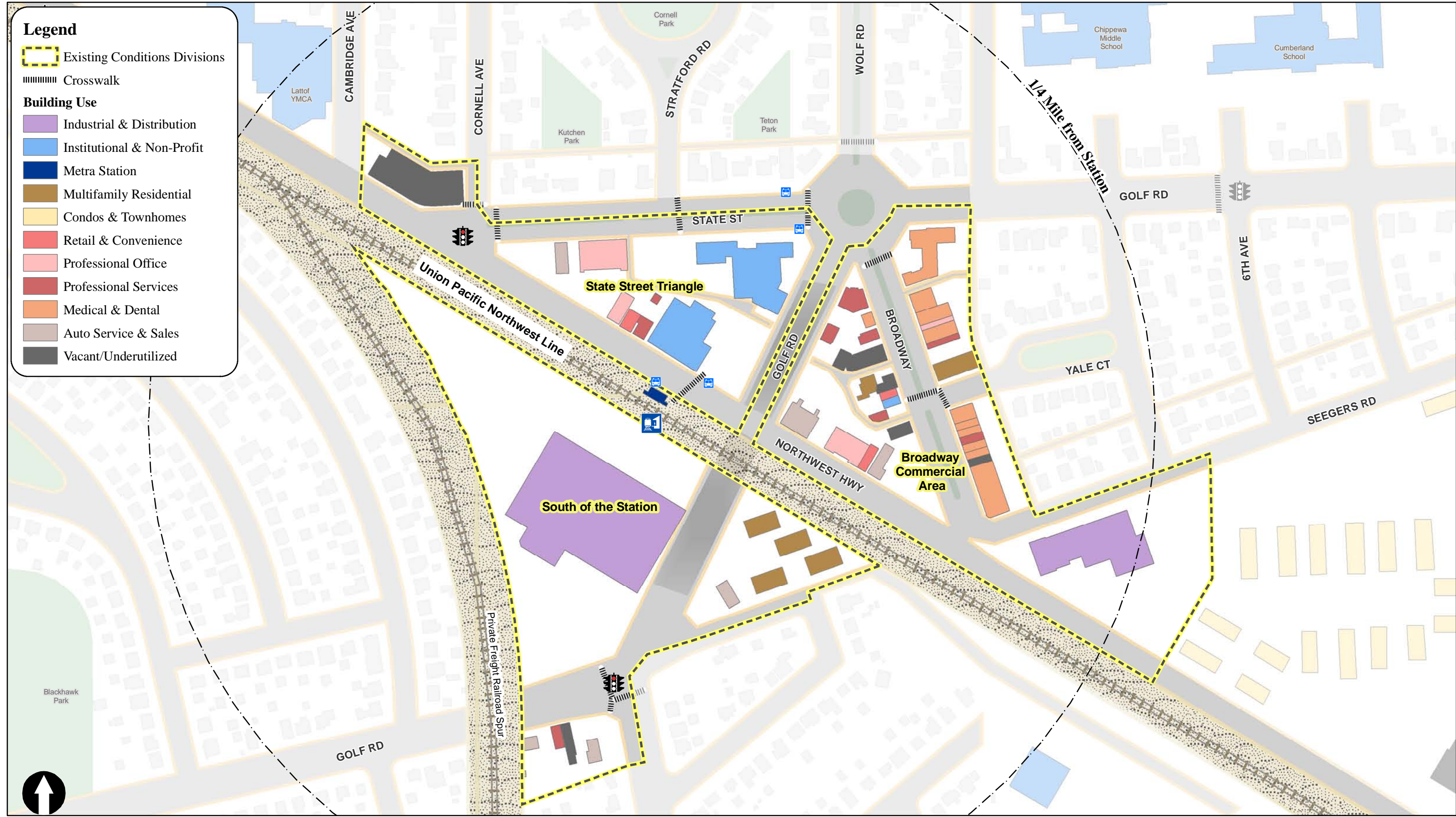
**Broadway Commercial Area:** This area is roughly bounded by Golf Road, the alley on the northeast side of Broadway Street, and Northwest Highway. Although the Broadway Commercial Area is adjacent to the State Street Triangle, the Golf/Wolf underpass of the Union Pacific Northwest Line creates a strong physical barrier between these two sections. This area contains a concentration of medical offices and clinics, professional offices, services, and both a motorcycle dealer and a used automobile dealer.

# Figure 1: Cumberland Station Area Map

Draft

Existing Market Conditions

December 2009

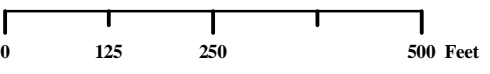


**Legend**

- Existing Conditions Divisions
- Crosswalk

**Building Use**

- Industrial & Distribution
- Institutional & Non-Profit
- Metra Station
- Multifamily Residential
- Condos & Townhomes
- Retail & Convenience
- Professional Office
- Professional Services
- Medical & Dental
- Auto Service & Sales
- Vacant/Underutilized



**South of the Station:** This area contains the United Feather & Down Factory (the “Factory”) and the commercial businesses surrounding the intersection of Golf and Wolf Roads. It is primarily auto-oriented, and a Metra parking offering the majority of the parking available at the station is situated between the Factory and the Cumberland Metra Station.

The majority of the area adjacent to the Study Area is medium-density residential neighborhoods. However, Northwest Highway does link the Study Area to industrial land uses to the southeast and some commercial land uses to the northwest. These linkages are discussed in further detail in the Current Conditions section of this memo.

### *Study Area Characteristics*

#### **STUDY AREA HISTORY AND GENERAL CONDITIONS**

The Study Area includes the TOD core of the Cumberland Station area. Overall, the Study Area is roughly bounded by State Street on the north, Broadway Street to the east, Golf/Wolf Road to the south, and the private railroad spur on the west. The Union Pacific Northwest rail line bisects the Study Area diagonally from the southeast corner to the northwest corner; Northwest Highway parallels the rail line at grade and is the main connector through the Study Area. The Study Area contains a mix of commercial and industrial uses, with some multi-family structures as well.

Golf Road runs through the Study Area from the southwest corner to the northeast corner, but does not interface directly with the central portions of the Study Area. Rather, Golf Road merges with Wolf Road on the southwest, passes under the railroad tracks and Northwest Highway via a grade separated crossing, and diverges from Wolf Road at the circle intersection of Golf Road, Wolf Road, State Street, and Broadway Street at the northeast corner of the Study Area. This configuration means that, while Golf Road passes through the Study Area, it actually has little connection to the Study Area.

Golf Road also serves as a major dividing feature of the northern portion of the Study Area. The grade-separated crossing makes travel between the State Street Triangle and Broadway Commercial Areas difficult, no matter the mode of transportation. This grade separation has been a feature of the station area for some time. Research of historic aerials indicates that the grade-separated intersection existed at least as early as 1938, while significant commercial construction did not occur until the mid-to-late 1950’s. Similarly, the circle intersection at the northeast corner of the Study Area has been present since at least 1938, with various modifications completed over time to improve traffic flow.

Review of historic aerials indicates that the Study Area has maintained a moderate density of commercial uses with a primary orientation of businesses along Northwest Highway and Broadway Street. Most of the buildings were constructed in the 1950s and 1960s. Businesses along Broadway have maintained a pedestrian orientation, supported by orientation of buildings toward the street, placement of parking in the rear, and maintenance of wide sidewalks and a



central, grassy median. Uses on Northwest Highway are more auto-oriented and include a significant amount of parking on street frontage.

Several major new uses have been added within or adjacent to the Study Area in the past five years. In 2005 and 2006, Lennar constructed the Concord Commons development, a neighborhood of 68 townhomes between Seeger Road and Northwest Highway. The homes were marketed based on their adjacency to downtown Des Plaines and walkable access to the Cumberland Metra station. In contrast, two auto-oriented uses also arrived in the Study Area:

- 1) The Romanian Baptist Church purchased a former professional office building and completed an expansion and reconfiguration of the building in May of 2006. This facility sits directly across from the Cumberland Metra Station and the parking associated with it creates a large amount of minimally-used, paved open space.
- 2) In 2004, RG Smith Equipment Company relocated to the northeast corner of the Broadway Street/Seeger Road/Northwest Highway intersection. This business provides large truck, lift, dumpster, and trailer rental and repair services.

These uses involve significant amounts of parking or storage, and the church is fully utilized only one day a week. These factors are problematic for a TOD area, and future planning should include efforts to share parking and discourage additional industrial users, particularly in the area directly across from the station.

## **ADJACENT USES**

The Study Area is largely surrounded by medium-density residential development, with commercial and industrial uses continuing in both directions along Northwest Highway. The homes surrounding the Study Area, particularly those near Cornell Park, are valued in the community for the mix of Tudor, Craftsman, and Kit homes from the 1930s and 1940s. As described above, a new townhome development was constructed just south of the Study Area on Northwest Highway in 2005 and 2006. The Study Area also contains several small apartment buildings.

Several commercial and institutional anchors adjacent to the Study Area have the potential to impact retail and commercial businesses within the Study Area. Major anchors include:

- Lattof YMCA
- Chippewa Middle School and Cumberland Elementary School
- Frisbie Senior Center
- Littelfuse Site (vacant)
- Romanian Baptist Church

While none of these uses are considered major drivers of retail demand, they do generate patrons that help support the current tenant mix and should be considered when programming a potential neighborhood-serving node of retail, restaurant, and service uses within the station area.

## ACCESS AND VISIBILITY

Cumberland Station is located on Northwest Highway and near the intersection of Golf and Wolf Roads, making it highly accessible to vehicular traffic. The Golf/Wolf circle intersection is on the northern edge of the Study Area. Local business owners and other users report that many drivers are confused by the circle. A number of improvements have been implemented in recent years to try to improve traffic flow and safety. As noted above, Golf and Wolf Roads flow through the Study Area and vehicles must divert onto Broadway or State Streets to reach Northwest Highway. The station is also accessible via the access road for the United Feather & Down Factory south of the Golf/Wolf underpass of the railroad tracks and Northwest Highway.

The station is also served by Pace Bus routes 208 (Golf Road) and 221 (Wolf Road), plus a nearby stop for route 234 (Wheeling-Des Plaines), providing connections to the remainder of Des Plaines, Mount Prospect, and Wheeling. Route 208 is designated as an Arterial Rapid Transit Corridor within Pace's Strategic Plan. Arterial Rapid Transit routes will operate on major arterials, mostly in mixed traffic, employing queue jump lanes and TSP to increase travel speed. The routes will also operate using a special fleet of low floor buses and the associated stations will offer improved passenger amenities such as real time bus arrival information.

Pedestrian access in the Study Area can be difficult. While there is an underpass from the north side of Northwest Highway to the station, area residents report rarely using it due to concerns about lighting, snow removal, and personal safety. Instead, pedestrians appear to cross Northwest Highway at grade. Stakeholders have also indicated the need for better pedestrian accommodation at lights and crosswalks.

## VEHICULAR TRAFFIC

The Study Area is oriented towards Northwest Highway between its intersections with Broadway and State Streets, with a second commercial area on Broadway between Northwest Highway and the circle intersection. A stoplight exists at the intersection of State Street and Northwest Highway, and plans are in place for the addition of a stoplight at the intersection of Broadway Street and Northwest Highway. Both State and Broadway Streets feed into the circle intersection with Golf and Wolf Roads. This intersection caps the northeastern edge of the Study Area. As the traffic counts in **Figure 2** on the following page indicate, Golf and Wolf Roads carry a significant portion of the traffic through the Study Area.

**Figure 2: Study Area Traffic Counts**

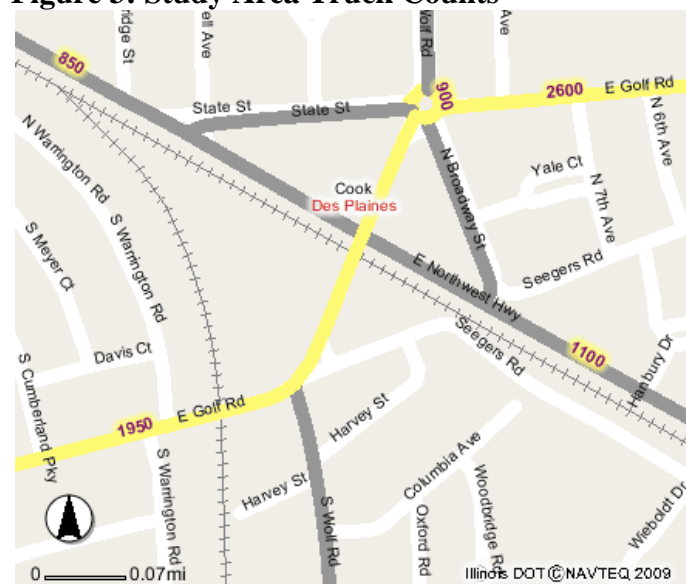


Source: Illinois Department of Transportation

According to the Illinois Department of Transportation (IDOT), Northwest Highway carries approximately 18,100 vehicles per day, Golf Road carries approximately 28,800 vehicles per day, and Wolf Road carries approximately 21,100 vehicles per day on the north side of the tracks.

Due to adjacent industrial uses, the Study Area also sees a significant amount of truck traffic, further complicating the problematic Golf/Wolf circle intersection. **Figure 3** below illustrates the truck routes and counts.

**Figure 3: Study Area Truck Counts**



Source: Illinois Department of Transportation

Golf and Wolf Roads also merge at the southern end of the Study Area, creating a difficult to navigate intersection with Seegers Road. Additionally, the access to the Metra parking lot behind the United Feather & Down Factory does not have a traffic signal, making a left turn onto Golf/Wolf Road difficult. This intersection is also adjacent to an at-grade railroad intersection. RWA observations during peak traffic times have indicated that this intersection experiences significant traffic backups that can extend to the circle intersection at the north end of the Study Area. For further discussion of vehicular circulation, see **Appendix 2**, the RWA report on existing transportation conditions.

## **PEDESTRIAN CIRCULATION**

Area residents have indicated that many of them do walk to the Cumberland Station. However, the lack of direct walking routes to the station for pedestrians has led to atypical walking routes through and around the Study Area. **Figure 4** on the following page describes the atypical walking routes that area residents indicate they take to the station. This routing information was obtained during the Community Walking Tour on October 3, 2009. One of the key findings from this tour was that pedestrians take varied routes to the station and many of those routes are poorly lighted, marked, and otherwise made unattractive to walkers.

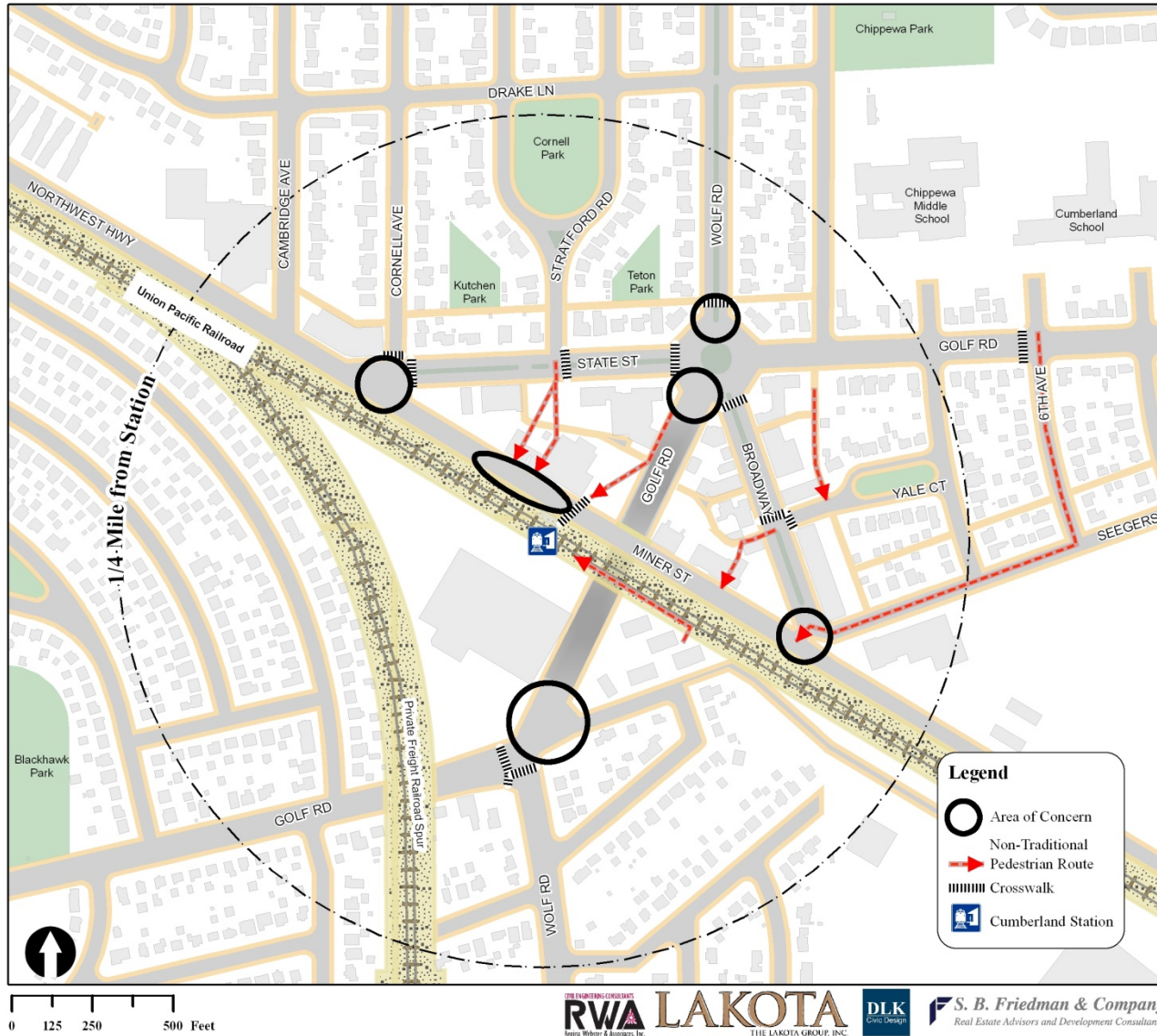
Observations by RWA indicate that the Northwest Highway crosswalk at the Metra Station is relatively ineffective for pedestrians and motorists, and that the pedestrian underpass is also minimally used. Further pedestrian improvements at Broadway and State, as well as upgrading of the Northwest Highway crosswalk and pedestrian signage, are necessary to improve pedestrian access to the station. Rerouting pedestrians onto more typical, streamlined paths will be critical for the planning of future retail and commercial nodes within the Study Area. For a further discussion of pedestrian networks, see **Appendix 2**, the RWA report on existing transportation conditions.

**Figure 4: Walking Tour Input**

Non-Traditional Pedestrian Routes to Metra Station

Draft

November 2009



## **METRA RIDERSHIP AND CONNECTIONS**

Total ridership at the Cumberland Station has been decreasing over time, similar to the trend for stations on this portion of the UP Northwest (UP-NW) Line in general (including Des Plaines and Mount Prospect Stations). Ridership of the UP-NW Line had been in a decline between 1993 and 2005, but has been rising recently. In contrast, the ridership of the Metra System overall has been increasing since 1983 at an average rate of 2% per year.

Metra data indicates that currently the majority of riders currently drive to the station. Specifically:

- 22% Walk
- 2% Bike
- 60% Drive Alone
- 2% Drive a Carpool
- 2% Ride in a Carpool
- 12% are Dropped Off
- 1% Ride a Bus

According to the most recent Metra weekday ridership count, from November of 2006, 393 passengers boarded and 424 passengers exited trains at Cumberland Station.

Improving pedestrian access as well as amenities near the station may improve overall utilization of the station as well as increase the percentage of pedestrians. The station does have access to three Pace bus routes: routes 208 (Golf Road) and 221 (Wolf Road) stop at the station, route 234 (Wheeling-Des Plaines), stops on State near the station. Further information on Metra ridership and Pace connections at the station is available in **Appendix 2**, the RWA report on existing transportation conditions.

## **STATION CONDITION AND PLANNED IMPROVEMENTS**

The station currently sits near the south end of the platform on the inbound side of the tracks. The stop has a short platform – accommodating only six cars rather than a full, eight-car train. The station offers shelter but is not staffed, and no shelters or benches are present on the outbound side of the tracks. The station has two parking lots, one on Northwest Highway and one adjacent to the tracks and behind the United Feather & Down Factory. There are approximately 266 total parking spaces between the two lots. Field observations and community input have indicated a number of potential areas for improvement, including: additional shelter and sitting spaces, improvement of overall station amenities, and reconfiguration of access patterns (pedestrian, bicycle, handicapped, bus, and vehicular).

Metra is currently planning for improvements at Cumberland Station and funding has been committed from Metra's share of the State of Illinois transit bond program. However, if it is not possible to fund the project using proceeds from this program, the project would remain part of Metra's application to the federal New Starts program for funding of a series of improvements along the Union Pacific-Northwest Line. One component of the Cumberland Station

improvement project is expansion of the platform to accommodate eight cars. This expansion also offers an opportunity to improve pedestrian linkages between the platform and the State Street/Northwest Highway intersection.

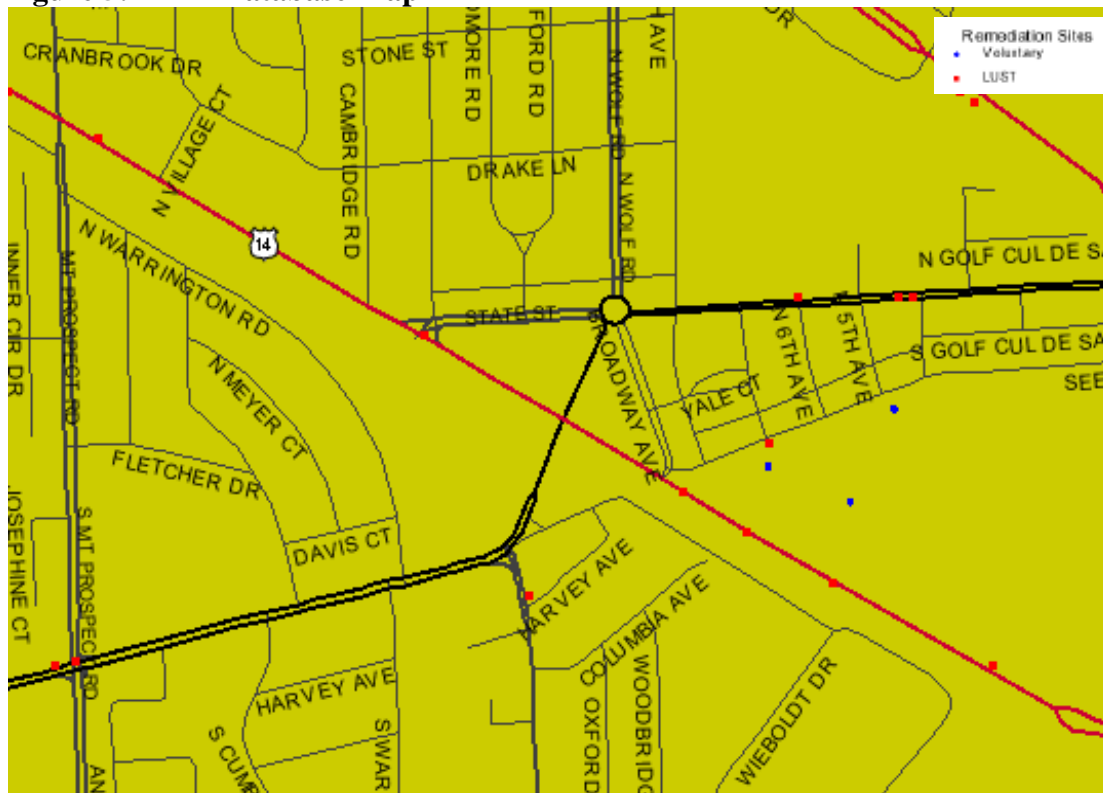
For further information on existing station conditions and areas for improvement, see **Appendix 4**, the DLK memo on existing station conditions. For additional information about access to and within the station, see **Appendix 2**, the RWA report on existing transportation conditions.

## PRELIMINARY ENVIRONMENTAL SCAN

The consultant team does not include an engineering firm with environmental expertise. However, *S. B. Friedman & Company* reviewed the Illinois Environmental Protection Agency (IEPA) online mapping database to gain a preliminary understanding of potential areas of environmental concern in the Study Area.

As in many redevelopment areas, the IEPA mapping database indicates that there may be areas of environmental concern within the study area. **Figure 5** below highlights several areas that have been inventoried by IEPA. The database does not indicate current conditions of these areas. As such, when development plans come forward in the future appropriate care and consideration should be given to environmental issues. Phase 1 and additional studies as required should be conducted early in the development planning process to help understand and manage potential environmental issues.

**Figure 5: IEPA Database Map**



Source: Illinois Environmental Protection Agency

## PRELIMINARY FLOODING SCAN

The consultant team does not include an engineering firm with flooding/stormwater expertise. However, given the recurring issues related to flooding in Des Plaines, we felt a preliminary scan of available data would be prudent. *S. B. Friedman & Company* reviewed Flood Insurance Rate Maps (FIRMs) for the Study Area and discussed the maps with City engineering staff. FEMA maps are developed and maintained by the Federal Emergency Management Agency (FEMA). Based on this preliminary scan, it does not appear that there are significant flooding issues within the core one quarter mile radius of the station. However, properties south and west of the United Feather & Down facility appear to have greater flooding risk than those in the rest of the core area.

When new development projects come forward, close attention to flooding and stormwater management concerns will be required. See **Appendix 5** for the two applicable FIRMs.

## EXISTING BUSINESS INVENTORY

*SBFCo* completed a field inventory of existing buildings and occupants on October 13, 2009. Overall, the Study Area contains a predominance of medical, professional office, and service uses. **Figure 1** on page 2 indicates the results of the inventory by tenant space. L & L Snack Shop, a diner that serves breakfast until mid-afternoon, is considered a community anchor and sits across Northwest Highway from the station. However, L&L Snack Shop, Wiggle Wiggle Dog Grooming, and Trend Salon are the only retail or convenience/service-oriented businesses in the Study Area. These types of businesses are usually more common at a pedestrian-serving TOD location. Instead, the breakdown of businesses in the Study Area is summarized in **Figure 6** as follows:

**Figure 6: Summary of Study Area Business by Type**

<b>Business Type</b>	<b>Commercial Storefronts</b>	<b>%</b>
Office & Professional	7	15.2%
Retail & Convenience	3	4.3%
Professional Services	9	21.7%
Institutional & Non-Profit	4	8.7%
Auto Service & Sales	6	13.0%
Medical & Dental	9	19.6%
Vacant	6	13.0%
Industrial & Distribution	2	4.3%
<b>TOTAL</b>	<b>46</b>	

Thirty-one of the businesses and commercial spaces are within the Broadway Commercial Area. While this area is the densest and most pedestrian-friendly portion of the Study Area, is also rather difficult for pedestrians to access from Cumberland Station. Pedestrians must either walk out of their way down Northwest Highway to Broadway and cross Northwest Highway without benefit of a stoplight, or cut through the State Street Triangle, cross the Golf/Wolf circle without



benefit of a crosswalk, and then walk down Broadway. Four of the commercial spaces within the Broadway Commercial area are vacant.

The State Street Triangle contains nine of the businesses and is located directly across Northwest Highway from the station. Despite the accessibility advantage of this area's adjacency to the station, the uses in this triangle are primarily auto-oriented. Land uses in this area include a church with significant parking, two office buildings with parking, a car repair facility with parking, and three retail/commercial spaces oriented toward Northwest Highway. One of these commercial spaces contains the L&L Snack Shop.

The area south of the tracks contains only six of the businesses in the Study Area. The United Feather & Down factory and store occupy most of the land area in this portion of the Study Area. The larger of the two Metra parking lots sits between the station and the Factory, and the lot is accessed via a paved drive around the Factory. The remaining uses in this area include three auto repair shops, a roofing company, and one vacant storefront. There is also a set of four apartment buildings directly adjacent to the Union Pacific Railroad tracks that have not been included in the commercial building inventory. As described above, the Golf/Wolf Road intersection and merge is complex. This area experiences a significant amount of auto and truck traffic and is the most auto-oriented of the three sections within the Study Area.

Overall, the Study Area has a particular preponderance of Medical & Dental Office and Auto Sales & Service uses. It also possesses several businesses and other occupants of note that have not yet been addressed.

- Splash Dog, Inc., a specialized canine water therapy business, has been categorized under Personal & Professional Services, along with a pet grooming business. While not a key anchor, it is a unique addition to the Study Area with potential for growth.
- MBL Bion, a manufacturer of in-vitro diagnostic products, has administrative offices within the State Street Triangle section of the Study Area and may be seeking to expand.
- The Lattof YMCA, while not inside the Study Area, is directly adjacent to the State Street Triangle and is an anchor known throughout the community.
- Fahey Medical Center is the main driver of the Medical & Dental Office uses within the Study Area and recently opened a second center in Schaumburg. They have been present in the Study Area since 1957.
- Romanian Baptist Church of Chicago is located directly across from the station. The Church completed major renovations and occupied their current building in May 2006. The Church also has a significant amount of parking, which offers the potential for shared use in the State Street Triangle.
- There is one major vacant building located in the Study Area. The office building at the corner of State Street and Northwest Highway offers a potential redevelopment opportunity.

The Study Area contains a unique mix of businesses that serve both the surrounding neighborhood and the region. Recent additions to the Study Area (a church and a trucking business) have been large-scale uses. The overall business and land use mix is a unique blend of

industrial, small-scale commercial, and office and institutional users. This land use mix is typical of older suburban commercial districts that have been built out with uses allowed by current zoning and without benefit of a specific district plan.

A full list of the commercial space occupants as available in **Appendix 1**.

## **STUDY AREA SITE ANALYSES CONCLUSIONS**

The Study Area possesses a unique mix of institutional, industrial, commercial, and residential uses in addition to facing significant traffic configuration issues. Major institutional uses adjacent to and within the Study Area have the potential to generate retail demand, but the current business mix is comprised of professional and medical offices and professional services.

### ***Demographic Analyses***

After analyzing land use and other key physical characteristics of the Study Area, we conducted demographic analyses to quantify the underlying economic characteristics around the station area. These analyses help to define the pitch of the retail and commercial tenants that could be attracted to the Study Area. They also help project future residential demand outside of the current, weak market conditions.

## **RETAIL DEMOGRAPHICS**

Using data provided by ESRI, a nationally-recognized provider of demographic estimates and projections, we analyzed demographic conditions within one half mile of the Cumberland Station. The total estimated number of households within that market area in 2009 is 1,257 and the median household income is \$76,712. This income level places the study area in the middle to upper middle class cohort and is higher than the six-county median income of \$67,568, the City of Des Plaines median of \$67,325, and the Cook County median income of \$60,025.

In combination with the site analysis described above, these levels of population and income indicate that the area is likely to attract neighborhood-serving retailers rather than larger-format retailers, and will not likely be able to attract very high end retailers such as those found near north shore Metra stations. However, the incomes near Cumberland Station are sufficiently strong to support traditional service and convenience businesses which often locate near Metra stations. The Analysis of Comparable Stations section of this memo discusses the retail and commercial tenants found at similar Metra Stations in greater depth.

## **RESIDENTIAL**

Residential product in this area of Des Plaines is primarily single-family homes. However, Des Plaines has historically been home to a significant number of condominium and townhome developments. Further, the quarter-mile radius around the station contains seven small apartment buildings, and the half-mile radius contains an existing condominium development and a new townhome development with a planned second phase. Community input has indicated that, while new townhomes within the Study Area could be an acceptable development type, careful

consideration should be given to fitting new townhome architecture to the existing architecture types found in the neighborhood.

Adjacency to a transit stop is a strong amenity for new townhome and condominium developments, and these product types could complement the significant amount of single-family attached housing already present within the City. **Figure 7** below compares 2008 US American Community Survey housing units by tenure and structure data for Des Plaines, Mount Prospect, and Park Ridge. As the data indicate, Des Plaines has the highest percentage of owner-occupied, attached housing, with 20% of its total housing units in this category, compared to 16% in Park Ridge in Mount Prospect and 13% in Park Ridge.

**Figure 7: Housing Units by Tenure and Structure**

Number of Units in Structure	Des Plaines				Mount Prospect				Park Ridge			
	Owner-occupied	% of Total Units	Renter-occupied	% of Total Units	Owner-occupied	% of Total Units	Renter-occupied	% of Total Units	Owner-occupied	% of Total Units	Renter-occupied	% of Total Units
Single-Family Detached	13,421	59%	986	4%	11,813	56%	345	2%	10,436	75%	525	4%
Multi-Unit Structures	4,643	20%	3,148	14%	3,349	16%	5,470	26%	1,745	13%	1,209	9%
Mobile Homes	367	2%	191	1%	172	1%	52	0%	22	0%	-	0%
<b>Total Units by Tenure</b>	18,431	81%	4,325	19%	15,334	72%	5,867	28%	12,203	88%	1,734	12%
<b>Total Units</b>	<b>22,756</b>				<b>21,201</b>				<b>13,937</b>			

Sources: American Community Survey and *S. B. Friedman & Company*

Note: Numbers may not total due to rounding.

These data indicate that there is a history of successful attached for sale housing in Des Plaines. Thus, there may continue to be a market for these products in the future.

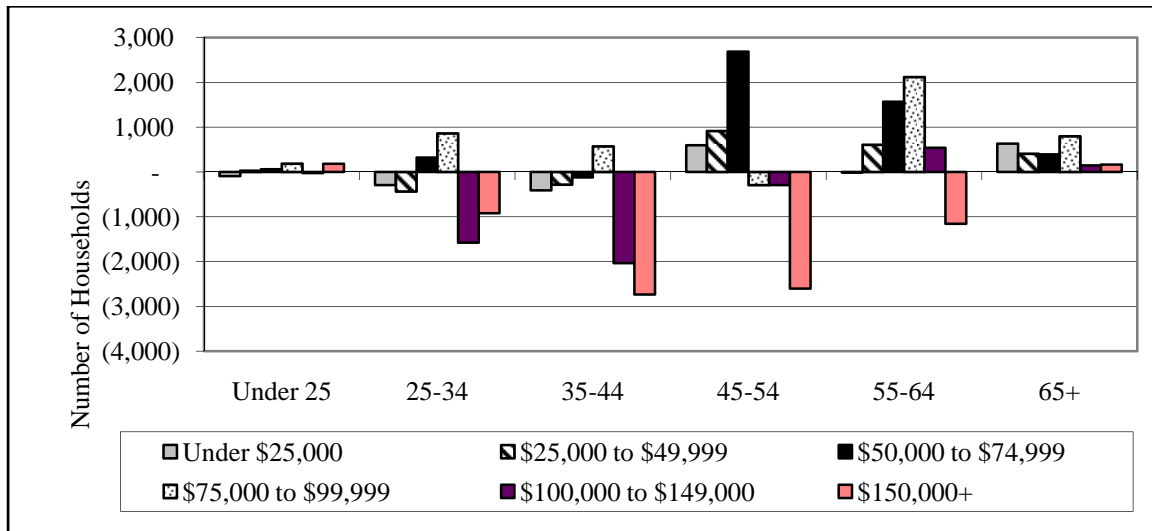
### ***Housing Market Potential***

In addition to evaluating the types of housing units already prevalent in the community, *SBFCo* researched projected changes in demographics in Des Plaines. **Figures 8** and **9** on the following page indicate the estimated past and projected age and income trends within the City. Since 2000, Des Plaines has seen significant growth in the number of residents over the age of 45 and across a wide range of incomes. In particular, those age 45-to-65 and in the income range to purchase a new condominium or townhome have increased in Des Plaines. This may be due to aging in place of current residents or to the purchase of attached housing primarily in and around downtown Des Plaines by empty nesters.

The projected change in households from 2009 to 2014 indicates the need for more “starter” housing and the continued need for smaller homes for downsizing seniors. The City is projected

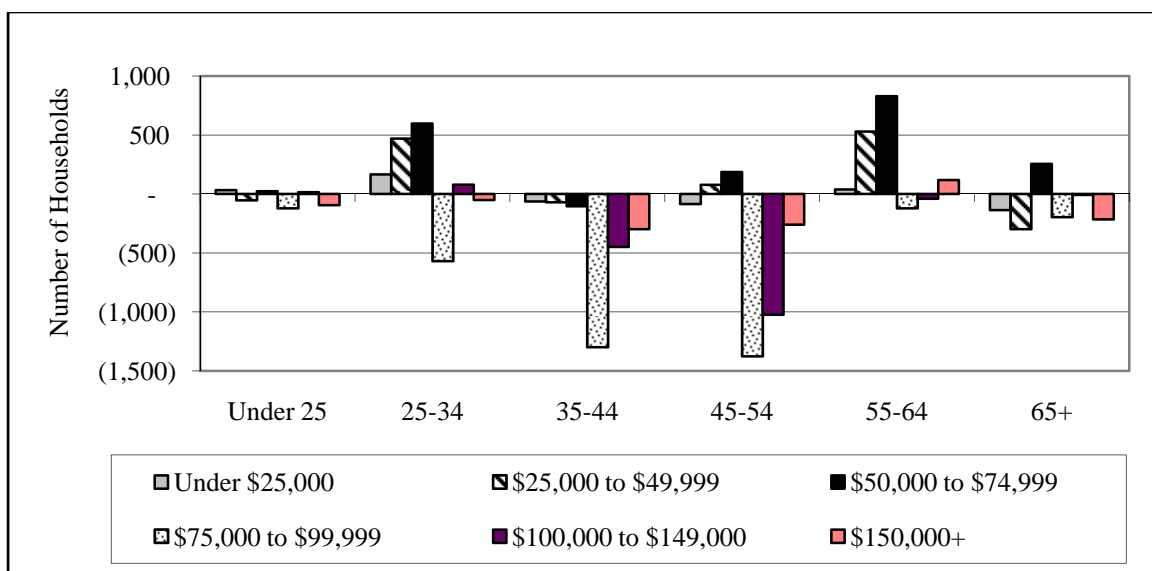
to gain households in the 25-to-34 and 55-to-64 age groups, with minimal gains in the middle-income brackets of the 45-to-54 and 65+ age groups. While the 55+ age bracket traditionally supports condominium and townhome sales, transit-adjacent townhomes may also attract new couples and young families in the 25-to-34 age bracket seeking access to an easy commute. According to *SBFCo* review of recent residential development, Des Plaines has added approximately four times as many condominiums as townhome units in recent years, which may also contribute to the growth in older households rather than young families seeking a first home.

**Figure 8: Estimated Change in Des Plaines Households by Age and Income, 2000 to 2009**



Sources: ESRI Business Analyst and *S. B. Friedman & Company*

**Figure 9: Projected Change in Des Plaines Households by Age and Income, 2009 to 2014**



Sources: ESRI Business Analyst and *S. B. Friedman & Company*

## *Analysis of Comparable Stations*

The existing conditions analysis allowed *SBFCo* to define current conditions in the Cumberland Station area. We then set out to define what levels of increased commercial redevelopment could be realistically achieved. There are few if any specific quantitative analyses that could offer insight into a unique area like Cumberland Station. Thus, we elected to look at analogous station areas in Chicagoland to outline a range of potential alternative development patterns that could be achievable within the Cumberland Station area.

### **COMPARABLE STATION SELECTION**

The Cumberland Metra Station is not a downtown Metra stop, and, given current neighborhood densities and configurations, does not likely have the potential to redevelop with the major retail and residential intensity that is found in many suburban downtowns. Therefore, *SBFCo* chose to analyze the commercial tenants present at similar Metra stations in the Chicago metropolitan area to identify other potential tenants that could locate within the Study Area. Specifically, *SBFCo* searched for stations that met the majority of the following criteria:

- Are not suburban downtown stations
- Are not a “destination” (e.g., restaurants at the Edison Park Metra station)
- Have a small commercial node surrounded by moderate-density residential development
- Possess a walkable, pedestrian scale while also being adjacent to major roads
- Are located in areas with income ranges similar to those found in the Cumberland area
- Are located in older, more mature communities

*SBFCo* researched Metra stations on all lines within specific geographic parameters. In general, stations within the City of Chicago were not reviewed for inclusion unless, like Edgebrook and Edison Park, they were near suburban areas. Additionally, stations south of Interstate 80, west of Interstate 355/290, or north of Lake-Cook Road were not reviewed, as the ages and land use patterns in those areas was determined to be too dissimilar to Cumberland to be comparable.

A high-level review of the remaining non-downtown stations was performed utilizing aerial maps to review surrounding land forms. From this two-step review, the following Metra stations were chosen for further analysis:

- Union Pacific Northwest Line
  - Dee Road
  - Edison Park (removed: destination)
- Milwaukee District North Line
  - Edgebrook
  - Morton Grove (removed: little pedestrian orientation or adjacent retail/commercial)
  - Golf (removed: higher incomes and no pedestrian orientation)

- BNSF Railway Line
  - Hollywood Station (removed: destination, higher incomes, lack of adjacency to major roads)
  - Fairview Station
  - Belmont Station (removed: no pedestrian orientation)

As noted, five of the eight stations were removed either during initial demographic research or due to field review. Of the stations retained, the Fairview Station in Downers Grove provides a good example of a potentially achievable commercial outcome for the Cumberland Station. The Dee Road station offers insight into a potential, increasingly auto-oriented Study Area. The Edgebrook station offers a glimpse at a potential future for the Study Area in which pedestrian enhancements and related changes occur.

## ANALYSIS OF COMPARABLE STATIONS

### *Demographics*

Using ESRI demographic data, we analyzed key characteristics including the number of people and households within one half mile of each of the comparable stations. We also looked at median household incomes. The data are summarized in **Figure 10** below and indicates that the Cumberland Station area is roughly comparable to the others discussed in the next section.

**Figure 10:** Demographics within One Half of Mile of Comparable Metra Stations

	<b>2009 Total Population</b>	<b>2009 Total # of Household (HH)s</b>	<b>2009 Median HH Income</b>
<b>Cumberland Station</b>	3,302	1,257	\$ 76,712
<b>Dee Rd Station</b>	5,136	2,053	\$ 78,810
<b>Edgebrook Station</b>	2,889	1,170	\$ 83,318
<b>Fairview Station</b>	3,885	1,696	\$ 72,640

Sources: ESRI and *S. B. Friedman & Company*

### *Site Visits*

*SBFCo* visited each of the identified potentially comparable stations, inventoried the commercial tenants and types within a quarter mile of the station, and catalogued features that affected transit and pedestrian access in high-vehicular traffic conditions. The following set of station overviews summarizes the findings at the three stations obtained through fieldwork and research.

### Comparable Station: Fairview Station

Fairview Station is located in Downers Grove on the BNSF Railway line. The station house is not staffed but does provide shelter on the inbound side of the tracks. The station is located in a small commercial node midway between the downtown Downers Grove and Westmont Metra stations. There are approximately 220 parking spaces at the station. 2006 Metra Weekday Ridership counts indicate 403 boardings at Fairview.



This station represents the best example found of an achievable outcome for the Cumberland Station area. A mix of retail and convenience uses exists near the station, vacancies appear to be within normal ranges, and pedestrian connections and access are well-managed. The station is generally surrounded by moderate-density residential neighborhoods and is placed near heavily-trafficked roads. Commercial space within a quarter mile of the station includes:

#### Service & Convenience Uses

- Three restaurants
- Two gas stations
- Exercise Gym
- Convenience store
- Nail salon
- Two dry cleaners/laundromats
- Auto repair facility
- Insurance Office
- Real Estate Office
- Dog Groomer
- Three medical & eye care offices

#### Destination Uses

- Medical equipment store
- Three musical instrument stores
- Two dance studios

#### Other Commercial Uses

- Several small professional office/retail spaces
- Pepperidge Farm Factory
- Two vacant storefronts

While there are some curb cuts and parking areas on the street, the area immediately surrounding Fairview Station also has pedestrian accommodations and maintains a walkable, “TOD” core. Pedestrian crossings and pedestrian signals are present at stoplights and signs. For the most part, the street wall has been maintained or landscaping and streetscaping are present, maintaining a pedestrian scale in a high-traffic environment. The area south of the station has a small park with limited improvements, but is generally more auto-oriented and contains fewer businesses.

Fairview Avenue carries somewhat less traffic than Northwest Highway – approximately 15,100 cars per day compared to 18,100 on Northwest Highway. However, Burlington and Maple Avenues, which cross Fairview at grade near the station, carry an additional 1,300 and 8,200 vehicles, respectively. As **Figure 11** on page 17 indicates, the Fairview Avenue station area also has a somewhat complex traffic pattern created by diagonal streets and at-grade railroad crossings.

Overall, Fairview Station provides an example of a station area that has a mix of auto and pedestrian-oriented uses, but has managed to maintain a healthy, walkable commercial core.

Figure 11: Fairview Station 1/4 Mile Radius

November 2009



0 250 500 1,000 Feet





### **Auto-Oriented Station: Dee Road Station**

The Dee Road Station offers an analogue for one potential outcome for the Cumberland Station area: that of the auto-oriented station in an otherwise moderate-density residential area. The Dee Road Station is located in a moderate-density residential area on a high-traffic corridor, like Cumberland Station, but has experienced development that is significantly more auto-oriented than the Fairview Station area.

The Dee Road Station is a new building, and has significant pedestrian and streetscape improvements. The area around the station is still primarily auto-oriented, however, with numerous parking lots on the street and a large number of curb cuts. The station is located at the intersection of Oakton Street, Dee Road, and Busse Highway, and most of the commercial is oriented along Busse Highway. Review of historic aerials indicates that development around the station occurred primarily in the 1960s and 1970s. Like Fairview Station, small and medium-sized apartment buildings are located directly across from the station, and commercial and multifamily uses front the street in both directions leading away from the station.

Overall, the commercial development near the Dee Road station is significantly different from the Fairview Avenue area commercial layout. The Dee Road commercial uses appear to be primarily located on the south side of Busse Highway, and many of the properties, particularly those near the station, have parking lots located between the street and the building. Indeed, the station itself is fronted by a large parking lot. The triangular parcel across from the station that is created by the Dee/Busse/Oakton intersection is occupied by a car rental business, which also has a large parking lot. The uses on Busse Highway directly northwest of the station include a drycleaner, carwash, florist, bank, ice cream shop, burger restaurant, and professional offices. While these are convenience uses that commuters at the Dee Road Station are likely to patronize, many have parking between the building and the street, making the area less pedestrian friendly.

The commercial area southwest of the station also appears to be relatively auto-oriented. The commercial in this area extends southwest along Dee Road for approximately three quarters of a mile. Uses in this area include professional office, medical office, automotive repair, and fast food restaurants. Many lots have curb cuts, minimizing pedestrian connections and accessibility. **Figure 12** on the following page indicates the curb cuts on Busse Highway within a quarter mile of the station and the general retail/commercial cluster. Further, *SBFCo* noted that a number of the commercial spaces south of the station were vacant.

In short, development around the Dee Road Station is heavily oriented toward automobiles rather than pedestrians that may be accessing the station. The area, while possessing a large amount of commercial space, is a throughway rather than a neighborhood commercial node. This station could serve as an example of the development pattern that may occur if the Cumberland Station area continues to add auto-oriented uses.



**Aspirational Pedestrian-Oriented Station: Edgebrook Station**

Edgebrook Station is located on the Milwaukee District North line at the northern edge of the City of Chicago, near Skokie and Niles. Specifically, the station is located at the intersection of Devon Avenue, Caldwell Avenue/Route 14, Lehigh Avenue, and Central Avenue. While this station area has more traffic and commercial square footage than the Cumberland Station area, it possesses a service-oriented retail mix and the

strong pedestrian connections, traffic management, and overall physical structure of the district provide some lessons for the Cumberland Station area.

Most of the commercial space near Edgebrook Station is oriented along Devon, beginning at the Devon/Caldwell intersection. The retail mix is primarily service-oriented, including banks, insurance and real-estate offices, dry cleaners, restaurants, and nail, tanning, and hair salons. The district does have a small grocery store and a small hardware store. Edgebrook Public Library anchors the eastern edge of the station area. A golf course and forest preserve occupy a significant amount of land southwest of Caldwell. Outside of the Edgebrook Station area, the neighborhood is primarily moderate-density residential, parks, and forest preserve.

Illinois Department of Transportation traffic count data indicates that the Edgebrook Station area experiences significantly more traffic than the Cumberland Station area. Like the Cumberland area, the majority of the structures are single-story structures and the roads are as wide as Northwest Highway. Even with the higher traffic counts, however, the station area has significant pedestrian accommodations, including pedestrian islands, crosswalks at non-stoplight intersections, pedestrian signals at all stoplights, and streetscaping and street furniture to maintain a pedestrian scale.

**Figure 13** on the following page provides a map of the station area and highlights key features.



### ***Potential Retail Tenant Opportunities***

Due to the unique nature of the Cumberland Station area, *SBFCo* chose to take a presence-absence approach to analyzing potential retail tenants at the site. A presence-absence analysis looks at the types of retail and commercial in comparable areas and compares those tenant mixes to the tenants found in the Study Area. During our field review of comparable stations, we recorded the number and types of businesses present at each example station. These tenant mixes can be utilized to provide insight into potential tenants for the Cumberland Station area. **Figure 14** compares the general tenant types found at the comparable stations to those found at Cumberland Station:

**Figure 14: Cumberland Station Presence-Absence Analysis for Retail at Comparable Stations**

<b>Tenant Type</b>	<b>Present at Cumberland?</b>
Convenience	
Dry cleaner/Laundromat	No
Restaurants	Only One
Convenience Stores	No
Gas Stations	No
Hair, Nail, and Tanning salons	Only One
Gyms and Aerobics Facilities	Adjacent – YMCA
Pet supplies and grooming	Only One
Small professional office	
Insurance, Real Estate, and Mortgage	Yes
Medical, Dental, and Eye Offices	Yes – Area Strength
Accountants, Lawyers, and Similar	Yes
Destination	
Scuba Diving, Bead Store, and Similar Specialty Retail	No
Community Institutional Anchors	Yes, Plus Adjacent

In general, the tenants found were local operators. Only three national brand tenants, excluding banks, were recorded in our field review – one Starbucks, one 7-Eleven, and one Ace Hardware. This analysis indicates that successful tenants near the Cumberland Station are likely to be locally-owned and operated. Each of the example station areas contained a large amount of older, affordable space that is attractive to smaller retail businesses.

As described in the business inventory section of this report, the Cumberland Station Area has a particular strength in Medical & Dental Office tenants. Additionally, the Study Area has a number of small and medium professional offices as well as business services (such as a business forms distributor and a business stamp maker). Based on the tenancies at comparable stations the Study Area could potentially support the following:

- Restaurant(s) other than L&L
- Convenience or drug store
- Dry cleaner
- Laundromat.

Preliminary conversations during the Community Walking Tour also indicated the desire for more restaurants, particularly a coffee shop. These convenience uses should be reviewed in discussions with community members as potential new uses in the Study Area.

Some of the recommended uses do exist at the Cumberland Commons shopping center, which is located half a mile from the station. Specifically, the center is home to a dry cleaner, a restaurant, a bakery, and a bank. The distance of this center, however, is farther than the quarter-mile distance that is considered to be the core of a TOD, and is at the far end of the distance most people would be willing to walk.

## ***Conclusions***

The Cumberland Station area has historically contained a mix of commercial, residential, and industrial uses. Recent developments include single-family attached housing, a church, and a truck yard. The station area experiences a high volume of traffic on Northwest Highway and Golf/Wolf Roads, and many of the businesses are auto-oriented, with large amounts of parking on the street face. The areas directly adjacent to the station are particularly auto-oriented, with large commercial or industrial users and their associated parking lots. In order to promote a TOD environment, any new development must move away from this typology and towards the kind of development found near the Edgebrook and Fairview Stations.

## **KEY OPPORTUNITY AREAS**

Overall within the Study Area there is a need for **Gateway Features and Sidewalk and Streetscape Improvements** to enhance the look and feel of the area and attract and retain more consumers and commuters. Developing preliminary design ideas in this area will be one area of work going forward.

In addition, as we move into the planning phase of the project seven key areas of focus have emerged:

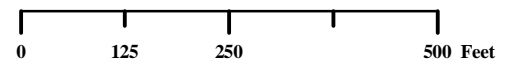
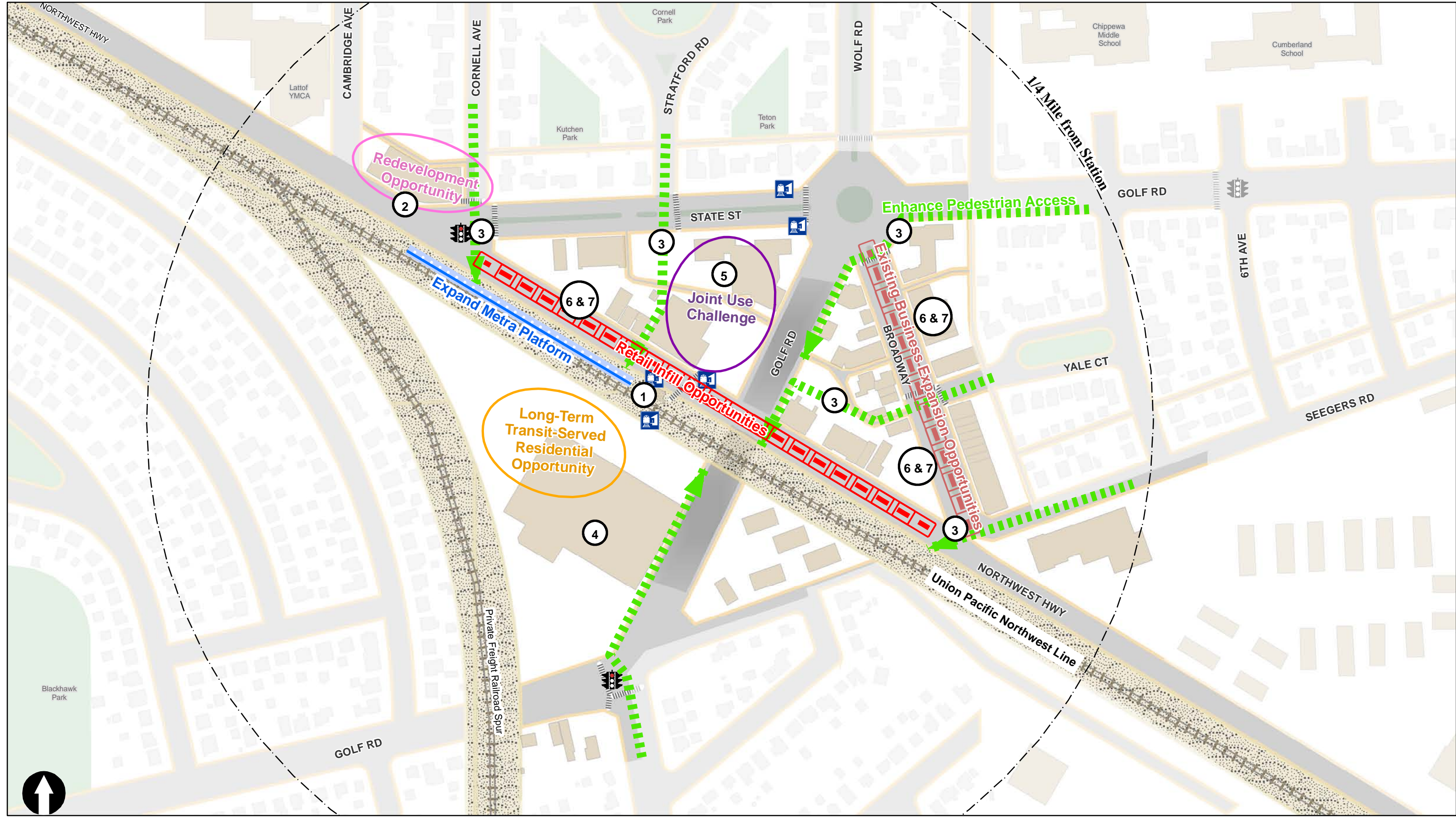
- 1) **Metra Station:** Keeping in mind the proposed station improvements, we anticipate developing multiple redesign and enhancement concepts for consideration.
- 2) **United Feather & Down Factory:** We will conduct a more detailed analysis and draft plans for the long term redevelopment potential of the site. Given its proximity to the Metra stop and long term demographic trends in the City of Des Plaines, redevelopment of this site with transit-oriented housing could make sense. We anticipate developing multiple plans to rethink this site for the time when it becomes available.
- 3) **Enhanced Pedestrian Access to the Station:** Community feedback and field observations both point to the need for clearer, more attractive, safer routes to the station. We will focus on key areas and identify a range of solutions.

- 4) **Vacant Office Building Reuse:** The building at Northwest Highway and State Street is vacant and presents a reuse opportunity either for the building itself or the land on which it sits. We will focus on and identify options for future land uses on that site.
- 5) **Romanian Baptist Church Joint Use Challenge:** The Church is a key partner in planning for enhancements in the Study Area. We will work to explore potential joint use opportunities between the Church and other users in the Study Area to enhance the area and manage the parking challenge.
- 6) **Retail Infill:** Research of comparable stations has identified several tenants that are frequently observed in comparable station areas and are absent in the Study Area. We will work to refine and expand on that list and seek to match site needs of selected businesses with available sites or spaces.
- 7) **Existing Business Expansion:** At the community input tour multiple businesses indicated a desire to stay in the area and grow. We will gather additional information on these businesses so that plans for the future can accommodate local business growth in transit-supportive ways.

**Figure 14** on the following page depicts these areas of focus and their relationship to particular sites and corridors within the Study Area. We look forward to discussing our findings with City staff and the Steering Committee as we collectively refine these areas of focus and move into the planning phase of the project.

Figure 14: Challenges & Opportunities

November 2009





*Appendix 1: Existing Business Inventory*

**Appendix 1:**

DRAFT

**Cumberland Station Area Existing Business List**

Space #	Business Name	Market Conditions Category	Market Section
1	Cappuccitti Pawlowicz Accounting	Office & Professional	State
2	L&L Snackshop	Retail & Convenience	State
3	Hot Off the Press	Professional Services	State
4	The Maine Insurance Agencies	Professional Services	State
5	Romanian Baptist Church	Institutional & Non-Profit	State
6	The Tech Automotive	Auto Service & Sales	State
7	MBL Bion	Office & Professional	State
8	Romanian Baptist Church	Institutional & Non-Profit	State
9	Office/professional building	Substantially Vacant	State
10	Business forms distributor	Professional Services	Broadway
11	Fahey Medical Center	Medical & Dental	Broadway
12	David L. Gates & Associates - Therapy Center	Medical & Dental	Broadway
13	Narb & Sons Electric, Inc	Professional Services	Broadway
14	Atlantic Realty & Management Company	Vacant	Broadway
15	Dish Network	Vacant	Broadway
16	Wiggle Wiggle Dog Grooming	Professional Services	Broadway
17	Christian Science Church	Institutional & Non-Profit	Broadway
18	Splash Dog Inc	Professional Services	Broadway
19	Retail/Office Space	Vacant	Broadway
20	Genesis Center of Health & Empowerment	Medical & Dental	Broadway
21	Retail/Office Space	Vacant	Broadway
22	Niles Crown & Bridge	Medical & Dental	Broadway
23	H.T. Stark & Concepts	Office & Professional	Broadway
24	Teresa Ospelt D.D.S.	Medical & Dental	Broadway
25	Fijal & Associates	Medical & Dental	Broadway
26	Perfection Dermagraphics	Professional Services	Broadway
27	Meyer Dental Group	Medical & Dental	Broadway
28	Brannecki-Virgilio & Associates	Office & Professional	Broadway
29	Fahey Medical Center / Physical Therapy	Medical & Dental	Broadway
30	R. G. Smith Equipment	Industrial & Distribution	Broadway
31	Euro Tech Auto Shop	Auto Service & Sales	Broadway
32	Trend Salon	Professional Services	Broadway
33	IL Professional Land Surveyor	Office & Professional	Broadway
34	State Farm	Professional Services	Broadway
35	MK Shah, CPA	Office & Professional	Broadway
36	Joanna's Dental Lab	Medical & Dental	Broadway
37	Wayne Adams	Office & Professional	Broadway
38	Big Waters Federation	Institutional & Non-Profit	Broadway
39	Rubber Stamp Man	Retail & Convenience	Broadway
40	Honda	Auto Service & Sales	Broadway
41	Gleasons	Auto Service & Sales	South
42	United Feather & Down	Industrial & Distribution	South
43	Hellstrom Automotive	Auto Service & Sales	South
44	Photography	Vacant	South
45	Fritz Roofing	Professional Services	South
46	Tri - R Service Inc	Auto Service & Sales	South

Source: S. B. Friedman & Company

*Appendix 2: Traffic Analysis*



## Memorandum

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From: Charles H. Teuer, PE

Date: November 20, 2009

To: S.B. Friedman & Company

Subject: Cumberland Transit Oriented Development Plan – Existing Conditions – Transportation

### INTRODUCTION

This memorandum presents a summary of the transportation features and characteristics that exist in the vicinity of the Cumberland Metra Station on the Union Pacific Northwest Line in Des Plaines, Illinois. The purpose of this effort was to identify the existing transportation elements that exist within a ½-mile radius of the station in the context of access to and from the station by Metra commuters.

### EXISTING TRANSPORTATION SYSTEM

RWA conducted a field reconnaissance to collect relevant information pertaining to adjacent land uses, the surrounding roadway and pedestrian network, traffic controls, existing traffic volumes, and types and locations of parking. RWA also reviewed available information on historical traffic volumes, transit ridership for both Pace and Metra, and parking utilization. The findings of the field reconnaissance effort and data review are summarized below.

#### Roadway Network

**United States Route 14 (US 14/Northwest Highway/Miner Street)** is an arterial with a five-lane cross section of two lanes in each direction and a parking lane on the north side of the roadway. US 14 is oriented northwest and southeast and it parallels the Metra tracks to the south. Within the study area, US 14 has an Annual Average Daily Traffic (AADT) volume of 18,100 vpd (vehicles per day) for the year 2007 and a posted speed limit of 40 miles per hour (mph).

**Illinois State Route 58 (Golf Road)** is an east-west arterial that operates with two lanes in each direction. The roadway intersects with Wolf Road, State Street and Broadway Street at a circular intersection. The alignment of IL 58 angles southwest and underpasses US 14 and the Metra tracks before angling westward again at a T intersection with Wolf Road and Seegers Road. The AADT for 2007 was 28,900 vpd. The posted speed limit is 35 mph.

**Wolf Road** is a north-south collector street that is under the jurisdiction of the City of Des Plaines. North of the circular intersection with Golf Road, State Street and Broadway Street, Wolf Road is a median-divided four-lane roadway with median breaks at residential cross streets. Private driveways

have access along both sides of the roadway and parking is permitted along the curb lane in each direction. The AADT for 2007 was 21,100 vpd north of Golf Road and 12,800 vpd south of Golf Road. The posted speed limit is 35 mph.

**State Street** is a short east-west street that exists between the traffic circle and US 14. The street is median-divided and operates with one lane in each direction and parking on both sides. The posted speed limit is 30 mph.

**Broadway Street** is a short north-south roadway that connects the traffic circle to US 14 at Seegers Road. The street is median-divided and operates with one lane in each direction and parking on both sides. The posted speed limit is 30 mph.

### **Existing Traffic Volumes and Travel Patterns**

In addition to the AADT information presented above, turning-movement counts were available for the following intersections (with count years indicated):

- Broadway Street/Seegers Road/US 14 (2008)
- Traffic Circle (2009)

Data collection at the following intersections was conducted as part of this study:

- Wolf Road/Golf Road/Seegers Road
- Golf Road at the Metra Parking/Pillow Factory Driveway

This traffic volume data will be used to evaluate the viability of any recommendations for future roadway improvements or modifications that result from the planning process.

The predominant traffic flow in the area is along Golf Road with nearly 30,000 vehicles per day. The next highest is along US 14, which experiences about 18,000 vpd.

The underpass of US 14 by Golf Road requires that traffic move between these two arterials by other roadways. Signing on US 14 directs motorists to use State Street to access Golf Road. Alternately, drivers could use Broadway Street. The main concern that is apparent from these travel patterns is associated with the right turn from US 14 onto State Street. This intersection is skewed and this right turn is difficult for larger vehicles as a result. Existing ruts outside of the curb indicate that large trucks and possibly buses are not able to negotiate this turn within the existing roadway geometry.

An at-grade freight rail crossing exists within the study area on Golf Road just west of the parking access for the Metra Station and pillow factory. Depending on the length and timing of when rail crossings occur, the blockage of traffic on Golf Road can cause extensive queues in each direction. During the peak traffic periods, the blockage has resulted in queues that extend back to and into the traffic circle. This impacts operation of the circle for those destined southbound on Golf Road. Once the railroad crossing is opened, the queues that developed were observed to dissipate in one or two signal cycles.

## Parking

Several types of parking exist within the study area. Private driveways provide parking for most homes in the area. On-street parking is generally permitted on one side of each residential street. Field observations found that this on-street parking is used only sporadically.

Commercial and multiunit residential buildings generally have dedicated parking lots adjacent to them. This parking was observed to be signed as private, indicating a lack of shared parking activity. Significant parking reservoirs are provided for the Romanian Baptist Church, office buildings, medical buildings, the Feather & Down Pillow Factory, the YMCA and the Metra Station.

On-street parking in the central portion of the study area is signed as 3-hour parking from 10:00 AM to 6:00 PM except on weekends and holidays. This parking restriction exists on the following roadways:

- US 14 (north side) from about Broadway Street to State Street;
- Broadway Street;
- Seegers Road (north side) from Broadway Street to 7<sup>th</sup> Avenue;
- 7<sup>th</sup> Avenue (west side) between Seegers Road and the alley;
- Yale Court;
- State Street;
- Cornell Avenue between State Street and the alley;
- Stafford Road between State Street and the alley.

Metra Station parking is discussed in more detail below.

## Transit Network and Utilization

The study area is served by three Pace Bus Routes in addition to the Metra transit service.

**Route 208** is a designated Arterial Rapid Transit (ART) corridor within Pace's Strategic Plan. The route provides east-west service primarily along Golf Road between the Davis CTA station in downtown Evanston to the east and the Northwest Transportation Center in Schaumburg to the west. Of the three routes that serve the study area, Route 208 has the highest ridership overall with a monthly average of 2,381 riders in 2008. Buses on this route stop at the Metra Station on US 14.

**Route 221** provides north-south service along Wolf Road within the study area. The route operates between the Rosemont CTA station to the south and the Prospect Heights Metra Station to the north. Average monthly ridership in 2008 was 901 riders. According to May 2009 data on Cumberland Metra Station ridership activity, provided by Pace, Route 221 is the most used of the three routes. Most of the ridership is attributed to boardings that occurred in the northbound direction. The northbound boardings may be the result of the service that this route provides to the Kensington Business Park to the north of the Metra Station. Buses on this route stop at the Metra Station on US 14.

**Route 234** operates primarily to the north of the study area providing connections to Prospect Heights, Wheeling and Buffalo Grove. The route also connects to downtown Des Plaines to the southeast. Average monthly ridership for 2008 was 394 trips. The route operates on State Street in the vicinity of the Metra Station with stops on State Street at Cornell Avenue for those wishing to transfer between this route and the Metra.

Metra runs nine inbound trains that stop at the station and arrive at Ogilvie Transportation Center downtown Chicago before 9:00 am. Four trains operate in the outbound direction during this time. Five trains stop at this station that leave Chicago during the PM peak period (considered 4pm to 6pm). Two inbound trains operate between 4pm and 6pm. Trains operate approximately once per hour during off-peak times and on Saturdays, and every two hours on Sundays and holidays.

The latest ridership data for the Cumberland Metra Station was provided by Metra. The data was collected on Thursday, November 9, 2006, and found that overall 393 passengers boarded a train and 424 passengers got off a train at Cumberland. About 260 people boarded trains during the AM Peak period with a corresponding number alighting from trains during the PM Peak. Boardings in the AM were concentrated on three inbound trains that depart the station between 5:50 and 6:22 AM with 50 to 60 boardings per train. Trains departing at 7:00 and 7:27 AM experienced 19 and 40 boardings, respectively. The indication is that approximately 120 people arrive at the station per hour during the AM Peak period.

Additional information provided by Metra indicated the following mode of arrival for passengers boarding at Cumberland.

- 22% Walk
- 2% Bike
- 60% Drive Alone
- 2% Drive a Carpool
- 2% Ride in a Carpool
- 12% are Dropped Off
- 1% Rides a Bus

With 62% of riders driving and parking at the station, parking use and availability is an important aspect of station access. Parking at the station is discussed below in the Metra Station Access portion of this memorandum. The next highest arrival mode is walking at 22%. Pedestrian access to and from the station is also discussed below.

Historically, ridership at the Cumberland Station has been decreasing. That appears to be the trend for the stations on this portion of the UP Northwest Line in general (including Des Plaines and Mount Prospect Stations). Ridership of the UP-NW Line trended upward until 1993 and has been trending slightly downward since, but not as drastically as for the Cumberland Station. In contrast, the ridership trend of the Metra System overall has been increasing over this same period. This is according to data provided by Metra and charted in Figure 1.

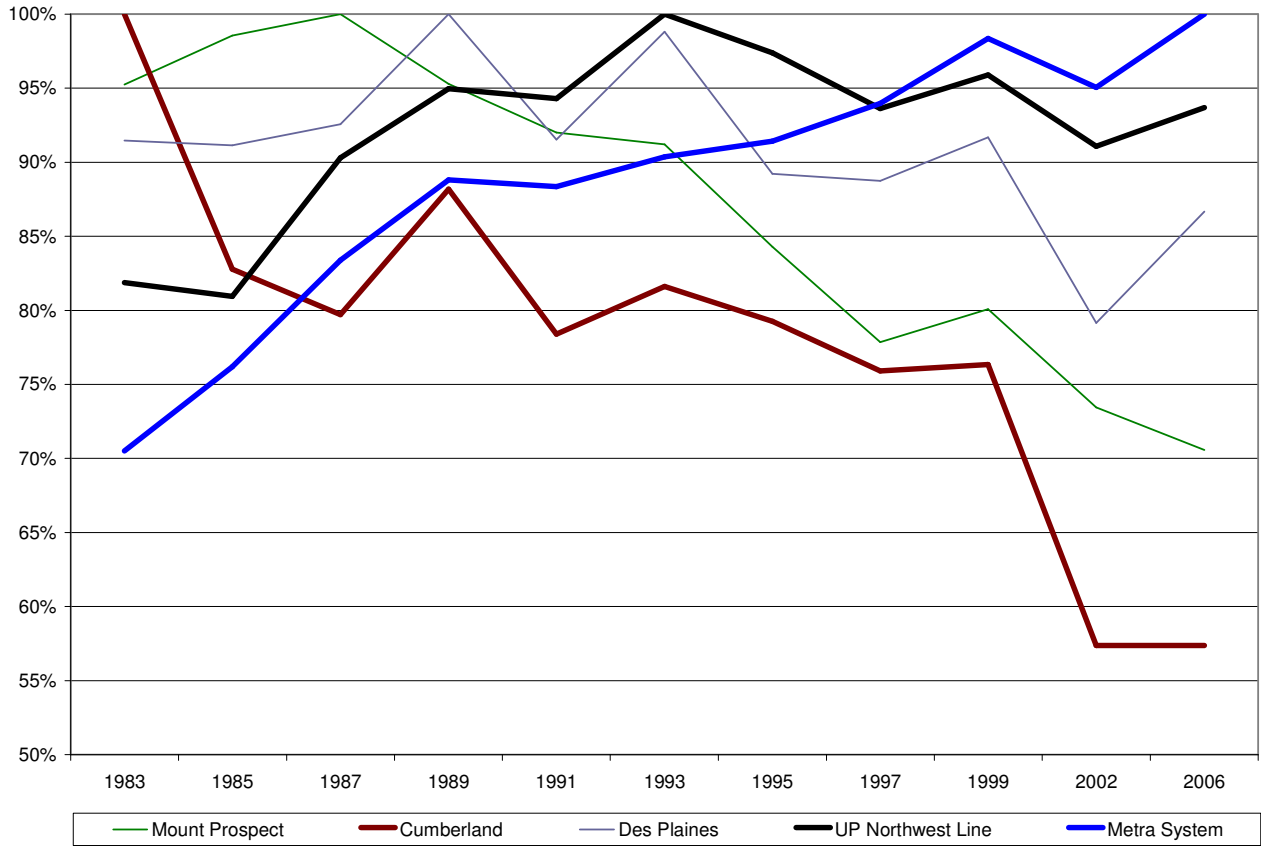


Figure 1 – Metra Ridership Patterns over Time



## **Pedestrian and Bicycle Network**

Several types and qualities of pedestrian facilities exist within the study area. There are also several areas where pedestrian linkages are poor or missing.

### ***Residential Neighborhood Sidewalks***

The residential neighborhoods within the study area appear to be very pedestrian friendly with sidewalks on both sides of the street, light vehicular traffic, a pleasant walking environment and curb ramps at intersections (although some ramps are not properly located). The picture to the right is representative of the typical walking environment in the residential portions of the area.

Density within these neighborhoods is low, however, with houses generally set back quite a bit from the roadway. This condition can create a sense of openness for the pedestrian that can make walking distances seem longer than they are. Also, roadway and walkway lighting within the neighborhoods is sparse. This is a concern for the six months of the year when it is dark during or very near to the typical commuter times.



### ***Sidewalks along Arterials***

Sidewalks are usually present along both sides of the arterials and commercial/mixed-use streets in the study area including, Golf Road, Wolf Road, State Street and Broadway Street. US 14 has sidewalk on the north side of the roadway only. No sidewalk exists between the roadway and the Metra tracks on the south side of the US 14. Also, no sidewalk exists along the east side of the portion of Golf Road that passes under US 14 and the Metra tracks. The sidewalk on the west side of this roadway leads up to US 14 and a pedestrian underpass that is discussed below.

Curb ramps along these roads are generally in poor condition, inconveniently located, or non-existent. A buffer is often placed between the pedestrian and roadway, but there are some locations where no buffer exists. The pictures below indicate the typical pedestrian conditions along these roadways.

### ***Underpass of US 14***

A pedestrian underpass exists as part of the structures that convey US 14 and the Metra tracks over Golf Road. The connection is accessed via a stairway at either end. The City of Des Plaines provided pedestrians counts that indicated how people cross US 14 to access the Metra Station. These counts found that less than 10% of people used the underpass. The remainder crossed US 14 at grade. The low utilization is likely a result of the need to negotiate stairs and the unpleasant nature of the walkway itself, as well as the location of the underpass about 100' south of the Station access. The underpass is seen in the pictures below.



### ***Pedestrian Crossings – Intersections***

At-grade pedestrian crossings of roadways in the study area are of most concern at major intersections and mid-block locations. Most of the crossings at intersections with arterials are in need of improvements in visibility, ADA accessibility, and locations that match pedestrian desire lines. At some locations where a pedestrian might expect a crossing, one does not exist. These breaks in the pedestrian network were identified as one of the most significant pieces of the transportation network for connections between the Metra Station and the surrounding residential and commercial areas. These hindrances impact peoples' mode choices for getting to and from the Metra Station or whether or not to use the Metra at all. Improvements to the pedestrian crossings at the following intersections are seen as a necessary part of any area improvement plan:

- Traffic Circle
- State Street and US 14
- Broadway Street, Seegers Road and US 14
- Golf and Wolf Roads

The following pictures illustrate the need to improve accommodations for pedestrians at these intersections:

Traffic Circle



State Street and US 14



Broadway Street, Seegers Road and US 14



Golf and Wolf Roads



### ***Pedestrian Crossings – Mid-Block***

A mid-block crossing exists across US 14 at the eastern Metra Station access location. The crossing is marked by a sign facing each direction of oncoming traffic and a ladder-striped crosswalk. Connection between the Metra Station and the Pace bus stop on the north side of US 14 is provided by this crossing, a picture of which is shown at the right.



Pedestrian crossing data was collected by the City on June 11 and 15, 2009 during the afternoon and morning peak hours, respectively. The data indicated that 38 people crossed US 14 in the area of the Metra Station during the morning period from 7:00 to 8:30 AM and that 49 people crossed during the afternoon period from 4:30 to 6:00 PM. The majority of those crossing did not use the provided crosswalk due to the configuration of the Metra Station Access discussed further below.

Concerns have been expressed about the safety and effectiveness of the crossing given the nature of US 14 as an arterial, including the travel speeds. No safety or speed studies were made available for review as part of this effort, therefore the crash history at this location is not available. While the roadway is posted for 40 mph, the predominant travel speed is also not known. It has been observed that the majority of pedestrians crossing US 14 to and from the Metra Station do so at locations other than at the marked crossing. It was also noted that vehicles fail to yield to pedestrians in the crosswalk. Based on this knowledge, the crossing is not effective for both pedestrians and motorists.

## Signing

Wayfinding and regulatory signing relating to the Metra Station for motorists is sparse. The Metra parking access point is not signed accordingly. The parking and pick-up/drop-off area along US 14 lacks signing designating the lay-by area and any turn restrictions that may be intended at the exiting point of this facility.

Directional signing relating to the traffic circle and the Golf Road/Wolf Road intersection is confusing and does not appear to be effective in guiding drivers unfamiliar with the area. The signing is not consistent with directional signing for Wolf Road and there is little advanced signing for Golf Road, State Street or Broadway Street.

Local drivers and regular commuters are familiar with the roadway system and have learned the typical patterns for accessing the station, dropping off or picking up people at the station and navigating the traffic circle. Unfamiliar users of the roadways appeared to be confused, especially within the traffic circle. This confusion can result in drivers slowing or changing lanes abruptly, causing conflicts and affecting traffic flow.

Some signing was observed to be either damaged or missing.



## METRA STATION ACCESS

This section discusses the existing access to and from the station.

### Vehicular Access and Parking

The station has two vehicular access points, one from US 14 and one from Golf Road. The driveway on US 14 is located just east of the intersection of US 14 with State Street and accesses a linear parking lot with angled parking and a small lay-by area for pick-up and drop-off of passengers. A median in US 14 limits access to those traveling eastbound on US 14 or those turning left from State Street. This area has an exit back onto US 14 just west of the station shelter. The geometry of the exit is such that drivers approach US 14 at an angle, requiring them to look over their left shoulder to see eastbound traffic, as witnessed in the picture to the right. Also, during observations some pick-up/drop-off activity was seen to occur on US 14 rather than in the designated area off of the roadway. This may be due to the location of the access point much further to the west of the station and the lack of signing at the access point.



The driveway on Golf is a shared driveway that provides access to the station's main parking lot south of the tracks as well as to the parking and loading dock for the Feather and Down pillow factory.

The linear parking lot north of the track along US 14 has a parking supply of 30 spaces including two handicap spaces. The southern parking lot has a total of 236 spaces which includes seven handicap spots. Metra conducted a parking survey at this station on November 5, 2008 which found an overall parking utilization rate of 76%, with 100% of the north lot occupied and 72% utilization of the main, southern lot. The City conducted their own parking utilization surveys on October 16, 2008 and April 16, 2009. These found slightly lower utilization rates of 90% to 97% in the northern lot and 57% to 60% in the southern lot.

Parking in these lots is paid parking that is purchased at a daily rate. No monthly parking exists at the station.

### Pedestrian Access

Pedestrian access to the station platforms and shelter is provided at one point from the southern parking lot and at two points on US 14. From the main parking, the walkway is extended at grade across the tracks to the west side of the shelter. There is also a walkway west of the shelter that connects to the pick-up/drop-off area and the linear parking lot. This walkway extends to US 14 seventy feet west of the marked crossing. This is the location where the majority of pedestrians cross US 14. The



marked crossing is located at a walkway that exists east of the shelter. This appears to be used less as a result of the pedestrian connections within the station area that are concentrated west of the shelter. Pedestrians crossing at each of these locations are seen in the picture above.

Pedestrians do have the opportunity to get across US 14 by using the underpass at Golf Road. To do this, one must walk south of the tracks and through the main parking to access the stairway that leads to the underpass. The route is circuitous and much less direct than crossing US 14 at grade. With more than 90% of people crossing at grade, it is clear from the data provided by the City that people prefer to cross at grade than use the underpass.



There is also one pedestrian way between the station and the southern portions of the study area. A sidewalk exists along the west side of Golf Road from the station's main parking lot, along the east side of the pillow factory to the intersection of Golf and Wolf Roads. The walkway is seen in the picture to the upper right.

While handicap parking spaces are provided in each lot and some curb ramps and other features exist for physically challenged passengers the station is not ADA accessible. One hindrance to passengers is the raised southern platform that is without an access ramp as seen in the picture to the right.



### **Bicycle Access**

Bicycle access to the station is difficult in that the roadways immediately surrounding the station (Golf Road and US 14) are generally not bike-friendly. Bike racks are located at the station on either side of the shelter and are used. According to Metra data, 2% of riders arrive at the station by bicycle.

### **Pace Bus Access**

Two of the Pace Bus routes that serve the study area stop at the station on US 14. Eastbound buses on route 208 stop on the south side of US 14 adjacent to the station. Westbound buses and Route 221 buses operating in both directions stop on the north side of US 14. Route 234 has stops on State Street at Cornell Avenue, just east of US 14. Of the three buses that serve the study area, only one direction of one route has a bus that stops with direct pedestrian access to the station. Otherwise, pedestrians transferring between Metra and Pace must cross US 14 and walk as far as 600 feet.

## **PREVIOUS STUDIES AND PROPOSED FUTURE IMPROVEMENTS**

The availability of previous studies was limited to a Feasibility Study for improvements to the “S-Curve” that exists along US 14 southeast of the study area. Also, a brochure discussing the planned improvements to Metra’s UP Northwest Line service was provided for review. No past studies are known to exist related to the traffic circle. It is noted, however, that the Illinois Department of Transportation (IDOT) unsuccessfully applied for funding through the CMAQ program to study the intersection for possible future improvement. The following discusses the major conclusions of the previous studies that were reviewed as part of this effort.

### **S-Curve Feasibility Study**

The 2002 study prepared by TranSystems Corporation developed recommendations that seek to “enhance traffic safety and operations in the “S” curve area” by realigning US 14 to provide the “desirable roadway geometrics while minimizing retaining wall needs and project costs.” The project is complicated by the interchange that exists between the Canadian National and Union Pacific Railroads. The study recommends the elevation and grade separation of the Canadian National Railroad from both existing roadways and the UP Lines.

It is understood that the project has not been advanced beyond the feasibility stage due to a lack of funding.

### **Metra UP-NW Line Improvement Project**

This project seeks to improve service along the line to accommodate existing and anticipated growth in ridership to and from downtown Chicago as well as reverse and inter-suburban commutes. Relative to the study area and the Cumberland Station, the plan includes an additional seven inbound and four outbound trains during the morning peak period. These trains may or may not have scheduled stops at Cumberland. Station upgrades and parking improvements are also part of the project. Outside of the study area, project improvements are to include:

- Two new coach yard facilities in Woodstock and Johnsburg
- An extension of the McHenry branch to Johnsburg
- Three new stations in Prairie Grove, Ridgefield, and Johnsburg
- Upgrades to the signal system
- Railroad infrastructure improvements

The Alternatives Analysis phase of this project has been completed and Metra has applied to the Federal Transit Administration (FTA) to enter Preliminary Engineering under the New Starts funding program.

### **Intersection of Broadway Street/Seegers Road and US 14**

Aside from the planned improvements discussed above, one additional transportation improvement is expected to occur in the study area within the study period.

It is understood that IDOT has approved the signalization of the intersection of Broadway with US 14. Plans for the intersection upgrade are currently being developed and were, therefore, not available for review as part of this effort.



*Appendix 3: Land Use Analysis*



TO: City of Des Plaines  
FROM: The Lakota Group  
DATE: December 9, 2009  
RE: Cumberland Station Area Land Use and Zoning Analyses

## **SECTION 1: LAND USE | PHYSICAL CONDITIONS**

The Cumberland Station along Metra's Union Pacific Northwest commuter rail line is located on Northwest Highway just west of Wolf Road. It is a small shelter type station to serve primarily residential neighborhoods on the northwest side of Des Plaines. The facility has two parking lots, located on each side of the tracks that provide approximately 266 parking spaces.

The study area around the Station encompasses a one half mile circle. Our analysis focused on a narrower Study Area defined by a quarter mile circle, which is a typical walking distance for commuters walking to a transit facility. It is within this area that transit-oriented development has the most potential due to the close proximity of a station.

The area includes three major road corridors - Northwest Highway, Golf Road and Wolf Road that provide local and regional access for Des Plaines and adjacent suburbs.

### **LAND USE**

The Cumberland Station Study Area contains the following land uses (also see Figure 1 Existing Land Uses):

- ❑ **Residential:** single-family and multi-family (includes single-family attached and rental apartments)
- ❑ **Commercial:** restaurants, small retail/service shops, including auto service
- ❑ **Office:** medical and professional office
- ❑ **Institutional:** elementary and middle schools, church, senior center and YMCA.
- ❑ **Light Industrial:** United Feather & Down, Littelfuse and PACE Bus Service
- ❑ **Open Space:** Blackhawk, Kuthen, Teton, Cornell and Chippewa Parks

### **RESIDENTIAL**

Single-family residential is the predominant use within the Study Area. It occupies the majority of the land north and south of Northwest Highway near the Station. These residential neighborhoods have solid street grids with good access points to Golf, Wolf and Seegers Roads. There are also pockets of multi-family residential along the Northwest Highway corridor at the outer limits of the Study Area, including a new townhome

development east of the Station on a former industrial site. A few of the small commercial buildings along Broadway Street have apartments on the upper levels.

### **COMMERCIAL**

Northwest Highway is an auto-oriented mixed-use commercial corridor that provides goods and services to nearby residents and motorists traveling along this major suburban roadway. Near the Cumberland Station, an office building, large Romanian Baptist Church, auto service shop, a restaurant, small shopping center, large YMCA and a senior center are interspersed along the north side of the roadway. A landscaped railroad right-of-way and Station parking lot are located along the south side of Northwest Highway.

Broadway Street, a minor arterial roadway on the east side of the Study Area, is also a low-density commercial corridor. It includes a mix of service and professional businesses, including a small medical center.

### **OFFICE**

Small office land uses are mainly oriented along Northwest Highway and Broadway Street. A large, 4-story vacant office building is located at the corner of Golf Road and Northwest Highway.

### **INSTITUTIONAL**

The Study Area is adjacent to the Lattof YMCA and major civic uses such as Chippewa Middle School and Cumberland Elementary School north of Golf Road and the Frisbie Senior Center along Northwest Highway west of the Cumberland Station. The Romanian Baptist Church occupies a large portion of the triangle of land between Golf Road, Wolf Road and Northwest Highway.

### **INDUSTRIAL**

The majority of the industrial uses in the Study Area are light industrial businesses such as United Feather & Down, which is located immediately south of the Station, and the former Littelfuse facility just outside the Study Area boundary. This vacant facility occupies a large area in close proximity to the Station that could be redeveloped. A Pace Bus service facility is located along Northwest Highway east of the Study Area.

### **OPEN SPACE**

There are several open spaces within the Study Area, most of which are located within residential neighborhoods or in close proximity to the Chippewa Middle School. The immediate Station location lacks plazas or green spaces that can be used by the public.

### **ACTIVITY GENERATORS**

There are several businesses, facilities and destinations located in and around Cumberland Station that draw people to the area on a regular basis. These activity generators include:

- ❑ Local Schools
- ❑ Lattof YMCA
- ❑ Frisbie Senior Center
- ❑ Romanian Baptist Church
- ❑ United Feather & Down

## **PHYSICAL CONDITIONS**

The physical appearance of the Cumberland Station Study Area is important in maintaining property values, retaining and attracting businesses and providing a quality environment for residents and property owners. Overall, the Study Area is in fair to good physical condition, with mostly commercial properties needing enhancement or redevelopment.

The following is a description of the area's physical conditions:

### **NORTHWEST HIGHWAY: NORTH**

The commercial uses along Northwest Highway are mostly in good condition except for some of the smaller buildings located across from the Station that are older structures needing improvement. The auto service shop site at the corner of Northwest Highway and State Street needs enhancement, as it is located at a highly visible corner.

The backs of the shops in the triangle between State Street and Northwest Highway also need to be improved, as they are highly visible from the neighborhood and adjacent parking lots. The parking lots, which mostly serve the church, are linked to Northwest Highway by a narrow driveway. This driveway is the only mid block opening for pedestrians to access the commercial frontage from the parking lots or nearby residential blocks. It is the only direct path for residents living north of State Street to walk to the Cumberland Station.

The office building at the northwest corner of Northwest Highway and State Street is a large structure that was built above a surface parking lot. It is largely vacant and provides a significant opportunity for new office tenants, other uses or for redevelopment.

The residential neighborhood north of State Street is in good condition with single-family homes, green streetscapes and attractive parks. This neighborhood is the closest housing to the commercial uses along Northwest Highway and the Cumberland Station. Enhancement of the nearby commercial blocks, especially the triangle between State Street and the Highway, would directly benefit the residents of this neighborhood.

State Street has a landscaped median and slower "Main Street" character that could serve as a green edge for new development within the triangle.

Broadway Street, east of the Cumberland Station is a small-scale commercial corridor that includes service shops and businesses. It also has a median and "Main Street" character that could be enhanced and marketed as a special location for service shopping.

The underdeveloped frontages along Northwest Highway near Broadway Street have potential for enhancement and redevelopment, which would reinforce the street wall of buildings leading to the Station and provide a better gateway into Broadway Street.

A large traffic circle is located at the intersection of State Street, Wolf Road and Golf Road northeast of the Cumberland Station. This intersection is heavily traveled and often congested during peak times of the day. It is difficult for motorists to circulate through as it

is designed as a five-legged stop/go circle rather than a free flowing traffic roundabout. The circle, along with Wolf Road, is another barrier for pedestrians and bicyclists traveling east/west from the Cumberland Station commercial triangle to the Broadway Street commercial corridor.

The Wolf/Golf Road viaduct under Northwest Highway is also a barrier for pedestrians traveling north/south to the Metra Station. Although it is linked to Northwest Highway via a sidewalk, the viaduct is large and dark, and the sidewalks are narrow and in poor condition. The overall environment is uninviting to users.

The streetscape along Northwest Highway, State Street and Broadway Street is in fair to good condition. Some corners are deteriorating and some blocks lack trees. A consistent streetscape design that links the overall area is needed.

The railroad tracks serving the Cumberland Station run parallel to Northwest Highway through the northwest suburbs. The railroad right-of-way is in good condition with landscaping and community identity signage. It provides a green edge or buffer to the tracks and roadway.

The Cumberland Station, which is in fair condition, is located between Northwest Highway and the tracks. Buses drop off passengers on Northwest Highway at the west end of the Station, which is also where cars exit the adjacent narrow parking lot. Commuters must exit the Station at its west end where buses and cars are crossing or its east end in front of the buses. Pedestrians must then cross Northwest Highway at a location that is not very visible to motorists traveling eastbound on the roadway. This location lacks flashing pedestrian signals, and contains only one sign that announces the Wolf/Golf Road bridge and not the pedestrian crossing. All commuters traveling to the station from the north have to cross Northwest Highway to get to the Station.

#### **NORTHWEST HIGHWAY: SOUTH**

Residential neighborhoods surround the Cumberland Station south of Northwest Highway and the railroad tracks. However, there is no direct access to the Station as it is blocked from the neighborhoods by railroad spur tracks to the west, the United Feather & Down facility to the south and Golf/Wolf Road to the east.

Commuters driving to the parking lot adjacent the Station's south parking lot or dropping off people at the Station must use a small driveway to access the facility. This driveway is also the access route for United Feather & Down employees, visitors and deliveries. Local residents that walk from surrounding neighborhoods to the Station must also travel along this driveway or use a narrow sidewalk along Golf/Wolf Road and its viaduct east of United Feather.

There is minimal room for parking expansion in this location or for development adjacent the Station, unless the United Feather & Down facility chooses to relocate to an industrial park within the City. The plant site is approximately 8.5 acres and represents a significant long-range transit oriented development opportunity. The United Feather & Down property currently has wide, landscaped setbacks from Golf/Wolf Road and is in good physical condition.

There is also a need to improve the frontage along Golf/Wolf Road south of United Feather & Down to better link the neighborhoods to the station. This stretch of the roadway, which is in fair to good condition, is heavily congested and includes significant truck traffic.

## **SECTION 2: ZONING**

The following City of Des Plaines zoning districts are located within the Cumberland Station Study Area:

- ❑ **C-1 Neighborhood Shopping**
- ❑ **C-3 General Commercial**
- ❑ **R-1 Single Family Residential**
- ❑ **R-3 Townhouse Residential**
- ❑ **M-1 Light Manufacturing**
- ❑ **M-2 General Manufacturing**
- ❑ **I-1 Institutional**

### **C-1 NEIGHBORHOOD SHOPPING**

The purpose of the C-1 Neighborhood Shopping district is to provide convenience shopping to nearby residential uses. Permitted uses include convenience retail stores, service retail, specialty food stores and park space.

The C-1 District is appropriate for the Cumberland Station Area because it allows for commercial uses that would be attractive to local residents and commuters as well as motorists along Northwest Highway. However, a mix of uses and denser development, which are key elements of transit-oriented developments, are not allowed in this district.

### **C-3 GENERAL COMMERCIAL**

The C-3 General Commercial district is geared toward serving the overall community of Des Plaines by allowing auto related services and grocery stores. Permitted uses include banks, animal care, gas stations and indoor recreation.

The C-3 District is more appropriate for a roadway corridor than it is for a transit oriented development area due to the higher intensity and scale of commercial uses that are more dependent on auto access.

### **R-1 SINGLE FAMILY RESIDENTIAL**

The R-1 Single Family Residential district preserves lower density neighborhoods that have mostly single-family homes. This land use is the predominate development pattern around the Study Area and therefore is an appropriate zoning district for those areas.

To increase the number of residents living within the quarter-mile walking distance of the Cumberland Station, zoning that allows for condos, apartments and townhomes should be considered on appropriate redevelopment sites. Depending on the site, zoning could be a multi-family housing or a mixed-use designation that incorporates housing above commercial uses.

### **R-3 TOWNHOUSE RESIDENTIAL**

The R-3 Townhouse Residential district provides for multiple family and townhome developments. Currently the Study Area has limited areas that are zoned R-3. The City should consider incorporating more areas within the Study Area under the R-3 District to allow for higher densities around the Station.

### **M-1 LIGHT MANUFACTURING**

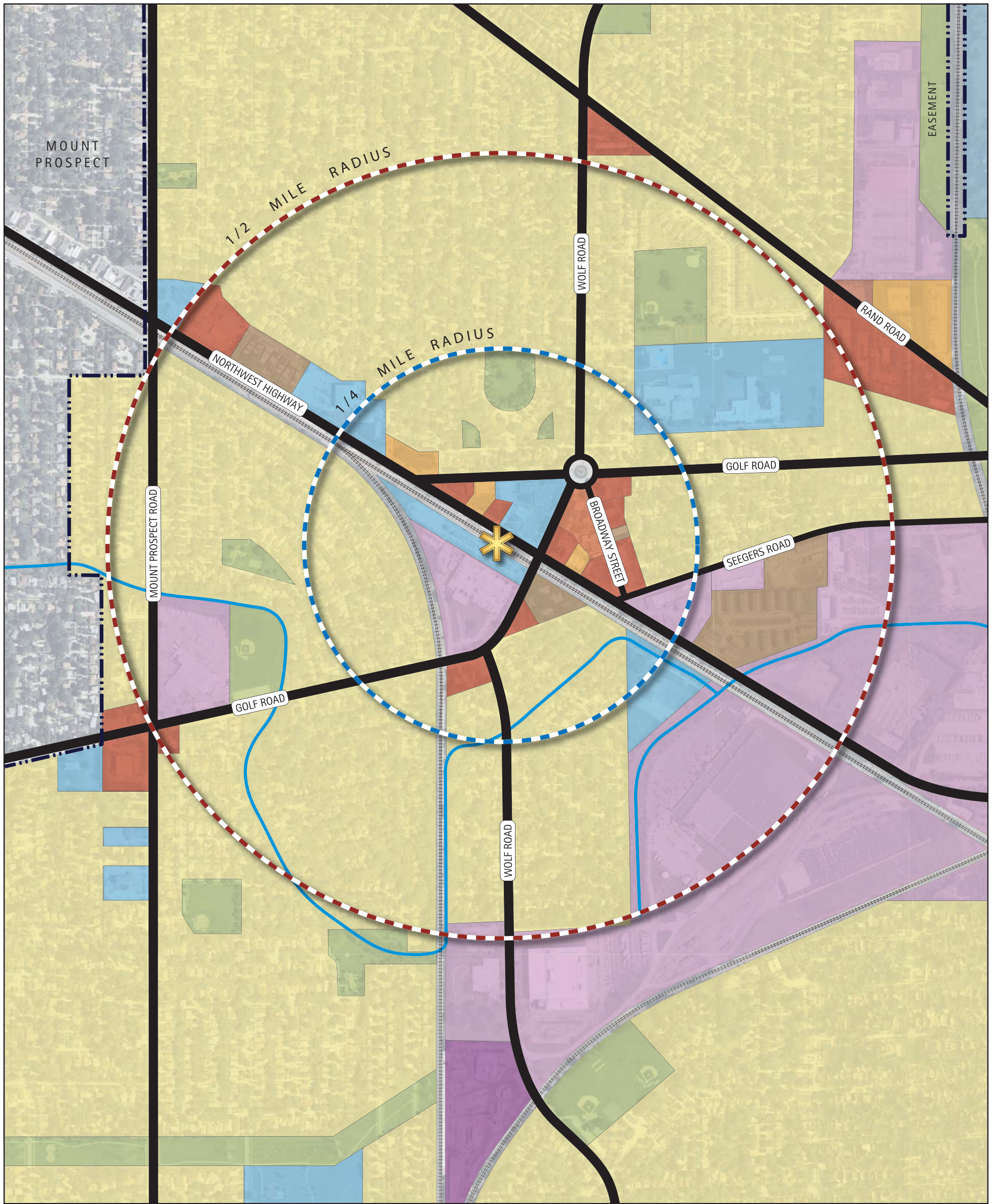
The M-1 Light Manufacturing District allows for a variety of light industrial uses as well as office parks and auto body repair shops. Permitted uses include light manufacturing and research. There is one area zoned M-1 within the Study Area. The existing United Feather & Down property just south of the Station is currently zoned under this district.

### **M-2 GENERAL MANUFACTURING**

The properties zoned M-2 within the Study Area are very limited and should not be expanded upon in the future. Permitted uses include auto sales, heavy manufacturing, equipment leasing agents, public utilities, recycling centers, warehousing and vehicle towing services. These uses are too intense for a transit station location and can conflict with residential and commercial uses that could be developed.

### **I-1 INSTITUTIONAL**

The I-1 Institutional District allows for a variety of public and semi-public uses including governmental offices, educational facilities, places of worship and parks and forest preserves. The I-1 District should remain as a supportive zoning district within the Study Area because it allows for the above uses which act as “activity generators” and can provide a benefit to surrounding commercial businesses and residents.



**Legend**

- |                   |                          |                           |                                    |
|-------------------|--------------------------|---------------------------|------------------------------------|
| --- City Boundary | Cumberland Metra Station | Single-Family Residential | Institutional                      |
| ==== Railroad     | 1/4 Mile Radius          | Multi-Family Residential  | Light Industrial                   |
| — Major Road      | 1/2 Mile Radius          | Commercial                | Heavy Industrial                   |
| Creek             |                          | Office                    | Parks   Open Space   Natural Areas |
|                   |                          | Mixed-Use                 |                                    |

City of Des Plaines, Illinois

# Cumberland Station Area Plan

Figure 1: Existing Land Use - DRAFT

LAKOTA  
THE LAKOTA GROUP INC.



0' 300' 600'

November 24, 2009



*Appendix 4: Station Area Analysis*



November 12, 2009

## **RTA Des Plaines \ Cumberland Station Observations**

### **Existing Conditions**

#### **Access**

- Non-ADA accessible center platform
- Inconsistent, incomplete sidewalk access
- Minimal bike storage at station
- No access across existing freight spur from adjacent neighborhood
- No bike lanes or trails connecting to station
- Overpass at Golf used by apartment dwellers to East
- Poor accessibility to platforms
- Poor pedestrian connections across Northwest Highway, through commuter parking

Generally, access by pedestrians, cyclists, and even motorists, to the Cumberland Station is challenging. The adjacent Northwest Highway and Golf roads are very auto-oriented with poorly marked pedestrian crossings and discontinuous sidewalks. At both the north and south commuter parking lots, there are no sidewalks or other pedestrian-friendly accommodations. Bicycle parking at the station is minimal, and no bike lanes or trails to \ from the station exist. Lastly, ADA accessibility at the station is acceptable at the inbound and outbound platforms. Wheelchair passengers need lift assistance to access the center platform.

#### **Circulation**

- Auto-oriented, rather than pedestrian-oriented, environment
- Confusing, auto-oriented intersection signalization + configurations
- Difficult intersections at Golf and Wolf, and into the pillow factory
- High speed traffic on Northwest Highway
- Inefficient + somewhat confusing parking arrangement on south side of tracks
- No pedestrian accommodations in either north or south parking lots (e.g. sidewalks)
- North side commuter parking requires rider to cross tracks from outbound trains
- Sightline + vehicular conflicts at dropoff \ taxi + Pace bus stop
- South side commuter parking requires riders to cross tracks for inbound trains

Generally, the circulation to and from the Cumberland station site, for pedestrians, cyclists and motorists, is awkward. There are number of vehicular conflicts, such as at the Pace bus, kiss'n'ride, and commuter parking lot, and virtually no pedestrian \ cyclist accommodations with the station site. Pedestrians must walk through parking lots to walk to the station, because sidewalks do not exist. The north platform is at a higher elevation than the commuter parking lot and pedestrians, requiring all riders to walk to the station for boarding, even though they may have entered the site from the west.

#### **Physical**

- Few customer amenities at station

- Generally, sidewalks in poor condition
- No image \ visibility of station from a distance
- Poor and minimal streetscaping around station
- Poor condition of Golf viaduct access to station
- Poor condition of Metra stationhouse
- Unattractive image + character of existing train station and site improvements
- Underpass at Golf in poor condition -- perceived as 'unsafe'

The physical environment on and around the Cumberland Station is generally unattractive, with minimal streetscaping, poor condition of sidewalks, station, and concrete walls \ balustrades. The Cumberland station is not visible from a distance, and lacks a 'welcoming' architectural character. Riders reported that the station is not heated, and is often not maintained well. From a pedestrian \ cyclist point of view, the site does not accommodate the needs of riders who walk or bike to the station, including the end-loaded location of the stationhouse.

## Opportunities

There are, however, a number of opportunities to improve the Cumberland station, its site and the surrounding access:

### Access

- Consider audible pedestrian crossings (chirp)
- Make both platforms ADA accessible at end(s) - similar to Mount Prospect station
- Provide safety island in Northwest Highway and \ or pedestrian crossing lights + countdowns
- Reconfigure dropoff + taxi lines to eliminate sight line conflicts with Pace bus stop and pedestrian crossings
- Support "commuter-friendly" businesses in triangle, particularly in the area directly across from the station

### Circulation

- Install continuous sidewalks from all directions to stationhouse and platform (including south side of NW Highway, and driveway to West of pillow factory)
- Install sidewalks at front of cars in parking lots to reduce pedestrian traffic in vehicle lanes
- Make signals at intersections around station pedestrian-activated for greater safety
- Post Metra and Pace schedules at both the stationhouse + Pace stops
- Reconfigure intersections to eliminate right in \ right out turning movements (which are unsafe for pedestrians)
- Restripe crosswalks with 'continental' striping to enhance safety

### Physical

- Extend platform to accommodate 8-10 car trains in future, track alignments-permitting
- Improve lighting
- Improve lighting + condition of underpass at Golf
- Increase number of bike rack locations
- Move stationhouse to Western portion of the current station site, rebuild with customer comfort + convenience features
- Provide shelter at Pace bus stop(s) near station
- Replace concrete wall/fence at current station with more transparent barrier
- Share parking spaces with Church

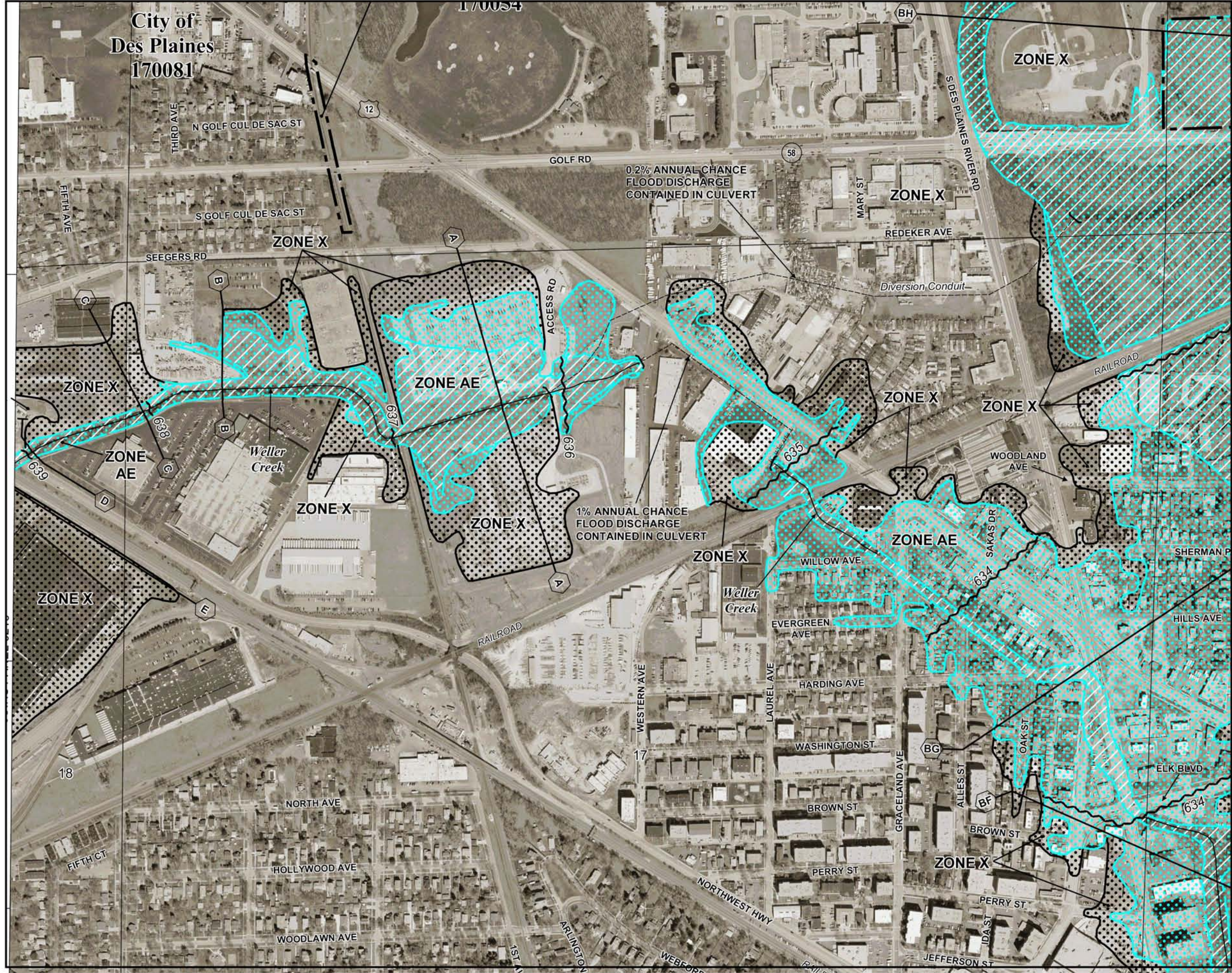
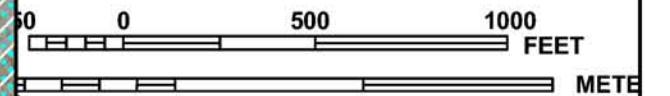
*Appendix 5: FEMA Flood Insurance Rate Maps*

City of  
Des Plaines  
170081

170054



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0217J

**FIRM**  
FLOOD INSURANCE RATE MAP  
COOK COUNTY,  
ILLINOIS  
AND INCORPORATED AREAS

PANEL 217 OF 832  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
COOK COUNTY	170054	0217	J
DES PLAINES, CITY OF	170081	0217	J

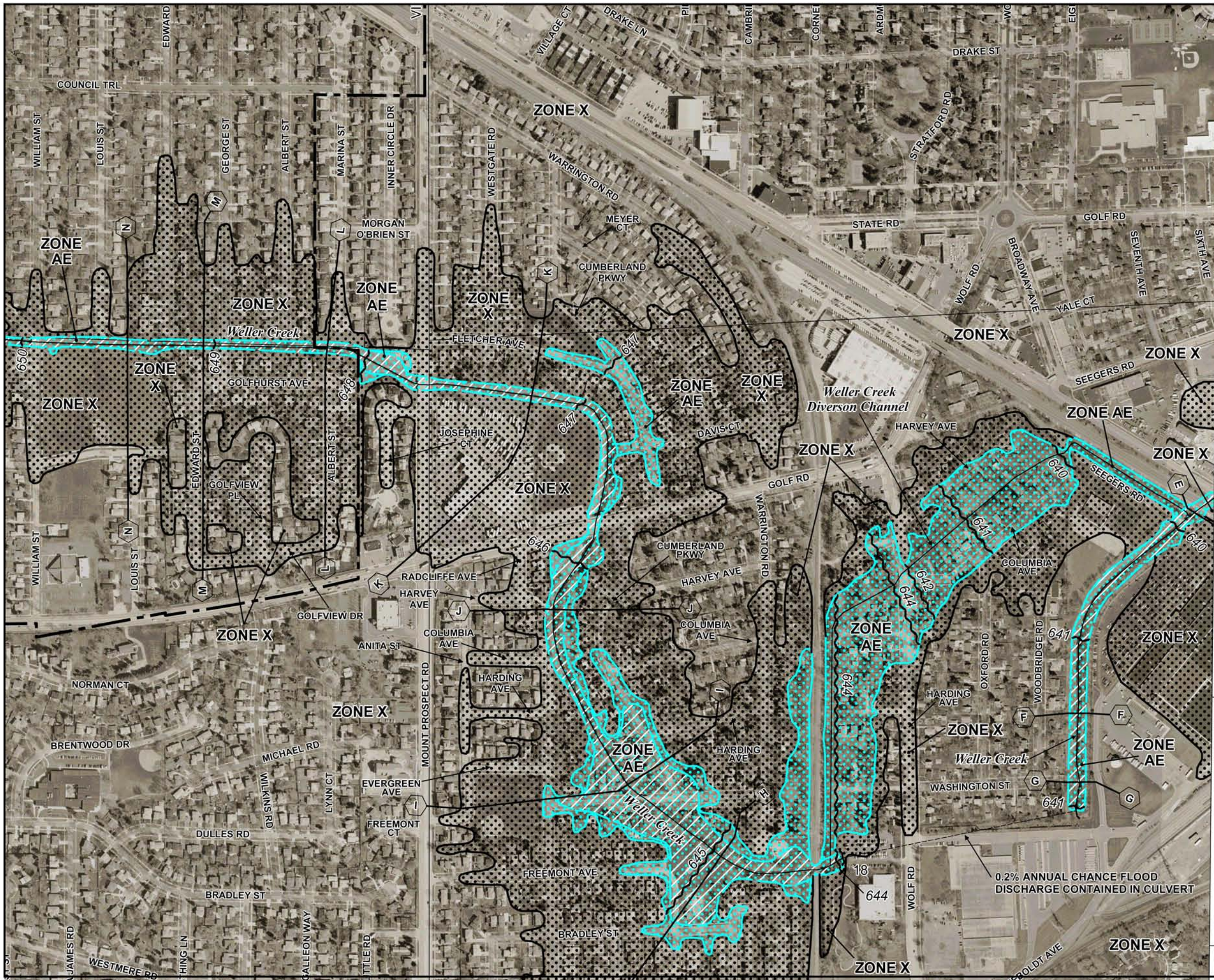
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.




MAP NUMBER  
17031C0217J  
MAP REVISED  
AUGUST 19, 2008

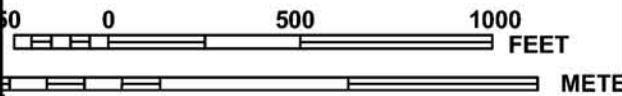
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)





**MAP SCALE 1" = 500'**



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NATIONAL FLOOD INSURANCE PROGRAM

**PANEL 0216J**


**FIRM**  
FLOOD INSURANCE RATE MAP  
COOK COUNTY,  
ILLINOIS  
AND INCORPORATED AREAS

**PANEL 216 OF 832**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DES PLAINES, CITY OF	170081	0216	J
MOUNT PROSPECT, VILLAGE OF	170129	0216	J

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



**MAP NUMBER**  
17031C0216J  
**MAP REVISED**  
AUGUST 19, 2008

Federal Emergency Management Agency

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JOINS PANEL 0217



Compiled Notes from:

**Cumberland Station Area Plan  
Community Meeting and Walking Tour**

**Saturday, October 3<sup>rd</sup>, 2009**



**Background/Context:** On Saturday October 3, 2009, a walking tour of the Cumberland Station area was conducted to gather feedback from local residents, business and building owners, and others affected by planning for the station area. The following notes reflect the opinions and concerns of the participants in this tour. They do not reflect the opinions or positions of City of Des Plaines staff or elected officials, RTA, Metra, or Pace staff, or the consulting team.

This document is intended to memorialize feedback provided by participants that will in turn help inform visioning and plan-making as this process moves forward.

## Group 1

Leaders: Elizabeth Schuh (*S. B. Friedman & Company*) and Charles Teuer (RWA Engineers); approximately 8 participants

1. Some saw a need for sidewalks on the southern side of Northwest Highway (NW Hwy).
2. This area should be as attractive as train routes through Arlington Heights, Mount Prospect.
3. Bike route along NW Hwy would be beneficial.
4. Additional bike racks at the Metra station were seen as a need.
5. Cross walk is needed at signal at NW Hwy and State for access to/from Metra.
6. Safety of State Street intersection is a major concern. We discussed plans to block the turn onto Cornell Ave. Residents on Cornell may be concerned about access if this were done. At a minimum, this intersection should have crosswalks and pedestrian signals.
7. The office building at State and NW Hwy is underutilized and out of date. Maybe new residential townhomes or live/work spaces? Anything new should respect existing architecture and be small-scale. Potential to provide more affordable for-sale homes for young families.
8. Potential to extend the Metra platform to the State Street area so that crossing/getting to the station is easier.
9. Pedestrian crossings at the circle are poor or non-existent limiting access to the pedestrian connection to the Metra along the west side of Golf. The crosswalk on Wolf is set back, hard for cars to see and can cause traffic backups. No crosswalk on Golf.
10. At least one house has a driveway with access from the circle.
11. Speeding through the circle is a concern, especially by trucks.
12. The striping that was implemented within the circle appears to have reduced crashes.
13. Better lighting is needed at the circle and in the area in general. This is a concern for pedestrians walking to the Metra in the morning when it is still dark.
14. There is a general view that enforcement of traffic laws at the circle is lax.
15. At least two people expressed that they avoid the circle when both walking and driving in the neighborhood.
16. State Street is the only access to NW Hwy from Golf. Trucks and buses use it.
17. Cornell Park and the two smaller parks are a big neighborhood asset.
18. A need was expressed for more small town, Main Street type stores and conveniences. For example, a convenience store, dry-cleaning, a café, etc. No big boxes.



19. Parking in the area is limited. The clinics and businesses can be fully parked on weekdays. It was noted that street parking on Broadway and NW Hwy is limited to 3 hours from 10am to 6pm except on weekends and holidays.
20. Pedestrian crossings at the Broadway/Seegers/NW Hwy intersection are poor or non-existent.
21. The increased parking demand for any new development was expressed as a concern.
22. Existing businesses are good and convenient, but work needs to be done on sidewalks, facades, overall look of buildings.
23. There was a general consensus that the new town homes on Seegers do not match the character of the neighborhood and are undesirable. Neighbors felt that these homes are disconnected from the neighborhood both physically and architecturally.
24. Cornell Park was referenced as an ideal part of the neighborhood and a reference for the type of architecture that any future additions should try to match.
25. The pedestrian underpass of NW Hwy at Golf is not viewed as a usable crossing for access to/from the Metra.
26. The striped pedestrian crossing of NW Hwy at the Metra does not align with the platform or pedestrian ways at the station.
27. Current operations were described as having several conflicts between buses, taxis and pedestrians in addition to the challenges related to traffic on NW Hwy.
28. The City's desire for a median to assist pedestrians crossings of NW Hwy was viewed as not enough. A pedestrian actuated signal with full ADA accessibility was expressed as a need.
29. Metra platform could be extended north to connect to a pedestrian crossing at State.
30. People would like to see more benches and shelter for pedestrians. This station has few accommodations for inclement weather. A shelter on the middle platform would be particularly helpful.
31. It was expressed that the Church should not be allowed to build itself more parking.
32. L & L's is an asset – would like more businesses in the same vein, such as a café with longer hours, ice-cream shop, convenience store, etc.
33. People cut through the parking lot behind L&L's and go through the alley to reach the Metra.
34. Parking related to the Church is considered heavy on Sundays but is not really a problem. Event related parking is heavier in the neighborhood, but since special events only occur sporadically, it is understandable.
35. Outside storage of cars in for repair, snowmobile equipment, etc is a concern. Is there any way to fence or shield?
36. Remove the curb cut for the office building on NW Hwy be removed?
37. The right-hand turn from NW Hwy onto State Street makes it difficult for pedestrians to cross.

**Group 2**

Leader: Geoff Dickinson (*S. B. Friedman & Company*); approximately 8 participants

1. Turning problem at NW Hwy and State. Trucks over the curb frequently.
2. Can the Metra station move west to near State street to facilitate crossing NW Hwy?
3. Owners of medical office building/business on state have closed off access to their parking lot from NW Hwy due to trouble with Metra users parking in their lot.
4. Streetscape along NW Hwy could be enhanced (sidewalks, lighting, signage). Would trees conflict with overhead power lines? They have caused trouble in the past.
5. Creating more of a neighborhood identity visually with lighting and signage may help businesses in the area.
6. There is a narrow space between L & L and the accounting office where some people cut through to the Metra.
7. Cross walk to Metra should be west of station—not east of station—for outbound passengers.
8. The Metra Station is not clean. Often used as a bathroom.
9. Can a flashing pedestrian crossing warning light be installed?
10. Can a pedestrian bridge be built?
11. Can the empty 18 wheelers at the pillow factory be screened? They are ugly.
12. There is another cut through between the church and the insurance office. This is wider and more commonly used. Can it be enhanced? Lighted?
13. Few in the group knew you could take stairs down from NW Hwy @ the Golf/Wolf underpass, go under NW Hwy, and re-emerge at the parking lot. Perceived to be not safe. Lots of homeless living under here? Most figure people would prefer to wait for an opening in the traffic to going under the highway. (Uncertain safety, lighting, snow removal.)
14. People from the apartments south of the tracks often walk along rail right of way to get to the Metra station.
15. Can a bus shelter be put on NW Hwy at Broadway? People visiting the clinic on Broadway often wait a long time to catch the inbound bus with no shelter.
16. There is a cut through in triangle east of Golf as well. It is unpaved (gravel) and the stairs up from the parking lot/alley are railroad ties.
17. The clinic on the east side of Broadway at Seegers is in a half empty building. Lots of kids hang out and cause trouble. Not considered a community asset.
18. Dentists along Broadway are assets.
19. City appears to have recently upgraded the alley in the Broadway triangle.
20. Hydrotherapy for dogs did a nice job on their building rehab. They are looking to expand.
21. Golf Rd floods frequently. People avoid going under NW Hwy any time it rains.
22. Norb's Electric buildings are ideally suited to their business.
23. Several vacant spaces along Broadway - some for sale.
24. Lots of accidents on circle between Wolf and State.
25. Lots of people heading east on Golf accidently go down State and have to get directions and turn around. Better signage on Westbound Golf might help.
26. The church building facing State is mostly used for Sunday school classes.

27. There is a bench at a bus stop east of Stratford on the north side of the street. People thought the homeowner put it in. It does not appear to be a PACE bench. Can this be a real Pace shelter?
28. The snow plow and salt shed at Tru-Tech are not attractive and people would like to see better screening.

**Group 3**

Leaders: Diane Legge Kemp (DLK Civic Design) and Zac McConnell (Lakota Group); approximately 8 participants

**Existing Conditions**

1. Generally, sidewalks in poor condition
2. Underpass at Golf/Wolf in poor condition -- perceived as 'unsafe' although heavily used
3. Overpass at Golf/Wolf used by apartment dwellers to East
4. Inconsistent, incomplete sidewalk access
5. Confusing, auto-oriented intersection signalization + configurations
6. Center platform not ADA accessible
7. Sightline + vehicular conflicts at dropoff \ taxi + Pace bus stop

**Opportunities**

1. Make both platforms ADA accessible at end(s) - similar to Mount Prospect station
2. Move stationhouse to West, rebuild with customer comfort + convenience features
3. Make signals at intersections around station pedestrian-activated for greater safety
4. Restripe crosswalks with 'continental' striping to enhance safety
5. Reconfigure intersections to eliminate right in \ right out turning movements (which are unsafe for pedestrians)
6. Install continuous sidewalks from all directions to stationhouse and platform (including south side of NW Hwy and driveway to West of pillow factory)
7. Support "commuter-friendly" businesses in triangle
8. Post Metra and Pace schedules at both the stationhouse + Pace stops
9. Reconfigure dropoff + taxi lines to eliminate sight line conflicts with Pace bus stop
10. Improve lighting + condition of underpass at Golf/Wolf
11. Extend platform to accommodate 8-10 car trains in future, track alignments-permitting
12. Provide shelter at Pace bus stop(s) near station
13. Increase number of bike rack locations
14. Install sidewalks at front of parking rows in parking lots to reduce pedestrian traffic in vehicle lanes
15. Improve lighting
16. Replace concrete wall/fence at current station with more transparent barrier
17. Provide safety island in the NW Hwy and \ or pedestrian crossing lights + countdowns
18. Consider audible pedestrian crossings (chirp)
19. In future, use pillow factory site for kiss'n'ride, intermodal transfers, parking, + transit-supportive land uses
20. Share parking spaces with Church

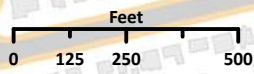
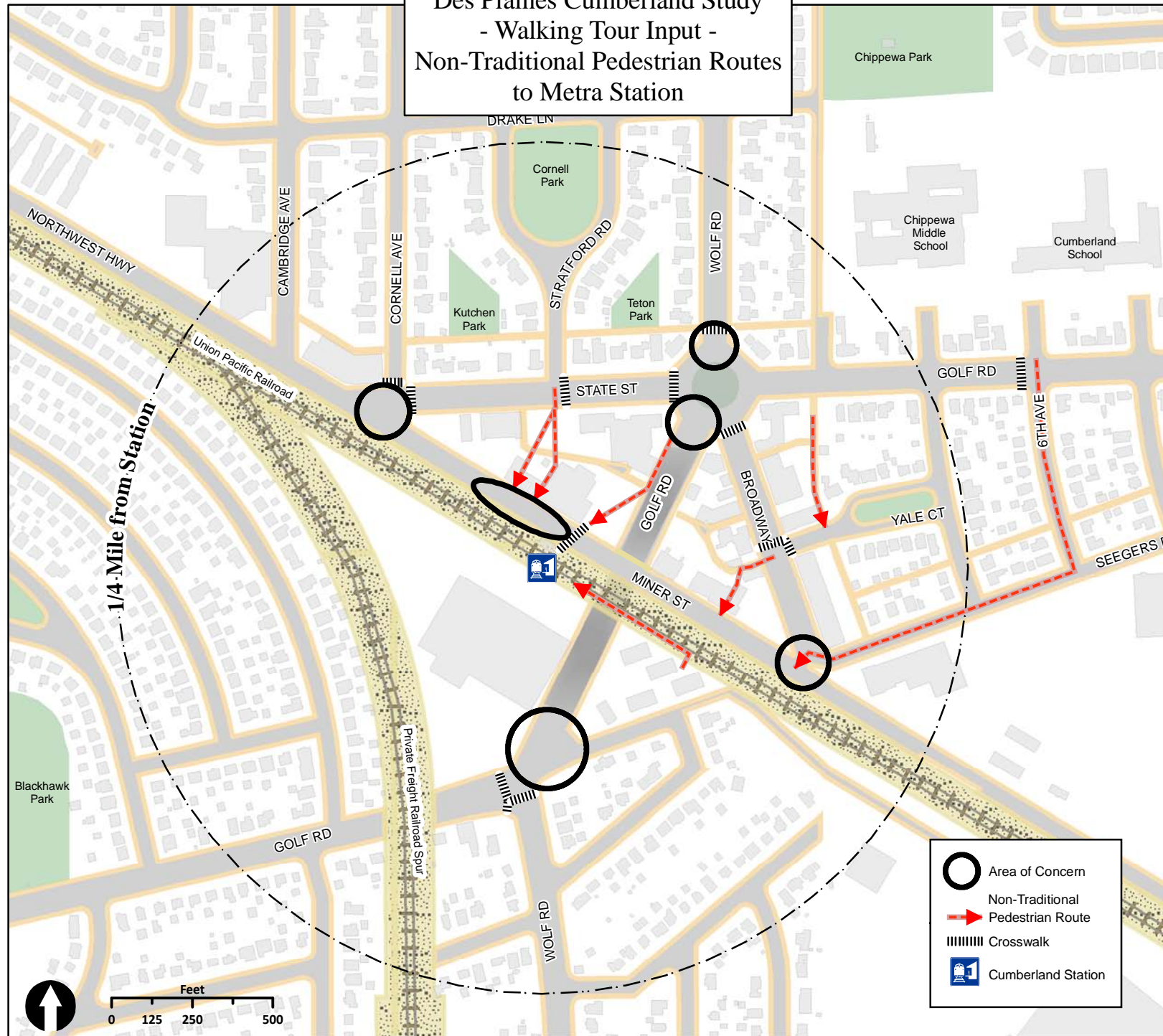
3-Oct-09





**Group 4**

Leaders: Scott Mangum, Alderman Dan Wilson, Derek Peebles, Chan Yu (all with City of Des Plaines); approximately 10 to 12 participants

1. Sidewalks on NW Hwy between the Frisbee Center and the Metra Station need improvement.
2. The State Street/NW Hwy intersection needs improvement.
3. Pedestrians use the parking lot behind L&L's as a cut-through, and then go between L&L's and the Insurance office.
4. Sidewalk between Golf and Broadway on Northwest Highway is deteriorated.
5. The asphalt shoulder on the west side of Golf Road is misleading. People think it is a sidewalk and try to use it. It dead-ends at the underpass.
6. Bus shelters are needed on both sides of the Broadway/NW Hwy intersections. Also, school children cross as this intersection, but it is not signalized or well-marked.
7. Water collects on Broadway near the clinic when it rains.
8. The Wolf Road pedestrian crossing at the circle is unsafe, set too far back. The Wolf road pedestrian crossing at Drake Lane also needs to be improved.
9. The tennis court and smaller parks are an asset.
10. Median and trees on State Street need improvement.

Des Plaines Cumberland Study  
 - Walking Tour Input -  
 Non-Traditional Pedestrian Routes  
 to Metra Station



 Area of Concern  
 Non-Traditional Pedestrian Route  
 Crosswalk  
 Cumberland Station

Des Plaines Cumberland Study  
 - Walking Tour Input -  
 Assets  
 October 2009 *Draft*



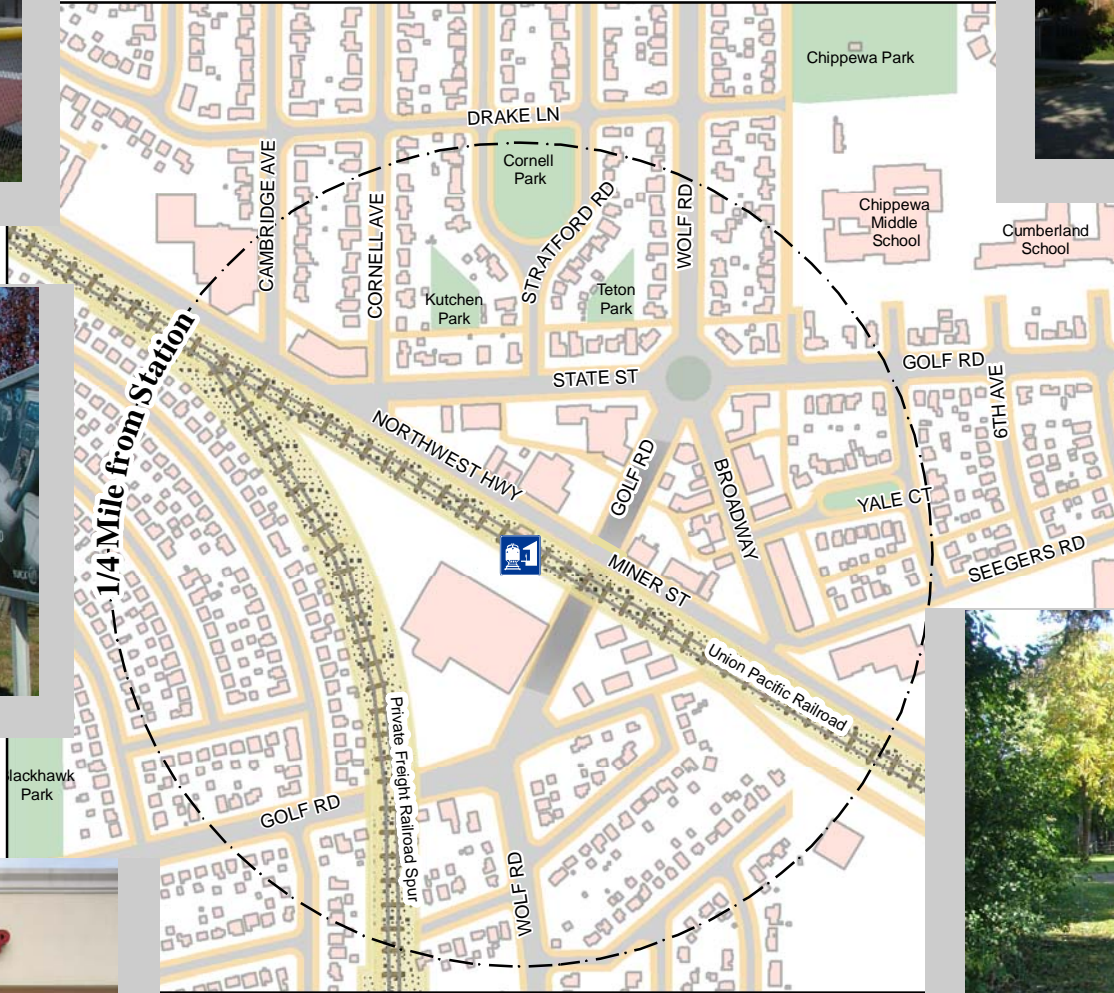
**YMCA**



**Homes**



**Metra Stop**



**Parks and Schools**



**Existing Businesses**

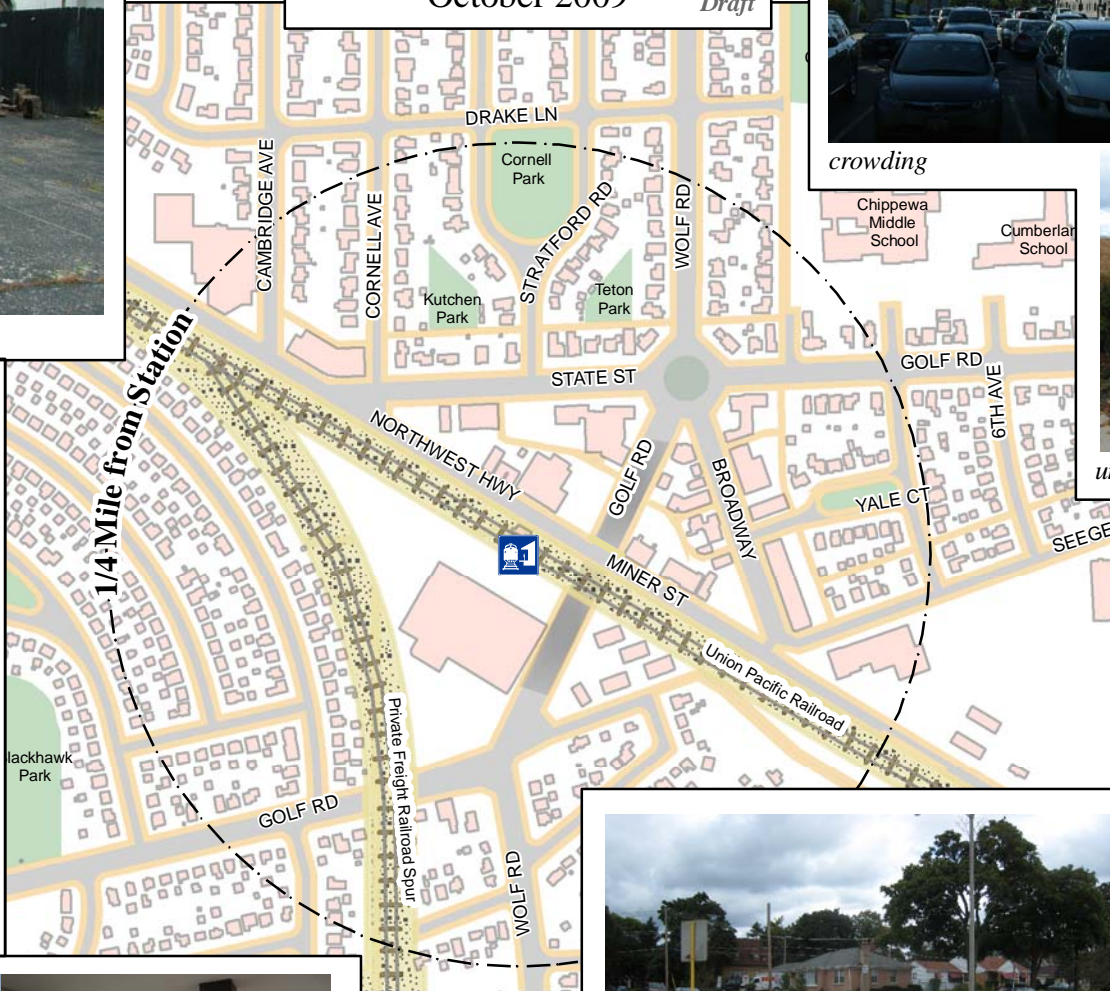
**Building Condition**



*outdoor equipment and vehicle storage*

**Des Plaines Cumberland Study  
- Walking Tour Input -  
Issues & Concerns  
October 2009**

*Draft*



*crowding*

*under-utilized*



**Inefficient  
Parking**



**Streetscape/  
Neighborhood Identity**



**Station Condition &  
Configuration**



*crossings*



*cut-throughs*

**Pedestrian  
Access**





# Des Plaines Cumberland Station: Review of Existing Conditions & Concept Plans

March 2010

# Introductions

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## ▶ Consultant Team

- ▶ *S. B. Friedman & Company*
- ▶ The Lakota Group
- ▶ Regina Webster & Associates
- ▶ DLK Civic Design



# Goals of This Meeting

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- ▶ Update on work to date
  - ▶ Community Walking Tour
  - ▶ Existing Conditions Review
- ▶ Presentation of Station Area Plan concepts
- ▶ Gather community feedback and concerns

# Project Summary

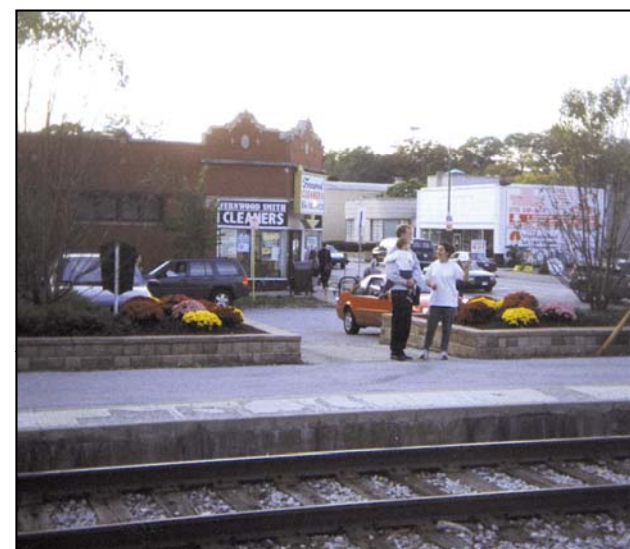
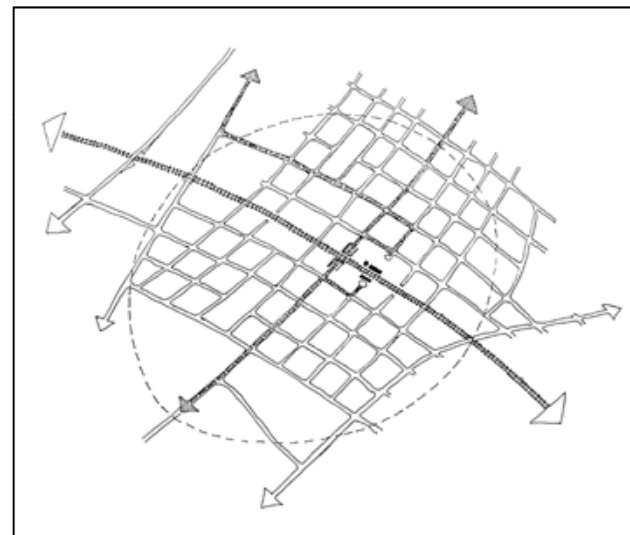
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- ▶ Objective: Develop a transit-oriented redevelopment plan for the Cumberland Metra Station
- ▶ Work to date:
  - ▶ Oct 2009: Community Walking Tour
  - ▶ Dec 2009: Existing Conditions Analysis
  - ▶ Feb 2010: Draft Concept Plans
  - ▶ Ongoing: Interviews with property owners and service boards
- ▶ Today: Community Presentation of Concept Plans
- ▶ Going Forward:
  - ▶ Plan & Concept Revision
  - ▶ Draft Preferred Concept Plan, TOD Design Guidelines, & Implementation Strategy
  - ▶ Review Draft Plans with City Council & Planning Commission
  - ▶ Presentation of the Final Plan to City Council

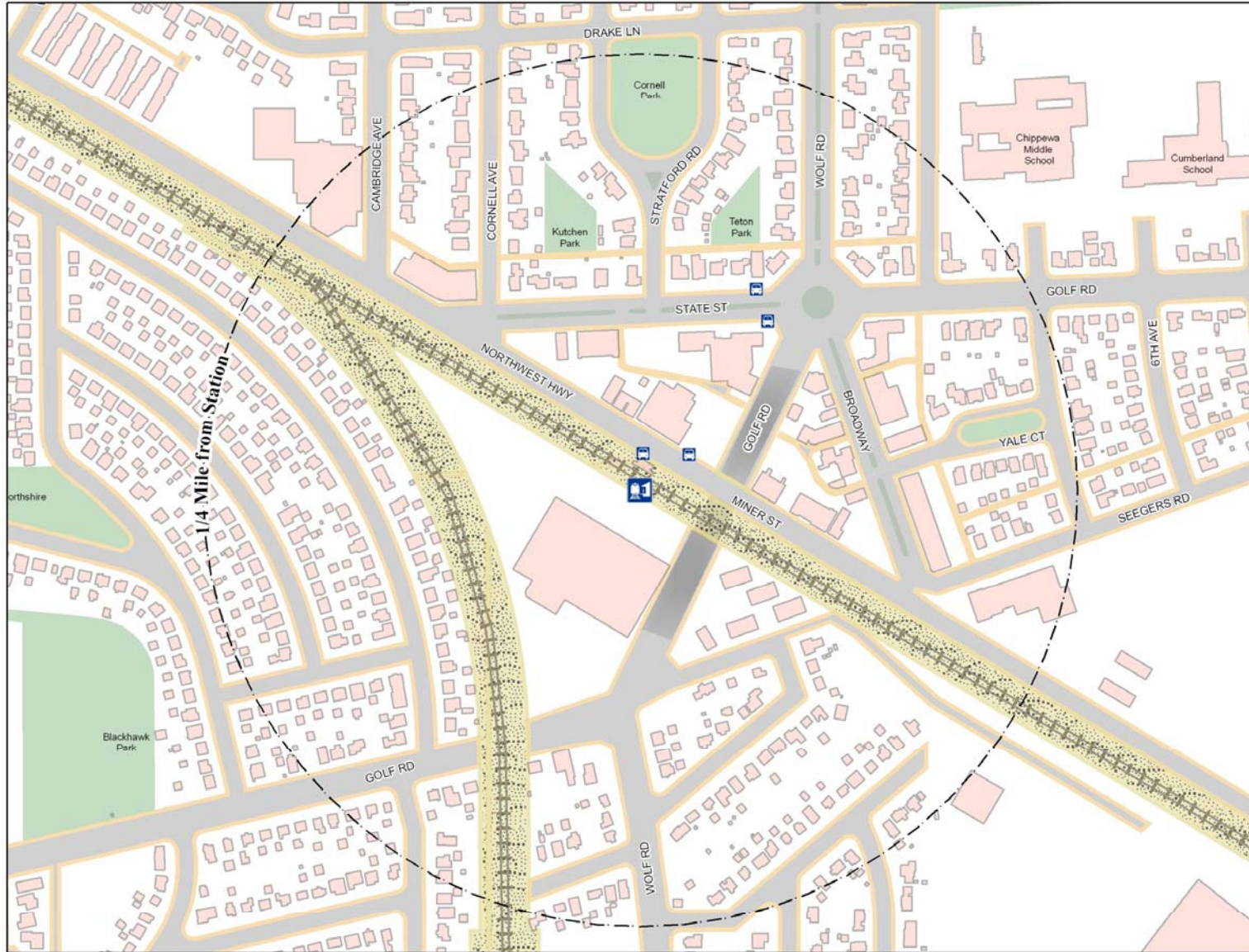


# What is Transit-Oriented Development?

- ▶ Provide comfortable, pleasant walking environment in station area
- ▶ Establish good vehicular & pedestrian access to station
- ▶ Ridership can be supported by predominantly moderate density (4-7 DU/acre), plus some multi-family
- ▶ Provide a diversity of housing types and densities
- ▶ Encourage convenience services in station area
- ▶ Provide for street orientation of housing

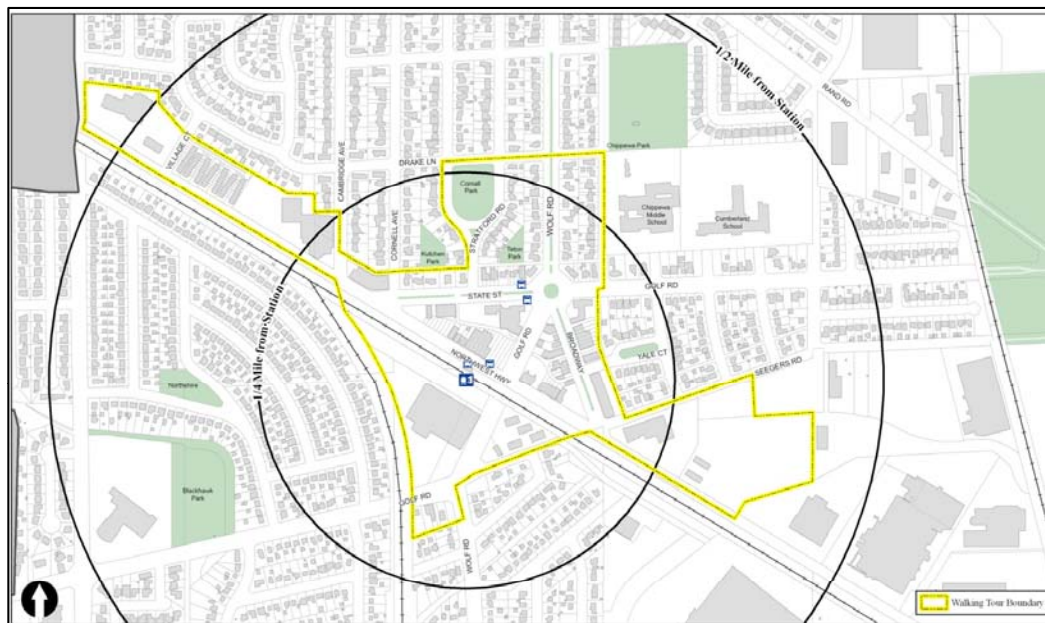


# Cumberland Station Area



# Community Walking Tour: Overview

- ▶ October 3, 2009
- ▶ Approximately 75 attendees
- ▶ Area Covered:
  - ▶ Mount Prospect Road to Hanbury Drive (new townhomes)
  - ▶ Golf/Wolf merge to the Elementary/Middle School Campus



# Community Walking Tour: Key Lessons Learned

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## ▶ Assets

- ▶ Cumberland Metra Stop
- ▶ Lattof YMCA
- ▶ Existing Businesses
- ▶ Parks & Schools
- ▶ Homes & Architecture

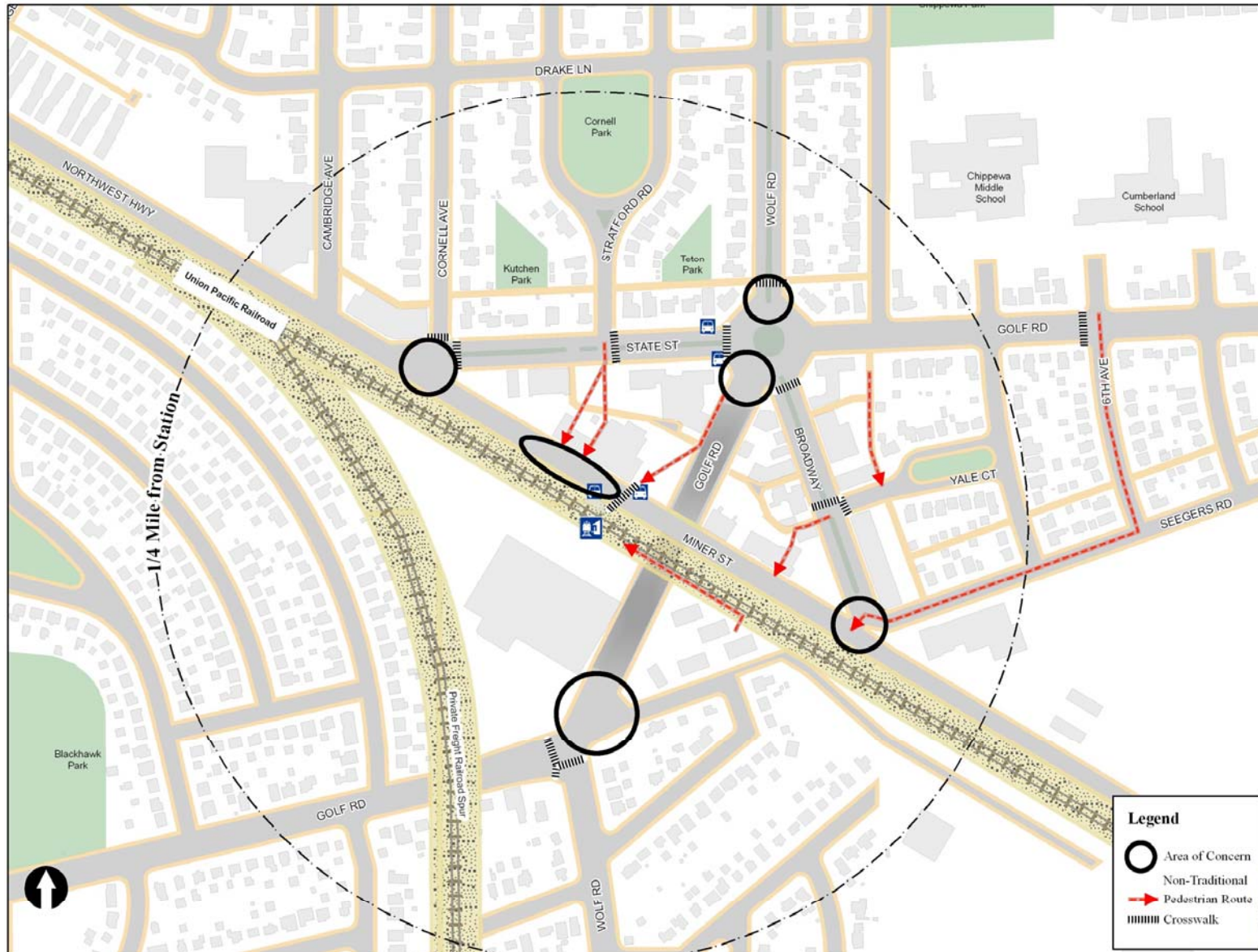
## ▶ Issues & Areas of Concern

- ▶ Pedestrian Access & Safety
- ▶ Streetscape & Neighborhood Identity
- ▶ Station Condition & Configuration
- ▶ Parking
- ▶ Commercial Building Condition

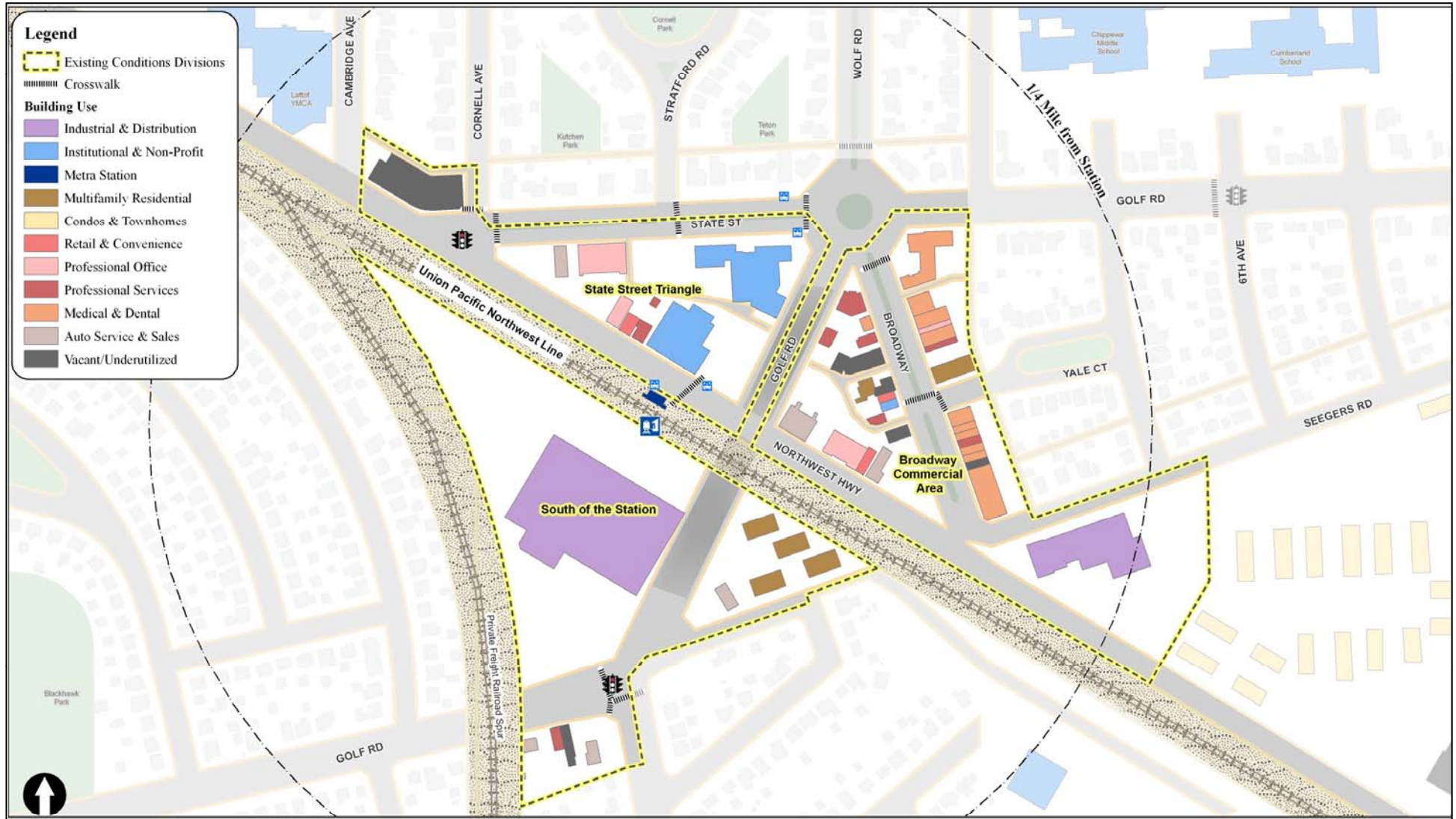




# Community Walking Tour: Pedestrian Access



# Existing Conditions Analysis



# Existing Conditions: Traffic Analysis

- ▶ Pedestrian access, signing, and accommodation concerns
- ▶ Metra station access and signing need improvement
- ▶ Golf/Wolf Circle Intersection potential for improvement
- ▶ Inefficient, divided, private parking in commercial areas



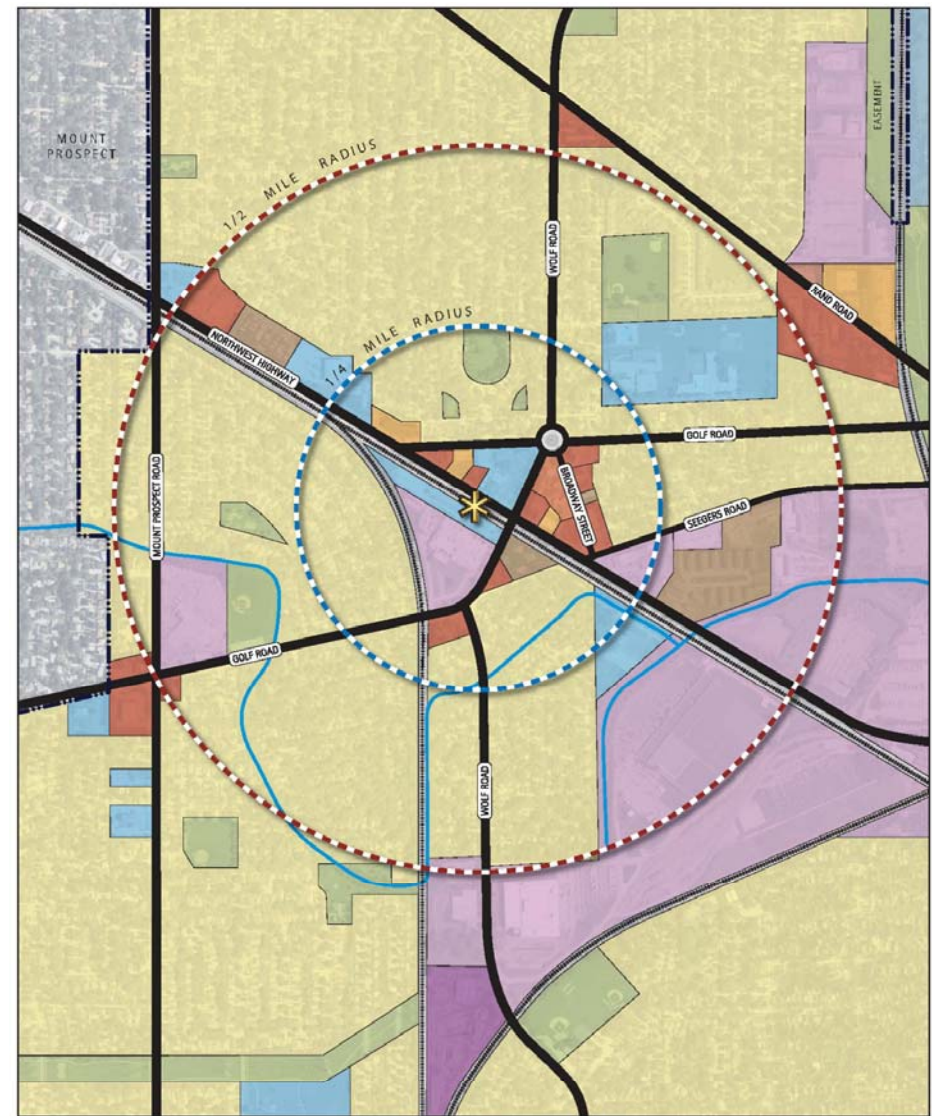
# Existing Conditions: Station Area Analysis



- ▶ Pedestrian, ADA, and bicycle access need improvement
- ▶ Auto-oriented station area
- ▶ Conflicts: Pace bus stop, taxi drop-off, and crosswalk
- ▶ Sub-optimal pedestrian routes to the station
- ▶ Station & platform have few amenities and poor visibility
- ▶ Stationhouse in need of improvement

# Existing Conditions: Land Use Analysis

- ▶ Major Uses:
  - ▶ Mix of commercial users and professional office
  - ▶ Active industrial
  - ▶ Single-family neighborhood
- ▶ Activity generators:
  - ▶ Local Schools
  - ▶ LattofYMCA
  - ▶ Frisbie Senior Center
  - ▶ Romanian Baptist Church
  - ▶ United Feather & Down



# Existing Conditions: Market Assessment

- ▶ Small station and commercial node
  - ▶ Moderate traffic levels but difficult to navigate
  - ▶ Few station or neighborhood-serving retailers/restaurants
  - ▶ Strength in medical office
  
- ▶ Comparable station analysis
  - ▶ Pedestrian orientation is critical
  - ▶ Potential for: restaurant(s) or café(s), convenience or drug store, dry cleaner, laundromat
  
- ▶ Longer-term potential for attached, for-sale housing



## Cumberland Station Presence-Absence Analysis for Retail at Comparable Stations

Tenant Type	Present at Cumberland?
Convenience	
Dry cleaner/Laundromat	No
Restaurants	Only One
Convenience Stores	No
Gas Stations	No
Hair, Nail, and Tanning salons	Only One
Gyms and Aerobics Facilities	Adjacent – YMCA
Pet supplies and grooming	Only One
Small professional office	
Insurance, Real Estate, and Mortgage	Yes
Medical, Dental, and Eye Offices	Yes – Area Strength
Accountants, Lawyers, and Similar	Yes
Destination	
Scuba Diving, Bead Store, etc	No
Community Institutional Anchors	Yes, Plus Adjacent

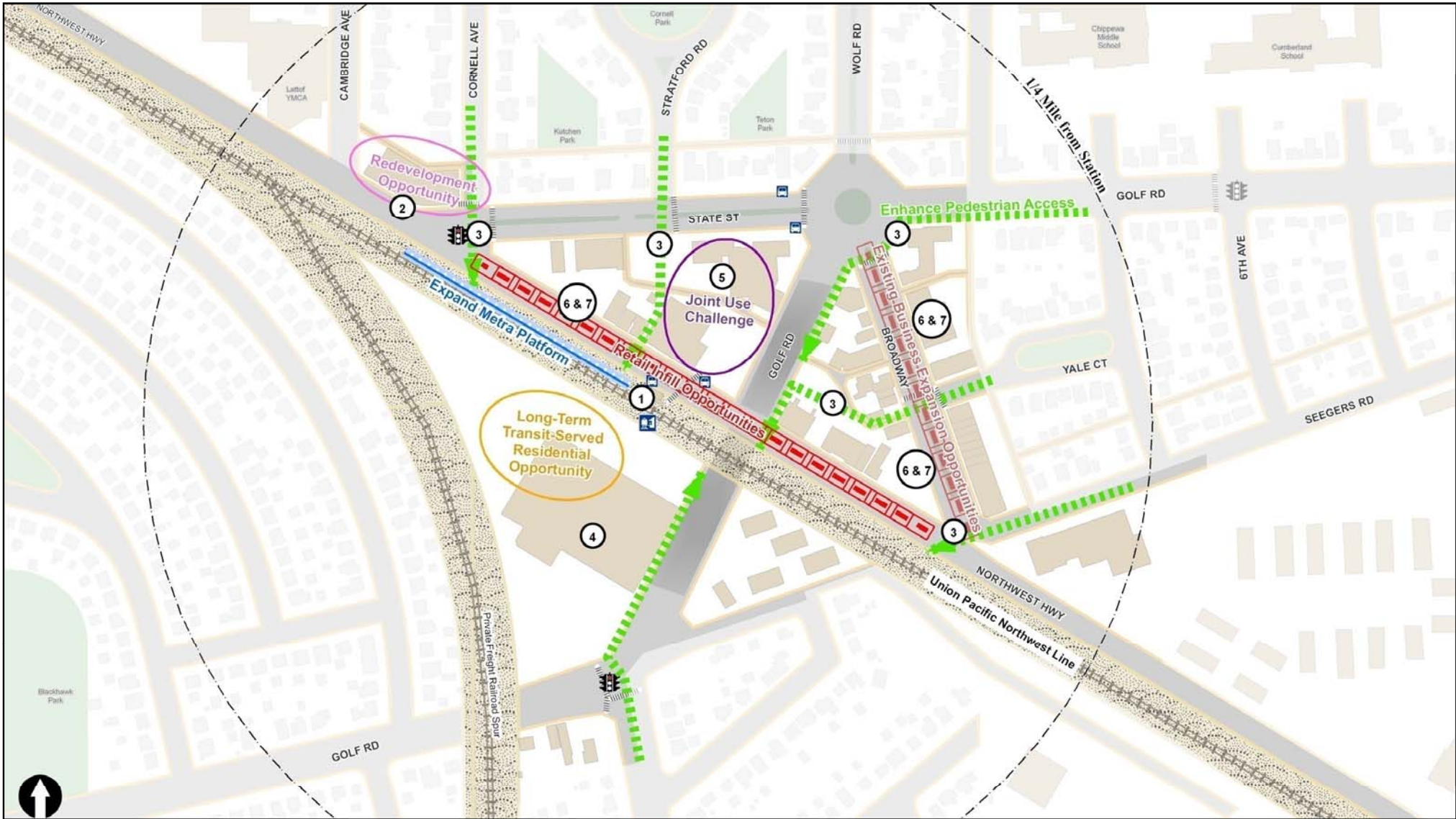
# Existing Conditions: Key Takeaways

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- ▶ Enhance Transit Access
- ▶ Metra Station Redesign & Enhancement
- ▶ United Feather & Down Site
- ▶ Enhance Pedestrian Access to the Station
- ▶ Underutilized Office Building Reuse (NW Hwy & State)
- ▶ Romanian Baptist Church Joint Use Challenge
- ▶ Retail Infill
- ▶ Existing Business Expansion



# Existing Conditions Summary





# Station Area Concepts: Min



# Station Area Concepts: Mid



# Station Area Concepts: Max A



# Station Area Concepts: Max B



# Feedback

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## ▶ Table I:

### ▶ Positives:

- ▶ Sidewalk & ped crossing on south side of bridge
- ▶ New light on NW Hwy at Seegers

### ▶ Negatives:

- ▶ Parking lot overflow at clinic on Broadway
  - ▶ Environmental issues on trucking company & gas station on seegers sites may limit housing potential
  - ▶ Crossing at Golf Road & entrance to pillow factory is difficult (cars and peds)
  - ▶ Security issues at Metra lot & in neighborhood
  - ▶ No heat at station now
  - ▶ How to prevent commuters from parking in the neighborhood?
- ▶ How will parking spaces regs affect business expansion potential?

# Feedback

---

## ▶ Table 2

### ▶ Positives:

- ▶ A lot of local competition between neighboring communities, let's build out fully & right
- ▶ Shared parking is good, but need to use a system like Libertyville's for employee parking (stickers)
- ▶ Commercial infill on NW Hwy

### ▶ Negatives/Concerns:

- ▶ Traffic circle – No one stops. Keep Golf lowered and build a 2<sup>nd</sup> viaduct?
- ▶ Who will take new retail spaces? Do not want to see lots of empty new storefronts.
- ▶ Shared parking is maxed out in some places already.

# Feedback

---

## ▶ Table 3

- ▶ Overall perception of plan is positive
  - ▶ Like some short term, some long term ideas
- ▶ Parking garages are not desirable unless they are below grade
- ▶ Business access on the north side of Northwest Hwy may need to be right in / right out for safety
- ▶ Seegers access and closure – needs further study and neighborhood input
- ▶ Pillow Factory Site – in the short term, move access to Golf/Wolf intersection. Add to the Min scenario.
- ▶ Underpass floods during storms. Needs improvement to reduce closures

# Feedback

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## ▶ Table 4

- ▶ Support for State Street triangle clean & green, short –term redevelopment of auto uses
- ▶ Support for ped path through State Street triangle
- ▶ Concern about reducing access to Cornell from NWH
- ▶ Upscale Townhomes on the Golf/Wolf southern intersection are good
- ▶ Support for upscale housing on south side of State St
- ▶ Support for retail on NW Hwy – if there’s demand
- ▶ Office Bldg on State & NW Hwy – improve or add high-end residential. Do not like a parking deck here.
- ▶ Parking deck is appropriate in the church lot
- ▶ Shared parking & coordination in State St Triangle good idea
- ▶ Movement of Biomed to State/NW Hwy Office bldg?



# Next Steps

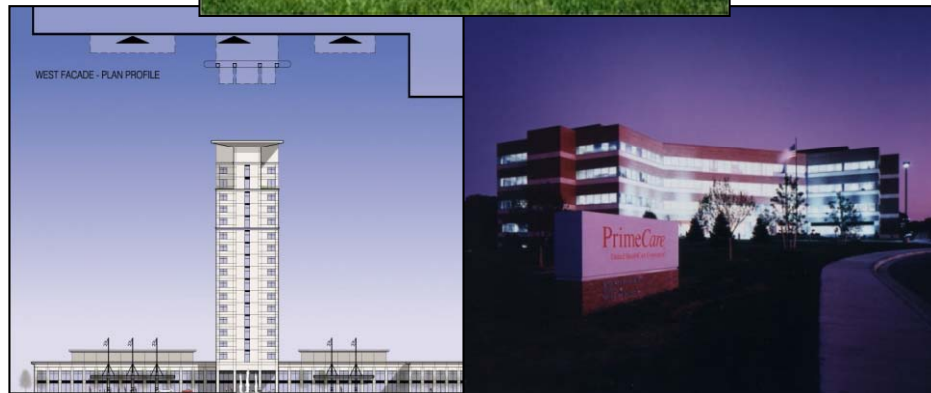
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- ▶ Refine Concepts & Draft Redevelopment Plan
- ▶ Present Revised Concepts & Redevelopment Plan to Steering Committee for Comment
- ▶ Refine and Present Plan to City Council



# Development Advisors to the Public and Private Sectors

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- ▶ Real Estate Economics
- ▶ Public-Private Partnerships
- ▶ Developer Solicitation
- ▶ Development Management
- ▶ Public Financing
- ▶ Area Plans & Implementation
- ▶ Fiscal & Economic Impact

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## Des Plaines Cumberland Station Public Meeting #2: Existing Conditions Summary, Revised Concept Plans, and Preliminary Graphics

May 2010

# Introductions

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## ▶ Consultant Team

- ▶ *S. B. Friedman & Company*
- ▶ The Lakota Group
- ▶ DLK Civic Design
- ▶ Regina Webster & Associates

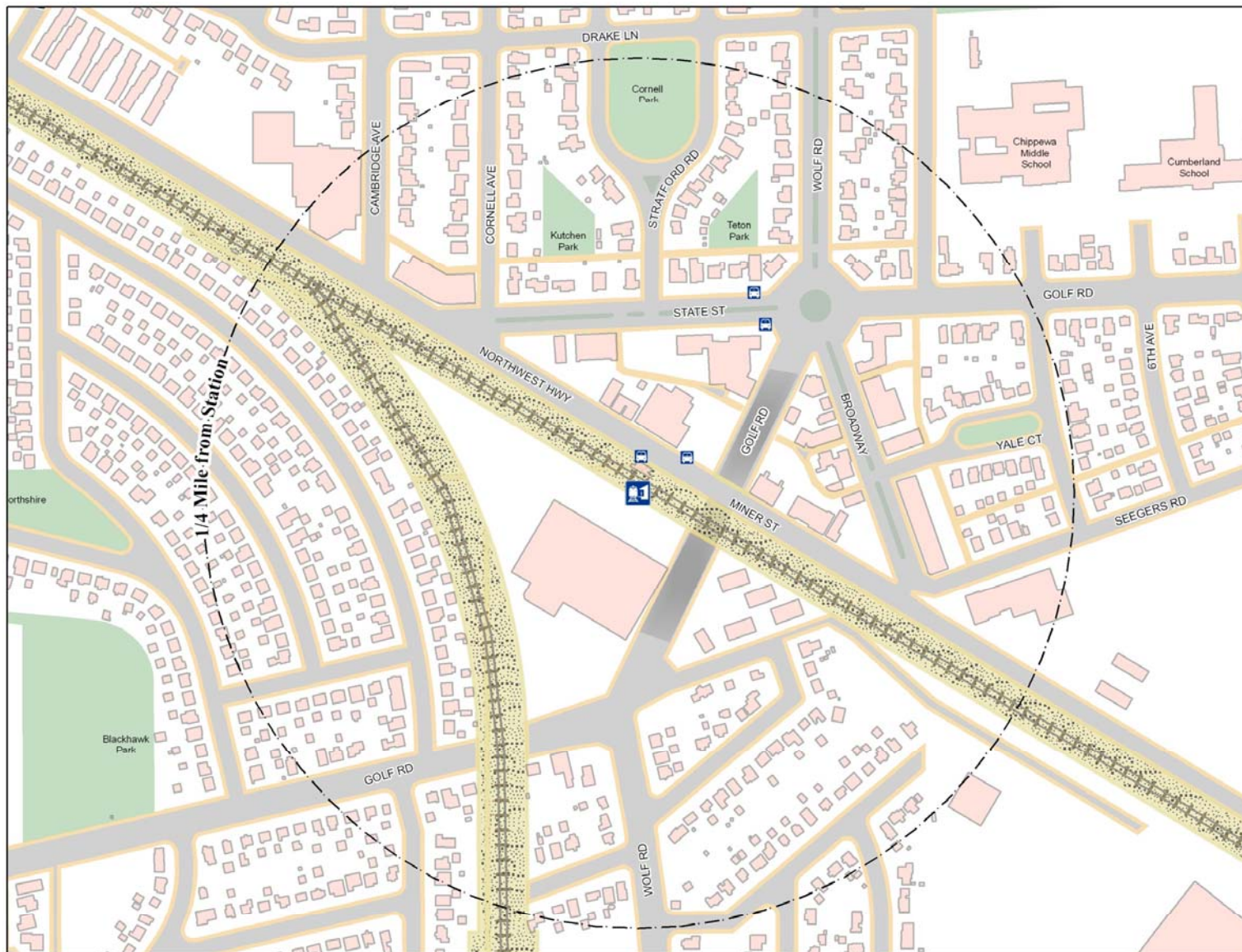
# Goals of This Meeting

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- ▶ Summarize Key Findings Guiding Plan Development
- ▶ Presentation of Revised Station Area Plan Concepts and Preliminary Graphic Concepts
- ▶ Gather Additional Community Feedback



# Cumberland Station Area



# Existing Conditions Key Findings

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- ▶ Station located between two Downtowns
- ▶ Aging station building
- ▶ Older commercial buildings adjacent to nice homes & neighborhoods
- ▶ Few true retail tenants
- ▶ Strong medical & professional office presence
- ▶ Challenging to access station
- ▶ Inefficient parking
- ▶ Need for additional parking to apply for Federal funding

# Opportunities and Needs

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- ▶ Improve pedestrian and vehicular access to the station and commercial district
- ▶ Enhance the station and its environs
- ▶ Add Metra parking
- ▶ Create a district identity
- ▶ Market could potentially support limited additional commercial
  - ▶ Restaurant/café, convenience store, dry cleaners
- ▶ Longer term potential for attached housing



# Near Term Steps

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- ▶ **Design & Physical Improvements**
  - ▶ Enhance Streetscaping
  - ▶ Redesign & Enhance Metra Station
  - ▶ Opportunistic Redevelopment Projects
  - ▶ Enhance Access to the Station (auto and pedestrian)
  - ▶ Reuse/Re-skin Underutilized Office Building (NW Hwy & State)
- ▶ **Partnerships**
  - ▶ Facilitate Parking Sharing and Coordination
  - ▶ Support Limited Retail/Commercial Redevelopment
  - ▶ Assist with Existing Business Expansion
- ▶ **Develop District Branding/Marketing**

# Longer Term Potential

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- ▶ Continue Near Term Steps
- ▶ Allow for Additional Attached Housing
- ▶ Allow for More Substantial Commercial Development
- ▶ Develop Parking Structure
- ▶ Allow for Re-use of United Feather & Down Site
- ▶ Provide Pedestrian Underpass to Warrington Road





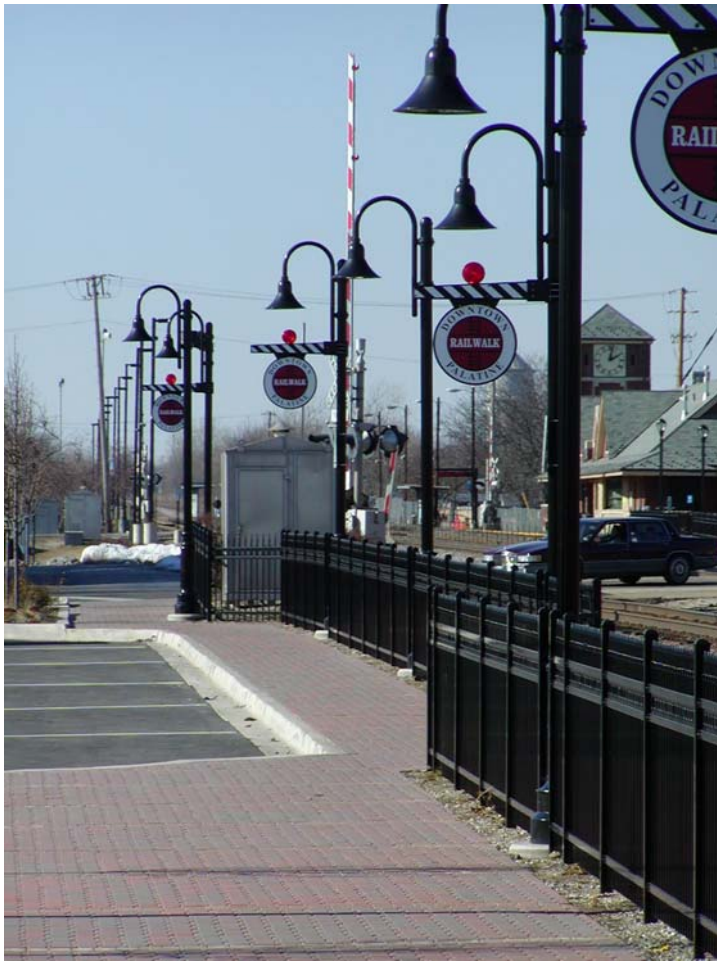
# Illustrative Images - Streetscaping

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# Illustrative Images – South side of NWH

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# Illustrative Images – Enhanced Pedestrian Walkway

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# Illustrative Images – Gateway Monument

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# Illustrative Images – Gateway Obelisk

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# Illustrative Images – Condominiums

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# Illustrative Images – Townhomes or Rowhomes

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# Sketch of Re-Skinned Office Building



# Sketch of Potential New Station \*



\* No commitment yet to build. Requires that funding be identified.

# Feedback Slide 1

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- ▶ Schedule meetings either after dinner or at another convenient time for families, seniors and commuters
- ▶ Who uses the Cumberland Station? How many people? Is this station closer to downtown than other non-downtown stations?
- ▶ If any businesses are moved, will they be given like properties? By the City or the Builder?
  - ▶ – City can help businesses search for alternate locations in the City, but does not intend to move any businesses from the district. It's all voluntary.
- ▶ What will Metra fund? What is the \$125k for?
  - ▶ – This planning work. This station will be reconstructed – state capital bond program. Waiting for full state identification of those funding sources, and then will move into design phase.

# Feedback Slide 2

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- ▶ What about postponing planning until funding is available?
  - ▶ – Important to plan in slower times so that the community can define what they want for when projects come forward.
- ▶ Keep the Metra station at Cumberland
- ▶ Funding – what will the state capital bond cover?
  - ▶ – The station house. Metra is pursuing federal funding for the parking expansion. [State has not identified sources of funds. Project will not go forward without this funding]
- ▶ Prefer a pedestrian overpass: well-lit and handicapped accessible.
- ▶ Can we mimic the original, English Tudor Style station? Historical society may have an image.

# Feedback Slide 3

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- ▶ Think about moving the station to the other side of the tracks
  - ▶ – Metra response: we try to place the station on the inbound side of the tracks for safety reasons.
- ▶ Contact for IDOT study that is reviewing closing the median in front of Cornell at NW Hwy/ State?
  - ▶ - City engineering has it.
- ▶ There used to be a flashing yellow light system in downtown Des Plaines to stop vehicles for pedestrians. Can we install something like that? Also referenced the “runway” lights in LA. General idea – make it safer and more visible for pedestrians.
  - ▶ – Response: Synchronize stoplights first. Then review pedestrian islands and other safety options.





# Feedback Slide 4

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- ▶ Would like to see the train station rebuilt. Disappointed that we need to build more parking to pay for it. Thinks we should work with what is there – we have plenty of parking. -- Metra  
Response: 2 elements.
  - ▶ Proposal is to reconstruct the station (Pursuing state bonds funding).
  - ▶ The second element is improvement of the entire line (stations, service, extension). Metra believes that this will add demand to the station, and wants to build to accommodate demand predicted from pop & HH growth, better service. (Pursuing Federal \$.)
- ▶ Wants to keep “community” station feel as opposed to downtown feel.
  - ▶ - Response: If it’s more attractive, more people will use it. We want to respond to merchants, community complaints about parking spilling onto residential streets and provide enough parking.

# Feedback Slide 5

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- ▶ How do we keep people from parking in the neighborhood?
  - ▶ Stickers, police enforcement, other difficult to enforce measures.
  - ▶ Want to make more, accessible parking.
- ▶ Make Metra stop handicapped accessible – had to take parent to Arlington Heights before.
  - ▶ When rehabilitated, it will be handicapped accessible. Any improvements must be.
- ▶ Office building at NW Hwy / State – what are the owner's plans?
  - ▶ Owner has no plans, needs to address code violations, may be trying to sell
  - ▶ City thinks there may be more potential for a new purchaser. Trying to encourage owner to sell.
  - ▶ Zoning – CI, hard category to have. City has encouraged owner to change to apply for a change to general commercial, but owner has not initiated.

# Feedback Slide 6

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- ▶ Concerns about statement to provide a diversity of housing types and affordable housing. People love the neighborhood and architecture, don't want complexes, etc.
  - ▶ Response: Low-income housing is not part of the plan.
  - ▶ For this project: definition of affordable housing is the first-time home for new families.
- ▶ What about church-sponsored, 54-unit senior building?
  - ▶ Response: This was on a previous concept. Mentioned by the church as assisted living for their elderly parishioners.
  - ▶ Currently NOT on the long-term plan.
- ▶ 99 townhouses on State Street is too many.
  - ▶ Response: There are only 29 or 30
  - ▶ Drawing shows what could realistically fit on the land.
  - ▶ Area is zoned general commercial. Likely to stay as is.

# Feedback Slide 7

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- ▶ City note:
  - ▶ There are a number of property owners looking at their options right now.
  - ▶ We are saying “what if” to address what could be done.
  - ▶ Church would have to get a rezoning before building senior housing. There would be public meetings for neighborhood to provide input.
- ▶ Traffic flow – is it possible to lessen the traffic flow on State Street?
  - ▶ Response: One of the early plans was to block of State at traffic circle. Residents said no. We have ideas on how to help the traffic circle.
  - ▶ Most helpful things will take a while. Can we get the older industrial users to move to more appropriate locations within the community to minimize truck traffic? Emphasis on relocation within City.
- ▶ Can we use the community alert system be used to notify people about this meeting?
  - ▶ City requested that it be used.

# Feedback Slide 8

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- ▶ Can there be a police presence at the circle more often?
  - ▶ Response: City will raise with the police
- ▶ The traffic circle needs signage telling people how to use the circle properly.
  - ▶ Response: There are also design/radius concerns. City is looking at signage.
- ▶ Long term: townhouses are not a good idea, particularly for empty nesters with joint problems. They can often look poor in 20 to 30 years.
- ▶ Concerned that a TIF will be put in place based on this plan & businesses will be pushed out.
  - ▶ Response: No TIF in the plans

# Feedback Slide 9

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- ▶ Is it possible to have a referendum on this plan?
- ▶ Have we tried putting the retail on the south side with the parking?
  - ▶ Response: There is less land on the south side unless you take parking spaces. Also, retail requires more customers than just train riders – needs to be more integrated with and related to the residential area to the north.
  - ▶ Some stations have coffee carts, etc. However, Metra prefers riders to wait on the inbound side of the train for safety reasons, that is another reason why commercial is oriented on the north side of the tracks.



# Feedback Slide 10

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- ▶ How many stoplights between Cornell and Broadway? 3 is too many? Also, only 3 traffic fatalities in the city since 2008.
  - ▶ Community response: Not safe as a rider and walker to cross Northwest Highway. You need to run halfway, get to median, and go again. The pedestrian walk is far past the station, and cars don't see it or slow down. See people getting too close to cars on a daily basis.
  - ▶ Consultant/City response: Lights and pedestrian signals will help cars be more alert and aware that there are pedestrians.



# Feedback Slide 11

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- ▶ What will be done to improve the existing underpass?
  - ▶ Response: People have said they don't use it – shady, snowy, concerns about homeless, lighting, and safety. People prefer a visible, at-grade crossing.
- ▶ Are there plans to lock the new station at night? Issues with smells, vandalism, etc.
  - ▶ Response: Maintenance issues are arrangements made with individual cities. Metra can partner with city police to make that happen. Will be addressed as station design happens.
  - ▶ Police do lock/unlock the downtown station. City can ask if they can do so at Cumberland too.
  - ▶ Community note: If windows went from floor to ceiling, would be easier to monitor.



# Feedback Slide 12

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- ▶ Who initiated the IDOT work at Seegers and Cornell?
  - ▶ Response: IDOT initiated. City will check to see what info is available. City has some say, but IDOT controls the NW Hwy ROW. City does lobby for improvements, changes, etc.
  - ▶ City will likely pay for pedestrian refuge, etc.
- ▶ Why not add stop signs or stoplights?
  - ▶ Response: There will be traffic lights at Broadway and State.
  - ▶ IDOT is proposing eliminating the cut-throughs from NW Hwy at Seegers and Cornell.
- ▶ Concern that traffic will be directed to Cambridge
  - ▶ Response: State Street median allows a U-turn on to go back to Cornell, rather than go on Cambridge
- ▶ Why not have cars coming from State Street stop at a stop sign before NW Hwy?
  - ▶ Response: City will suggest to IDOT. Don't know if it is possible so close to the light.

# Feedback Slide 13

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- ▶ What is an email address to direct comments to?
  - ▶ City comment page on [www.Desplaines.org](http://www.Desplaines.org)
- ▶ Tru-tech auto repair is service to the community. It is very functional for the community and the train riders. It should stay. If it's moved, where will it go?
  - ▶ Response: If that's something that people want to see stay, it can stay. There is no specific plan to move them out. They will not be forced out, owner has been at the last couple meetings.
- ▶ Don't close the circle at State – concern about people cutting through Stratford.
  - ▶ Response: This idea was floated in prior iterations and removed due to community concerns

# Feedback Slide 14

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- ▶ Any potential future for R. S. Smith site?
  - ▶ Response: They were recently relocated there. We have reviewed, but not shown on the plan. Just designated as “redevelopment” for long term. May be environmental issues with building homes on the site.
- ▶ Does the half mile radius for the study area include people who may now be in half-mile radius if the station is moved?
  - ▶ Response: Advertising has been broader.
- ▶ Medical office is here because there used to be a hospital nearby. Medical may not be a strong anchor anymore.
- ▶ When the city or IDOT adds new lights, will the lights be placed before or after new lights?
  - ▶ Response: The light programmed to go in now is at Broadway. When synched with the State light, it will create a pedestrian walk time. No full traffic signal for the pedestrian crossing at the station, maybe flashing notification lights.

# Feedback Slide 15

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- ▶ Everyone within a mile should be notified, via US Mail.
- ▶ Called City Clerk to confirm meeting time for tonight, and Clerk didn't know.
  - ▶ Response: Notification is always a challenge. Takes 8 hours to walk this area. Mailing is 1,000 homes at \$0.44 cents each, and then all city meetings would require. We can also flyer homes.
  - ▶ We also have the ever-grid system. Has been used to announce Ward meetings, but people protest.
  - ▶ Was advertised on the City website, newspaper, flyers, posters.
  - ▶ Alderman's number: 878-5289. Would love community assistance and ideas on how to publicize this. Block captains can be helpful. Very hesitant about the mailings due to costs.
  - ▶ Staff members dropped flyers at people's houses within the quarter mile.
  - ▶ Comment: City should notify all the way to Rand Road.

# Feedback Slide 16

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- ▶ People are more concerned about what's going on now – street closures, etc. People are less concerned about pictures about houses, monuments, etc. People came to ask questions and hear answers.
  - ▶ Response: We can have a different type of meeting (Ward, etc) to address neighborhood-specific issues.
- ▶ People need a quick overview and then to get to the Q&A. There are families, obligations, etc. Get to community comments faster.
- ▶ No date set for the next meeting.

# Feedback Slide 17

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- ▶ With stop lights at State, Broadway, has there been a discussion about lower speed limits in that area?
  - ▶ Response: You can't change speed limits that quickly per state statute. We think that the second light at Broadway will help stop the "racetrack" effect.
  - ▶ Community reply: Is already 30 MPH at Mt Prospect. Why not echo? It used to be 35?
  - ▶ City: Makes sense to slow it down.
- ▶ Can the station be moved to State (signalized intersection)?
  - ▶ Response: That location is too close to the signal bridge, but was one of the first scenarios reviewed.



# Feedback Slide 18

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- ▶ Concern that, in the long term plan, there is one lane of traffic and one of pull-in parking along State.
  - ▶ Response: We will review and revise.
- ▶ What about the S-Curve? If redone, please incorporate bike path.
  - ▶ Response: This is a high priority for the City, study done, but no funding from the feds, state, railroad, etc.
- ▶ Des Plaines has enough condos, needs more open space.
  - ▶ Response: Des Plaines has more open space than most communities around, but they are poorly connected. The idea is to concentrate people and density around transit. That critical mass of people keeps the restaurants & businesses open.

# Feedback Slide 19

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- ▶ Are the condos on River and Dempster vacant? We have too many.
- ▶ Commuter for 17 years, have tried biking, walking, etc. It may be helpful to have a pedestrian overpass to station. Not enough bike racks in the summer, they are poorly placed/hard to use. We've had more bikers in the past few years.
- ▶ Would be helpful to announce community meetings at the train station. Posting in the station is not helpful. Maybe on a mobile electronic community message board outside, rather than inside – people don't go inside.





# Feedback Slide 20

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- ▶ Office Bldg at State/NW Hwy - can the city put in more trees on the parkway to screen it? The evergreens are low.
  - ▶ Response: The evergreens are low to preserve visibility. The City can plant trees, and will review as part of landscaping plans.
- ▶ At State & NW Hwy, can there be a raised, grassy median?
  - ▶ Response: This is what we call a pedestrian refuge. It is being investigated.
- ▶ Will the new station be heated and cooled?
  - ▶ Metra Response: Typical is on-demand heat. We have not sized it yet. The purpose of this is not to design the station itself. This study is just looking at station area, dimensions. Design will be later, but accommodations will be made for handicapped, etc.
- ▶ Major concern about closing State/NW Hwy access to Cornell, funneling traffic to Cambridge.
  - ▶ Response: City has noted and will review.
- ▶ When will Broadway light go in? Will it cut off Seegers?
  - ▶ Response: May be this summer. City will check. Will not cut off Seegers. City engineering will be at the next meeting.

# Feedback Slide 21

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## ▶ City Comments:

- ▶ We will review and try to incorporate your comments.
- ▶ Another meeting.



# Next Steps

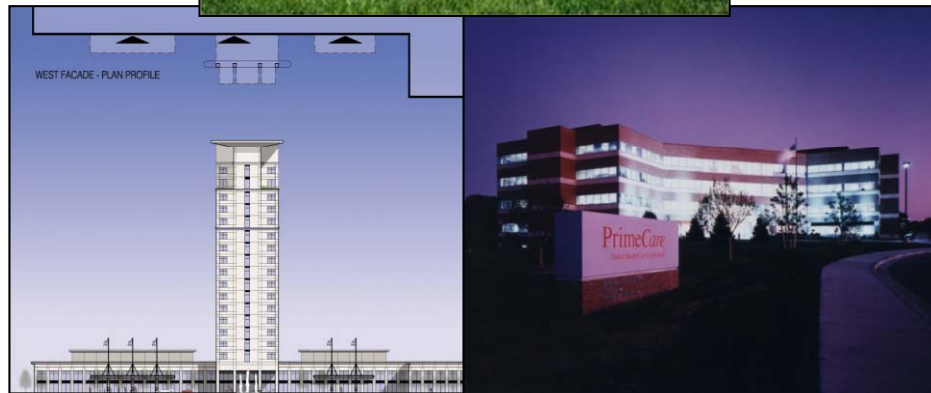
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- ▶ Refine Concepts and Images, Draft Redevelopment Plan and Design Guidelines
- ▶ Present Revised Concepts & Redevelopment Plan to Staff for Comment
- ▶ Refine and Present Plan to City Council



# Development Advisors to the Public and Private Sectors

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