



WORTH

TRANSIT-ORIENTED DEVELOPMENT MASTER PLAN

AUGUST 2016

PREPARED FOR THE VILLAGE OF WORTH BY:



— GOODMAN WILLIAMS GROUP —

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EXECUTIVE SUMMARY

A SMALL-TOWN WORKING HARD TO REMAIN RELEVANT

The Village of Worth has many assets: it is quiet and safe with a small-town feel and tight-knit community. It is relatively in close proximity to Chicago and job centers, and has access to good transportation. However, the Village also faces many challenges, as it is land-locked, competing with neighboring towns and Villages as a place where people can live, work, play and raise a family. Years of suffering from an identity crisis has resulted in a place that even local residents have come to see as a “sleepy town” and a “tired-looking Village”. The Village is now determined to overturn it’s image, rejuvenate its existing businesses, attract a new population, all while building on its small-town legacies.

THE PLAN PRIORITIZES DEVELOPMENT NEAR METRA

The TOD Plan prioritizes development and improvements near the Metra station. The Plan identifies short-term tactics that can have significant impact on the area such as adding planters, crosswalks for safer walking, business improvement mechanisms, and updating the zoning code to make walkable development the easy thing to do.

THE MARKET STUDY PROVIDES A HOPEFUL OUTLOOK

In the medium-long term view, the Market Analysis anticipates that there is market demand for both residential and commercial development in the Core Station Area. Though the demand is modest, it can have a halo effect in Worth and once the initial development is kickstarted, additional demand could develop. The initial development, however, will likely have to be a public/private partnership and will require support from the Village in the form of subsidies and/or infrastructure improvements. The monetary support

can be provided in the form of a loan that is forgivable if development does not exceed revenue expectations. If the development exceeds its projected revenue, the Village can recoup its investment.

CREATE A “PLACE” WITH ALL USERS IN MIND

In addition to development goals, mobility is also a key issue tied to placemaking in Worth. Worth is currently a very auto-centric place. While it is obvious that the need for cars will not disappear, prioritizing the automobile as the primary mode of transportation will not only make placemaking difficult, but could hinder development and in-migration of younger demographic in Worth. The Plan identifies several strategies that can reduce parking requirements in the Core Station Area, providing greater pedestrian and bicycle access to and from the Metra station, and improving the aesthetics of the area to create a more enjoyable walking experience.

SMALL PINPRICKS CAN LEAD TO BIG IMPACT

Redevelopment initiatives in Worth do not need to be large overhauls. They can be small pinpricks that have great impacts. There are a number of hurdles to overcome, but with strong leadership, forward-thinking, and a cohesive vision, Worth can overcome those challenges and move in a more positive direction. With very targeted and strategic improvements, Worth can once again become a place that people take pride in calling their home.



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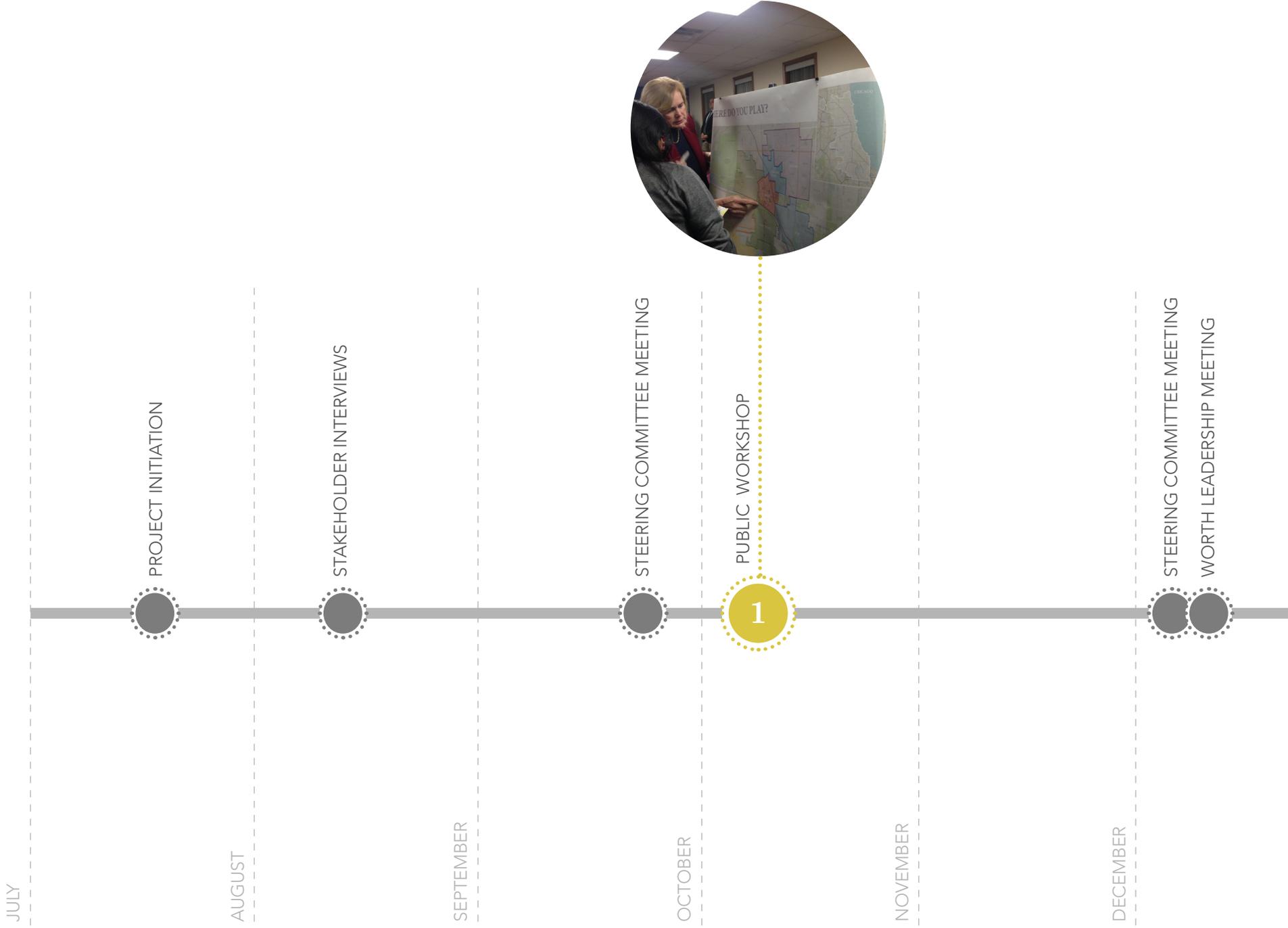
PREMIER MORTGAGE SERVICES
448-0800





COMMUNITY ENGAGEMENT





JANUARY

RTA/METRA MEETING



FEBRUARY

2

VILLAGE BOARD PRESENTATION



STEERING COMMITTEE MEETING



MARCH

APRIL

WALK-THROUGH OF PLAN



MAY

FINAL TOD PLAN

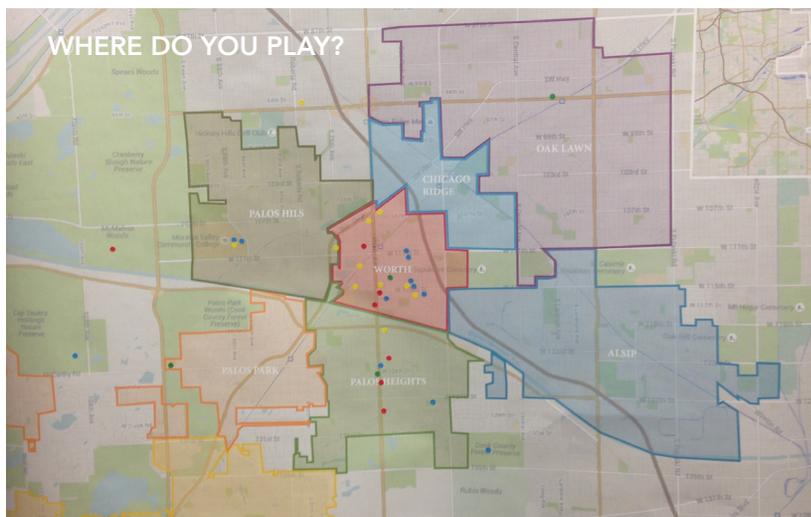
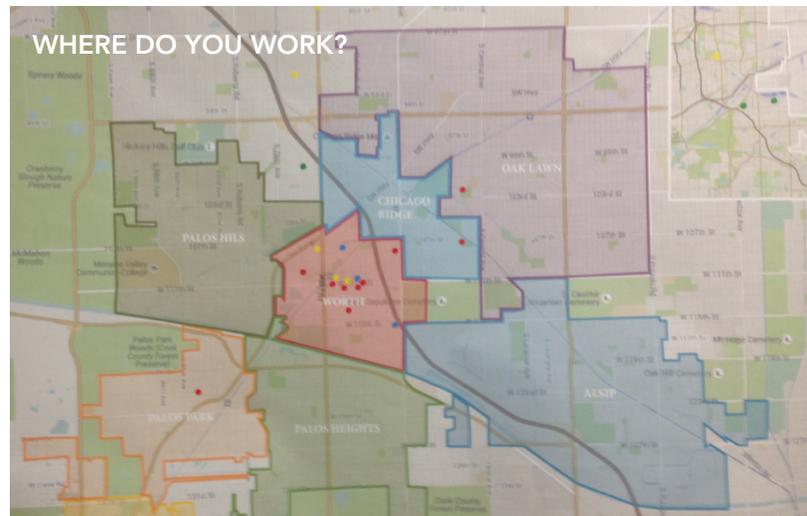
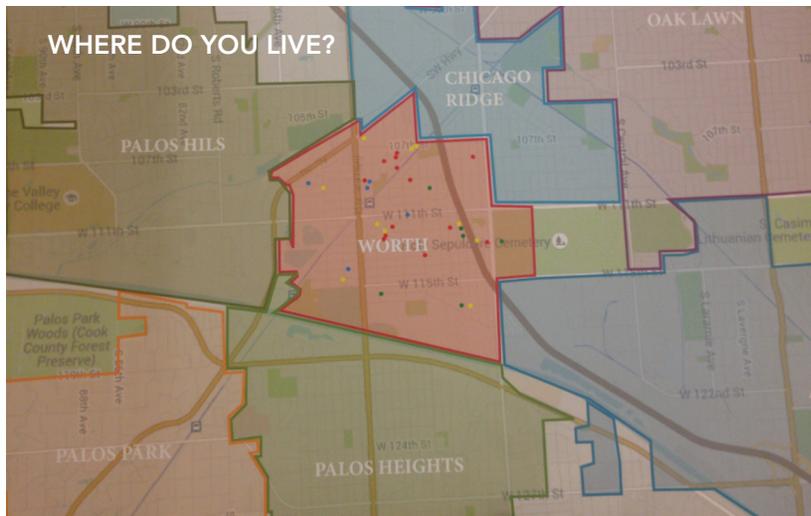


JUNE

WHERE PEOPLE LIVE, WORK, PLAY, AND SHOP

About 75 people showed up at a public workshop that was held at the front end of the TOD project. The maps below show the spread of the people that attended the meeting. Attendance from most of Worth was captured at the meeting. It seems many people also work in Worth, while some commute to neighboring suburbs and

others commuting to downtown Chicago. In the "Play" and "Shop" categories, a number of people identified Worth as a place where they play and shop, but it was interesting to see that a lot of people are also venturing to nearby suburbs for needs that may not be met in Worth. These findings present some opportunities for capturing more of the leakage that is occurring in those areas.



STRENGTHS

People
Location - proximity to downtown
Diversity
111th Street
Close to I-294
Historic
Iconic Water Tower
"Friendly Village"
Metra Station
Golf Course
Parks/Trails/Paths
Good businesses (Krapils, Chieftains)
Some schools
Multi-generational
Community-oriented
Small-town feel
Quiet and safe
Affordable
Parades and community events

WEAKNESSES

Taxes too high
Lack of tax base
Village not well-known
No destinations or Village character
Vacant and aging storefronts
Aging population
Lack of park amenities
Lack of cohesion in business district
Dilapidated
Lack of public involvement
Lack of cooperation between agencies
Lack of balance in types of businesses
Confusion about Worth's boundaries
No sidewalks

OPPORTUNITIES

Create more business Diversity
Enhance cooperation between Village entities (School District, Park District, etc.)
"Pitch in and work together"
Increase communication with citizens electronically and through social media
Enhance communication between elected officials and community organizations
Create a town identity
Recruit desirable businesses
Learn lessons from Tinley Park, La Grange road, Oak Lawn, etc.
Make the town cute and welcoming
Enhance history to benefit community
Beautify Worth - win "beautification award" more frequently
Create more afterschool programs
Leverage TIF district

THREATS

Other Villages (competitive for shopping/businesses)
Property values don't increase
No starter homes to draw young families
No character and identity
Lack of resources (i.e. tax base)
Fear of change
Aging population
Tired-looking Village
Aging infrastructure

SWOT ANALYSIS

A SWOT analysis was also conducted at the public workshop in which people candidly expressed their contentment and disappointments with living in Worth. There seemed to be a strong desire to see the town many described as "sleepy" become revived with a stronger identity, more beautification, and pride-enhancing qualities. While many had strong ties to the town for generations, there was also a desire to see it become more inviting for a younger generation and for others not living in the Village to recognize the positive qualities of Worth.

Many of these items mentioned will be addressed in this TOD Plan, particularly those centered around creating a sense of place, adding beauty, and attracting investments. Other items mentioned will require a strong commitment from the leadership to continue engaging the public on such as "lack of public involvement" or "fear of change", and "enhancing communication.



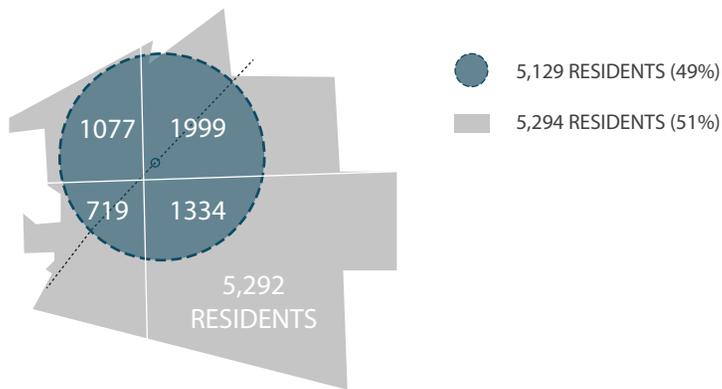
EXISTING CONDITIONS



BIG FINDINGS

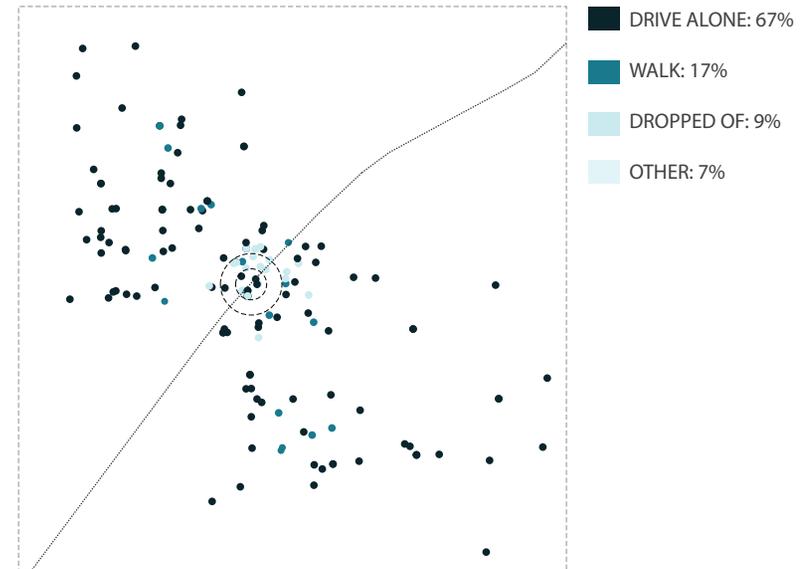
1 WORTH METRA HAS 5,129 RESIDENTS LIVING WITHIN 1/2 MILE OF THE STATION

Almost half of Worth's population lives within 1/2 mile of the train station. This presents great opportunities for encouraging more development and investment around the Station as it can be in close proximity to a large portion of the population.



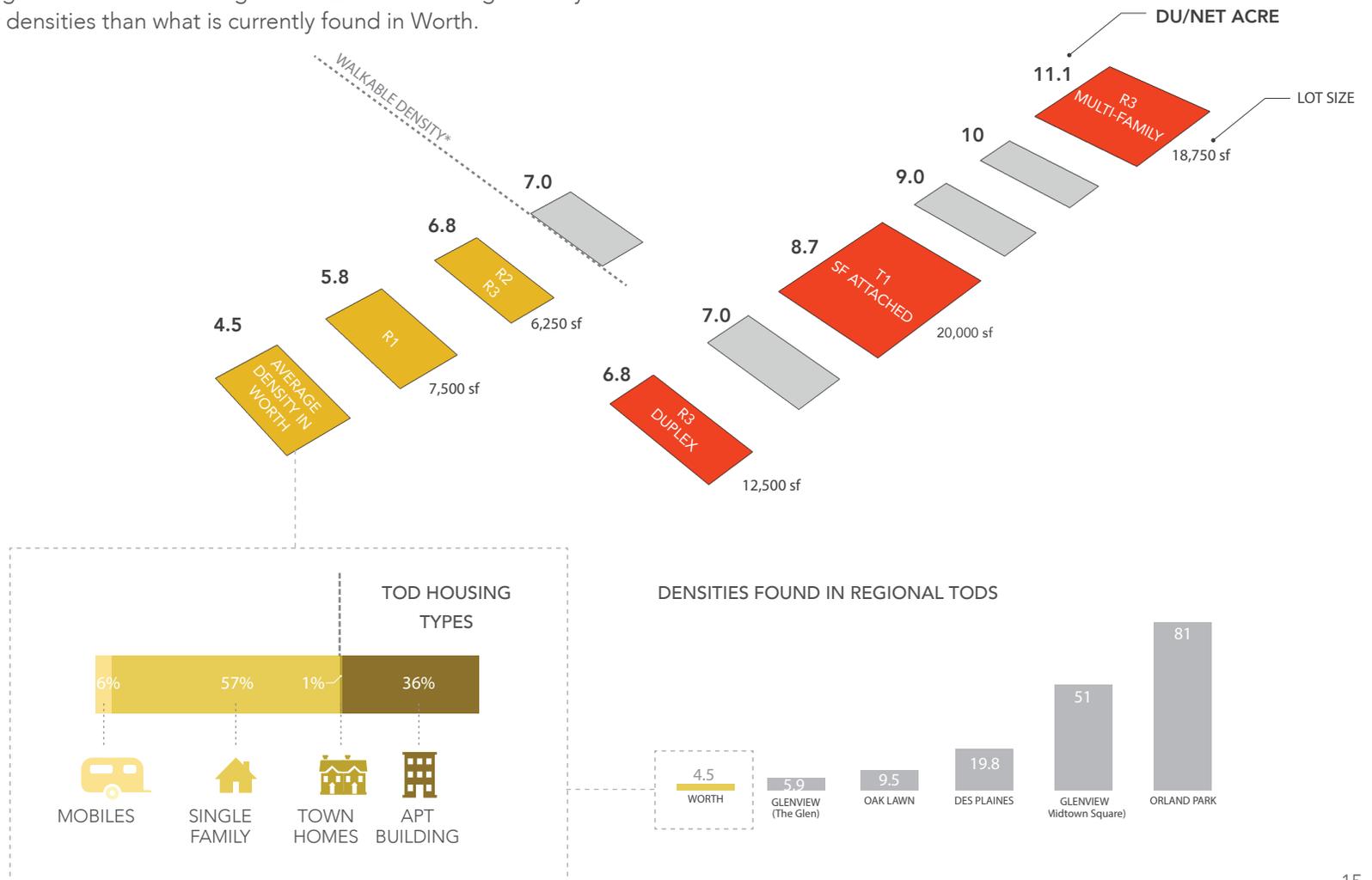
2 67% OF COMMUTERS DRIVE ALONE TO THE STATION AND MOSTLY COME FROM THE NORTHWEST

A large number of commuters drive alone to the Metra Station. This is pretty consistent with the trends in nearby suburbs. 17% of riders do walk to the Station, therefore, it is imperative to make walking conditions around the Station area safer. A more accessible and safer Station area environment might also encourage more people to walk or bike to the station.



3 WORTH CURRENTLY LACKS THE DENSITY TYPICALLY FOUND IN TODS IN THE CHICAGOLAND AREA

The current zoning code allows for relatively low densities to be built in Worth. Multifamily densities are a little bit higher, but currently low-density single-family homes are what make up a majority of the housing stock. Most of the region's TOD areas have significantly higher densities than what is currently found in Worth.

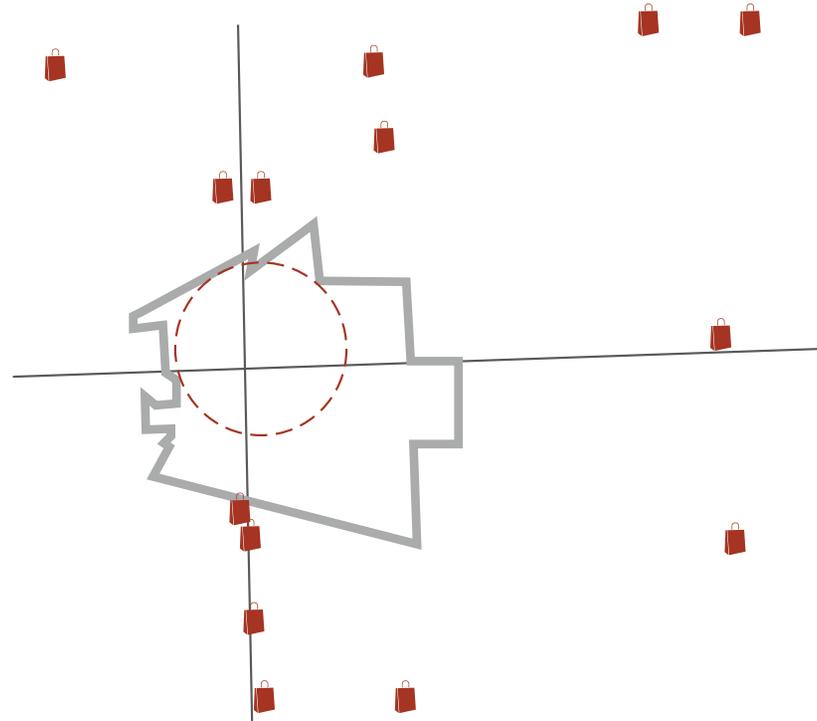


BIG FINDINGS

3 12 COMPETITIVE RETAIL CENTERS ARE RIGHT OUTSIDE OF WORTH

An analysis of opportunities for additional retail in downtown Worth must consider the other commercial districts and shopping malls located in and near the Primary Market Area. These various destinations are all competing with Worth for retailers as well as residents' dollars.

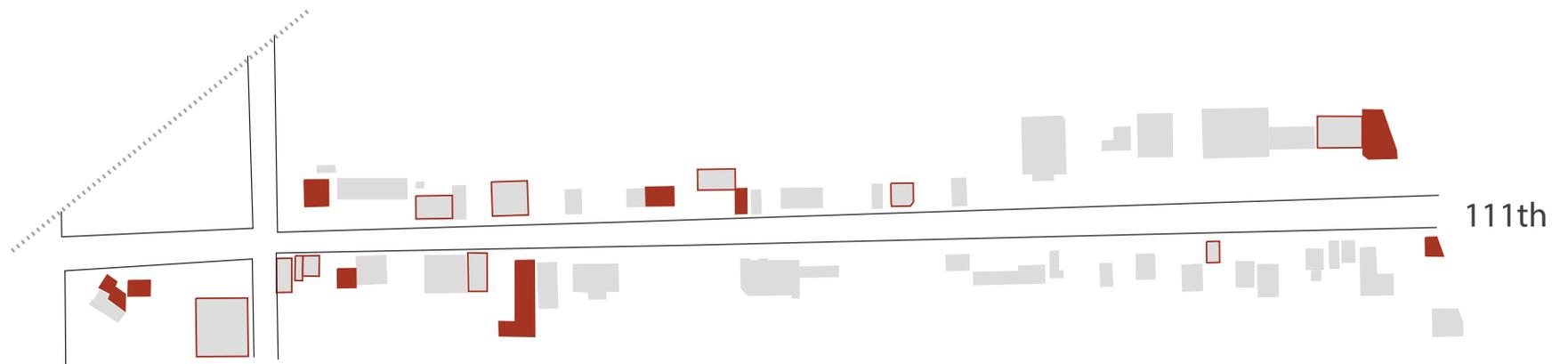
In addition to these large shopping centers that compete for Worth residents' dollars, numerous smaller-scale neighborhood centers line the commercial corridors in the Market Area, particularly along Harlem Avenue, 95th Street, Ridgeway, Cicero, and Southwest Highway.



5

**111TH STREET, BETWEEN HARLEM AND THE TRI-STATE,
APPEARS TO HAVE 47 OUT OF 137 STOREFRONTS VACANT**

The vacancy rate on 111th Street is exceptionally high, with 47 out of 137 storefronts unoccupied, a rate of 34.3% vacant storefronts. Retail stores comprise only 10.9% of storefronts, a lower rate than on Harlem Avenue and most commercial corridors. Personal, household and professional services make up a high percentage.





MARKET POTENTIAL



BIG FINDINGS

COMMERCIAL

THERE IS NEAR-TERM POTENTIAL FOR 30,000 SF OF RETAIL SPACE
Any future TOD should relate to Downtown Worth’s commercial core, which is located primarily along 111th Street east of Harlem Avenue. Currently, 111th Street has high vacancy rates, and has had some difficulties competing with other commercial corridors within the market area. Nonetheless, it seems there is potential near-term demand for up to 30,000 square feet of additional space in the Core Station Area.

DEMAND CAN BE SPLIT IN RETAIL AND SERVICES BUSINESSES
Roughly half of the demand could be in sales-tax producing establishments such as restaurants or bars, specialty food or other retailers, and convenience stores. The remainder could be in service businesses that help bring people to the Core Station Area. Examples of retail and service businesses are listed below:

RETAIL OPPORTUNITIES

- Eating and Drinking Places
- Specialty Foods
- Other Miscellaneous Retailers

SERVICE BUSINESS SUPPORTIVE OF RETAIL

- “Med-tail”
- Fitness Destinations
- Day Care

Near-term demand for 30,000 square feet of additional commercial space in “Downtown Worth”

RESIDENTIAL

THERE IS NEAR-TERM DEMAND FOR 25-35 UNITS OF HOUSING

Near to mid-term housing demand fundamentals within the Village, while not robust, do present a limited opportunity for the development of a small scale rental property with 25 to 35 units.

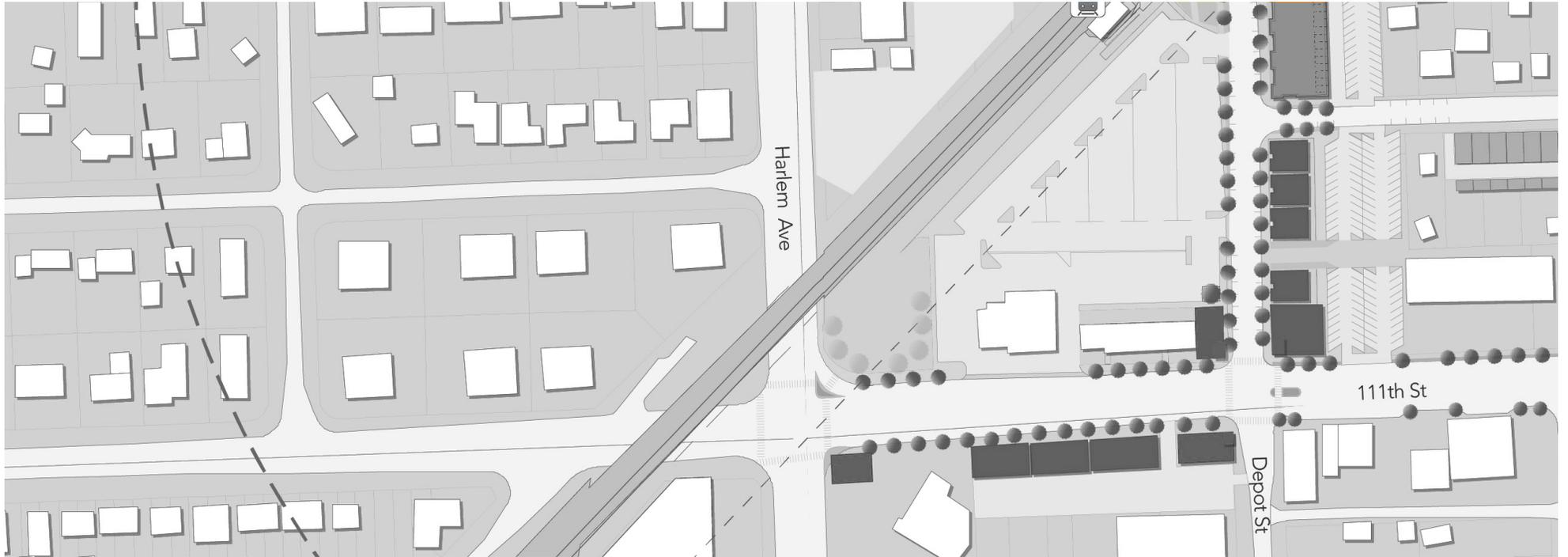
THE CORE STATION AREA REPRESENTS THE MOST ADVANTAGEOUS LOCATION

The Core Station Area generally represents the most advantageous location within the Village for the development of any new rental apartments, and the strongest sites within the study area would be those closest to the Metra station, offering easy walkability to the 111th Street commercial amenities.

To achieve a successful lease-up and to maintain, thereafter, a viable occupancy level, it is recommended that such a development offer a portfolio of one and two bedroom plans ranging from 625 to 1,050 square feet in size and with asking rents ranging from \$1,000 to \$1,525 (in 2015 dollars), or \$1.45 to \$1.60 per square foot.



Near-term demand for 25-35 units of rental housing near the train station.



TOD MASTER PLAN



1 TOD MASTER PLAN

CORE STATION AREA REDEVELOPMENT

IDENTIFYING A CORE STATION AREA

Typically, TOD plans focus on a 1/2-mile radius around the train station. While a 1/2-mile radius identifies a twenty-minute walk area, a 1/4-mile radius is a much more feasible distance one can be expected to walk, especially in areas that are not already highly walkable. The focus area of the Worth TOD study was narrowed to a 1/4-mile around the station for this and a number of other reasons:

WORTH HAS A RELATIVELY SMALL GEOGRAPHIC AREA

Worth is a landlocked community and is only a little over 1/2 mile on each side from the center of the Village. If the study's focus area was a 1/2 mile radius around the Station, almost the entire Village would fall in that, making it difficult to identify a town center and discern priority areas. In order to create any effective implementation strategies, we believe it is necessary to narrow the Plan to a digestible focus area so efforts are geographically concentrated, rather than spread too far.

WORTH DOES NOT CURRENTLY HAVE A "DOWNTOWN"

Based on discussions with stakeholders, the intersection of 111th street and Depot was identified as a key point of interest. It is only a block from the Station, sits on a vibrant commercial corridor, and has opportunity sites along it that would be easier to redevelop than sites elsewhere. If Worth is committed to creating a town center, the intersection of 111th and Depot would be the place to start and ripple out from.

PROPOSED "CORE STATION AREA" WITH EXISTING LAND USES







PROPOSED TOD MASTER PLAN ELEMENTS

1 PEDESTRIAN IMPROVEMENTS

Several pedestrian improvements, such as crosswalks, medians, and pedestrian refuge islands, are proposed along 111th Street and Harlem Avenue. These improvements are a critical part of redevelopment efforts as they will lend themselves to higher levels of multi-modal access to the train and redevelopment areas.

2 MIXED-USE BUILDING (RETAIL/OFFICE ON GROUND FLOOR)

The parcel of land that is currently the American Legion could be redeveloped into a 4-story multi-family residential building with retail or office on the ground floor. The American Legion space can be relocated to a different space within the Village or may even find it best to occupy the ground floor in the new development. This parcel's close proximity to the train station makes it ripe for higher density development so a greater number

3 4-FLAT MULTI-FAMILY WITH GROUND FLOOR RETAIL

4-Flat multi-family buildings with retail on the ground floor are proposed. Not only do 4-flats add more density near the station, but they are a simpler, and often times, cheaper building form to build, thereby also making the financing easier. This building form significantly reduces construction costs as it limits the fire egress features that are needed.

4 INFILL MIXED-USE ON 111TH ST

As the market opens up for redevelopment along 111th Street, new mixed-use buildings should be built as per the guidelines in the TOD plan. Lots that could potentially be infilled have been identified, but much of the redevelopment will be contingent on the market demand.

5 MIXED-USE "GATEWAY BUILDINGS"

Because 111th Street and Depot has been identified as a key intersection for a town center, the properties on the north east and west corners can serve as "gateway buildings" signifying a special place and leading people towards the Metra station. The gateway buildings don't have to be very large, but ideally should be mixed-use with retail on the ground floor.

6 INFILL MEDIUM-DENSITY RESIDENTIAL

The close proximity of the train station and the commercial uses on 111th Street make currently vacant parcels viable locations for medium-density residential such as townhomes. This would add more people living closer to the station and could be a more lucrative opportunity for a developer. Zoning ordinances should allow for medium density residential in these areas and make it easier for development to occur.

START WITH A SMALL AREA AND RIPPLE OUT

Because 111th and Depot street have been identified as a priority area by stakeholders, development should start from there and ripple out. Because the TOD development should remain in close proximity to the Station, redevelopment efforts can go either immediately north or east/west from the intersection. This will concentrate redevelopment efforts and start to create a sense of place around the Station.

As the market allows, development can fan out down 111th Street, however, that is not projected to occur in the near-term. Existing vacant buildings and parcels would serve as the best redevelopment sites, such as those on 111th street just east of Harlem Ave. Otherwise, consolidating parcels on 111th street will be particularly difficult due to the multiple land owners ranging from private businesses, to offices, to civic and lending institutions. Consolidation of land along Depot will be less difficult as there only a couple landowners.



- 1st Priority Redevelopment
- 2nd Priority Redevelopment
- 3rd Priority Redevelopment

POTENTIAL PHASING ALONG 111TH & DEPOT STREET

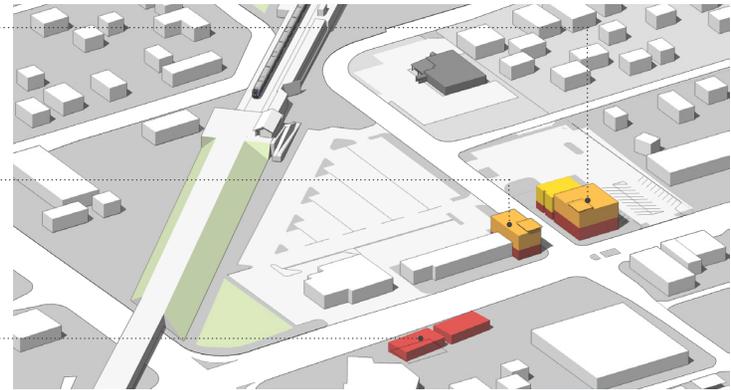
PHASE I

Development should begin with the two mixed-use gateway buildings at the corner. The development of these two, coupled with pedestrian improvements at the intersection could start to create a special place. Metra parking could potentially remain untouched if funds are not available to redo the parking.

12 NEW RESIDENTIAL UNITS
5,600 SF OF GROUND FLOOR
RETAIL

5 NEW RESIDENTIAL UNITS
2,400 SF OF GROUND FLOOR
RETAIL

1-STORY RETAIL OUTLOT
RETAIL BUILDINGS



PHASE II

Development along Depot could continue with the development of 4-flats with retail at the bottom. If the market does not allow for retail, housing could occupy the groundfloor as well. At this point, a shared parking lot would have to be developed for use by Metra riders and residents.

51 NEW RESIDENTIAL UNITS
12,000 SF OF GROUND FLOOR
RETAIL/OFFICE



PHASE III

Development could then continue further down Depot Street with the development of a larger mixed-use building closer to the Station. The building could be fully multi-family or hold retail or office at the ground level if there is market demand. At this point development can also jump across 111th Street and start to move east and west along 111th.

12 NEW RESIDENTIAL UNITS
5,400 SF OF GROUND FLOOR
RETAIL



2 REGULATING FRAMEWORK

REGULATE REDEVLEOPMENT IN THE CORE STATION AREA

FLEXIBLE REGULATING PLANS CAN CREATE CONSISTENCY WITH VISION

Going beyond simple land use zoning, Regulating Plans are a mechanism that can ensure that the character of the redevelopment is consistent with the overall vision. Zones are identified where certain land uses and building types are permitted. By creating this sort of regulation for redevelopment efforts, densities can be managed. This is particularly helpful for larger redevelopments efforts, where mixed-use centers may call for densities and character that are different than primarily residential areas of the development.

The Core Station Area should be zoned to allow for a diverse set of uses. These uses should include different types of housing, a mix of neighborhood-scale commercial (office and retail), community services, as well as parks and open spaces. Providing a mix of uses within a 10-minute (1/4 mile) walking radius provides destinations that people can walk or bike to, thereby increasing healthier mobility options, limiting auto dependency, and creating vibrancy on streets with human activity.

ZONING RECOMMENDATIONS FOR THE CORE STATION AREA

1. AMEND LAND USE ZONING TO ALLOW FOR A MIX OF NEIGHBORHOOD USES

A mix of at least 3 neighborhood-scaled uses should be within a 1/4-mile area around the Station. Neighborhood scale uses can include: housing, commercial uses, community services, parks and open spaces.

2. DESIGNATE THE CORE STATION AREA AS AN AREA OF HIGHER DENSITY THAT WILL SERVE AS A NEIGHBORHOOD CENTER
Identify the Core Station Area as a “walk-to neighborhood center” that will have higher densities and a greater intensity of commercial uses.
3. ADOPT A REGULATING PLAN
Adopt a regulating plan that identifies zones and the types of uses and building types allowed in each zone. Further design standards on building heights and character may also be developed to maintain consistency with the vision.
4. REQUIRE A MIX OF HOUSING TYPES
Require a mix of at least 4 housing types within a 1/4 mile radius of the Core Station Area. Housing type mixes can include: single-family detached, accessory dwelling units, duplex (attached and stacked), triplex, townhomes, live/work units, multifamily buildings, and apartments over retail. Accessory Dwelling Units and Live/Work units should be permitted as-of-right.



CORE STATION AREA REGULATING PLAN

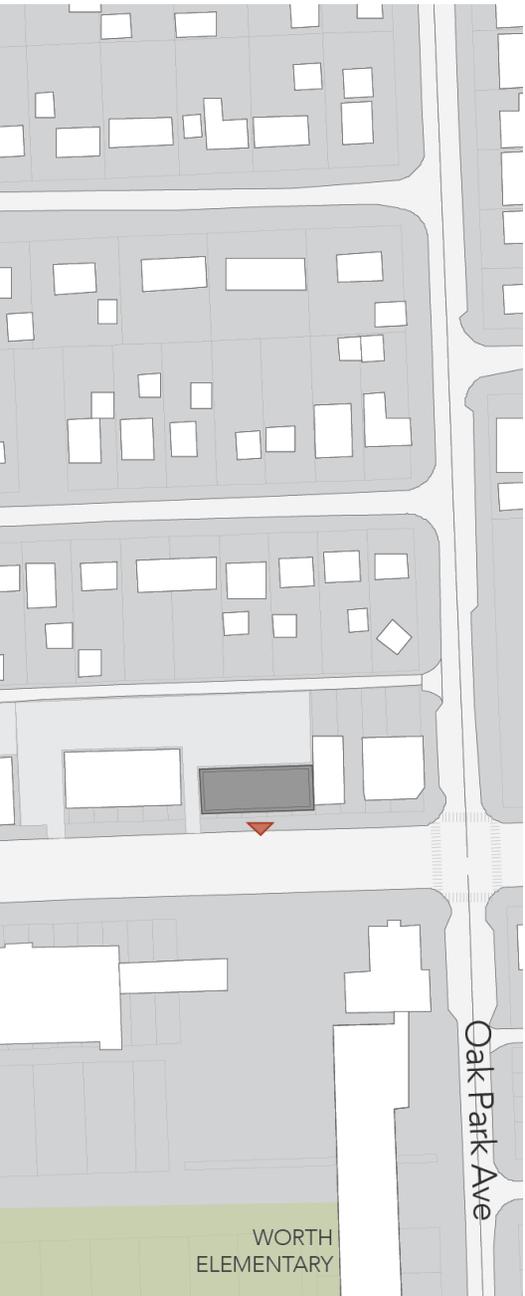
The Core Station Area Regulating Plan identifies the building typologies that would fit within the character of a town center in Worth. Allowing a variety of building typologies can address the demand for diversity in housing types, while also giving developers and business owners the flexibility to work with changing market conditions and

limited financial feasibility. The key focus should be on creating a walkable place with strong street character. Developers should be able to identify the specific zone they are building in and be able to identify through the matrix all the building types that are allowed within that zone. Anything building type or use that requires a special use permit would have to be reviewed by the Planning Commission.

| ZONES | | BUILDING TYPE | | | | | | | | | |
|--------------------------|------------|-----------------------|--------------------|--------|----------------------|-----------|-----------------------------------|---------------------------------|---------------|-------------------------|--|
| | | INSTITUTIONAL / CIVIC | VERTICAL MIXED-USE | RETAIL | STACKED MULTI-FAMILY | COURTYARD | MULTI-FAMILY ATTACHED (TOWNHOMES) | SINGLE-FAMILY ATTACHED (DUPLEX) | SINGLE FAMILY | ACCESSORY DWELLING UNIT | |
| MIXED-USE | MU | ● | ● | ● | ● | ● | ● | | | | |
| TOD CENTER | TOD | | ● | ● | ● | ● | ● | ○ | ○ | | |
| NEIGHBORHOOD RESIDENTIAL | NR | ○ | | | ● | ● | ● | ● | ● | ● | |

 **ALLOWED**
 **SPECIAL USE PERMIT**
 Requires permission by Planning Commission





BUILDING ENTRANCES SHOULD BE ORIENTED TOWARDS THE STREET.

As new development occurs in the Core Station Area, buildings should be designed so that their entrances are clearly demarcated and should be oriented towards the street. The diagram illustrates the direction of primary entrances; commercial and mixed-use buildings along 111th, in particular, should have their entrances facing 111th Street. If it is a corner property, entrances can be tolerated on the side street so long as the use is clearly visible from 111th.

In the cases where medium-density residential such as townhomes are located in the Core Station Area, and they have a mid-block condition, there may not be enough lot width to allow for development that faces the street. In this case, a middle courtyard may be permitted and residential entrances may face the interior courtyard. If the residential units are on corner lots, they should face the street, rather than an interior courtyard.

 Orientation of front entrances

MIXED-USE, COMMERCIAL,
MULTI-FAMILY DEVELOPMENT

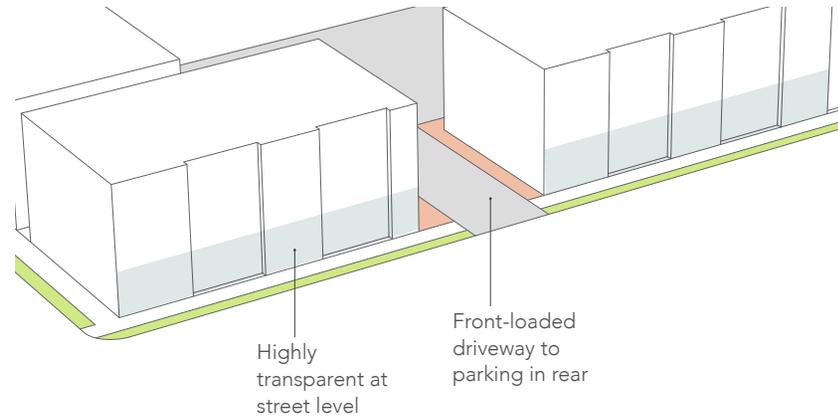


111TH STREET REDEVELOPMENT REGULATIONS

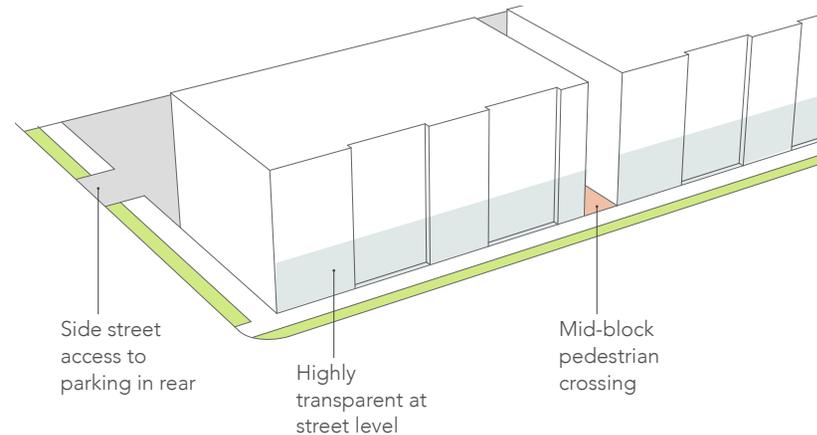
As properties along 111th Street are redeveloped, they should follow the proposed lot development guidelines. This will ensure that developments fit within the framework of the TOD Plan and lend themselves to the character of a walkable Station Area that also serves as the town center.

When vacant parcels are developed or when existing buildings are torn down and new buildings constructed, the new development should add to the street wall and push parking to the rear of the building. Commercial should be allowed on the ground floor as-of-right. Furthermore, mixed-use buildings with ground floor retail or office should maintain 75% transparency at the ground floor and entrances should be clearly demarcated.

FRONT ACCESS TO PARKING IN REAR



SIDE ACCESS TO PARKING IN REAR



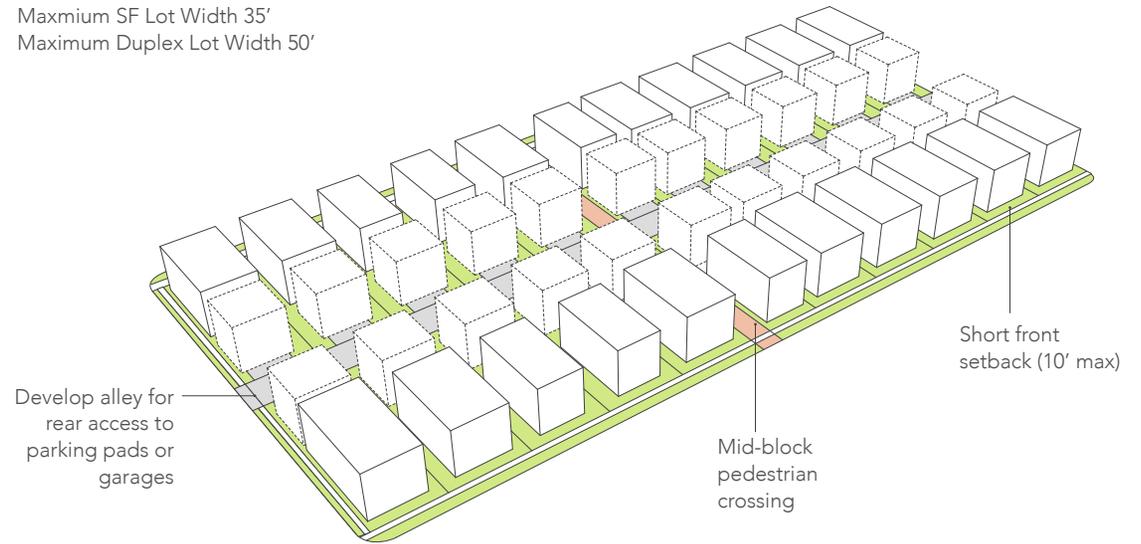
RESIDENTIAL DEVELOPMENT



TYPICAL FULL BLOCK REDEVELOPMENT

Full block redevelopment presents the opportunity for creating small lots, with short front setbacks and alley access to parking in the rear. If full blocks are acquired and redeveloped, they should abide by the proposed guidelines for more walkable neighborhoods.

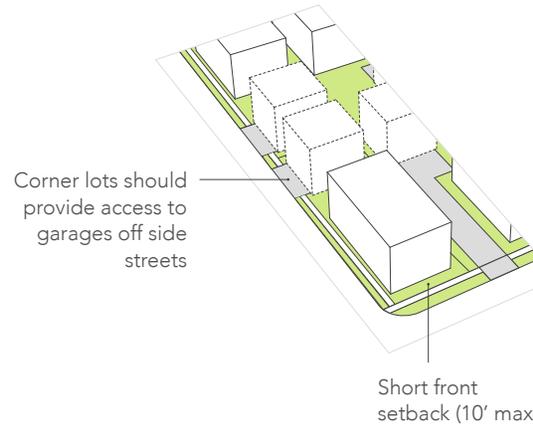
FULL BLOCK REDEVELOPMENT
Maximum SF Lot Width 35'
Maximum Duplex Lot Width 50'



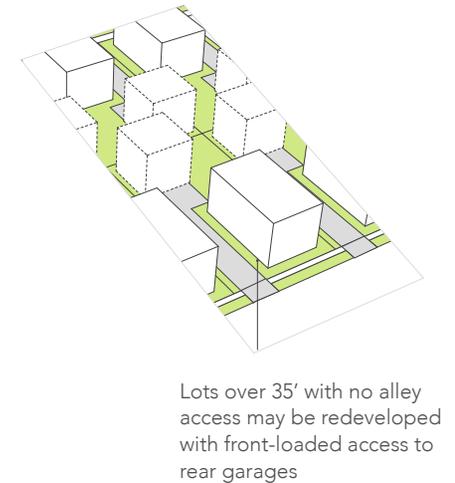
SINGLE-PARCEL REDEVELOPMENT

Single-parcel redevelopment is a more likely scenario in which landowners or developers might purchase one or two lots and redevelop them. In which case, parking should still be directed to the rear if lot widths allow and front setbacks should be minimized down to 10' or less.

CORNER LOT TREATMENT
All corner lots; no alley



MID-BLOCK LOT TREATMENT
Lots > 35'; no alley



3 MOBILITY

IMPROVE ACCESS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT RIDERS

WALKING IN THE CORE STATION AREA IS LIMITED AND UNCOMFORTABLE

Pedestrian access throughout the study area is limited. Sidewalks are situated on both sides of both 111th Street and Harlem Avenue, but at 5' wide they are relatively narrow for commercial corridors. They also lack streetscaping and pedestrian amenities that make walking more comfortable.

PEDESTRIAN CONNECTIVITY ALONG 111TH AND HARLEM IS LIMITED

Crossing Harlem Avenue and 111th Street is a significant challenge without traffic signals, with the levels of traffic and the widths of the crossings. Along 111th Street, there is a signalized crossing 1/2-mile east of Harlem at Oak Park Avenue and 1/4-mile west, at Oketo Avenue. Along Harlem Avenue, signals are spaced 1/2-mile apart at 115th Street and 111th Street and offer crosswalks and pedestrian signals. An additional crosswalk exists at 113th Street, but lacks any pedestrian or traffic signals. Studies have shown that under these conditions, simply marking a crosswalk actually increases the incidence of crashes. With signalized crossings 1/2-mile apart, the pedestrian connectivity across both of these corridors is limited.

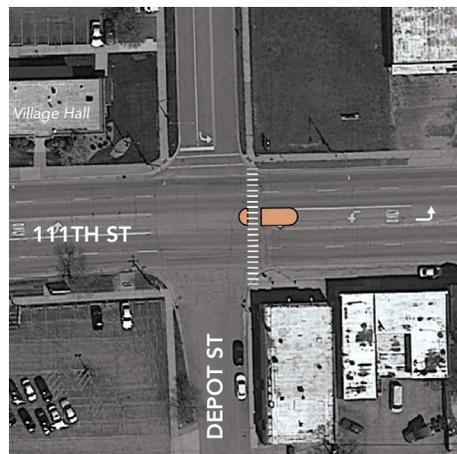
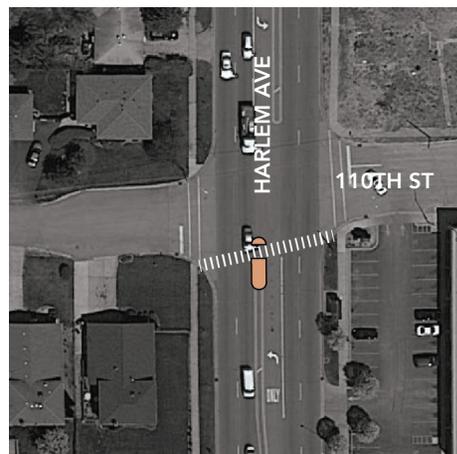
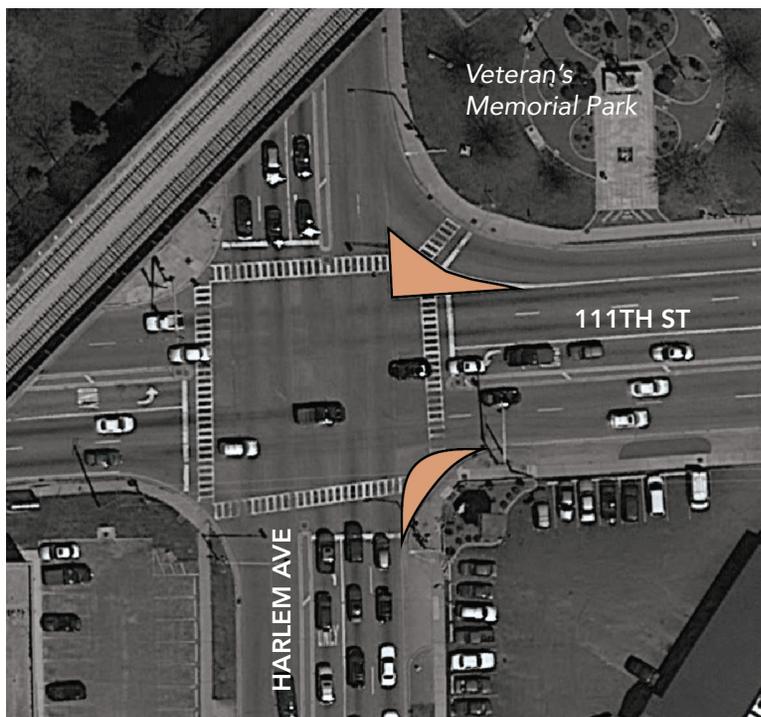


INSTALL PEDESTRIAN REFUGE ISLANDS AND CROSSWALKS

Two key intersections in need of better pedestrian crossings are 111th Street/Depot Street and Harlem Avenue/110th Street, to improve pedestrian access to the Metra Station. Installing a new traffic signal could be a solution, but being within a 1/8 of a mile from the existing Harlem Avenue and 111th Street signal, would be difficult to employ. Marking a crosswalk alone would not be sufficient, but a marked crosswalk in conjunction with a pedestrian refuge island and/or a rectangular rapid-flash beacon can be implemented in order to accommodate pedestrians at these intersections.

At the 111th Street/Depot Street intersection, the westbound left-turn lane would need to be removed in order to install the pedestrian island. This is preferred over installing a pedestrian refuge island on the west side of the intersection and removing the eastbound left-turn lane, in order to maintain full vehicular access to the Metra parking lots.

Other intersections that would benefit from pedestrian islands and crosswalks are: 111th and Harlem Avenue, 111th and New England Avenue, and 111th Avenue and Worth Avenue.









IN THE SHORT-TERM, CONSOLIDATE DRIVEWAYS

Pedestrians are also impacted by the number of driveways they have to cross. Every driveway and intersection is a potential conflict point; for pedestrian convenience and safety, they should be minimized. On Harlem Avenue, the sidewalks cross 14 driveways from 111th Street to 113th Street and on 111th Street the sidewalks cross 23 driveways from Harlem Avenue to Oak Park Avenue. Along 111th Street from Harlem Avenue to Oak Park Avenue there are approximately 25 driveways within the ½ mile span. New England Avenue to Oak Park Avenue has the highest concentration of driveways with 6 on the north side and 4 on the south side.

Harlem Avenue from 111th Street to 115th Street experiences approximately 35 driveways in its ½ mile expanse. The driveways increase further south on Harlem with the largest concentration being between 113th Place and 114th Street totaling 8 driveways on both east and west sides.

The areas that have the greatest concentrations of driveways are all generally commercial. A reduction of these driveways is recommended in order to improve the safety of pedestrians.

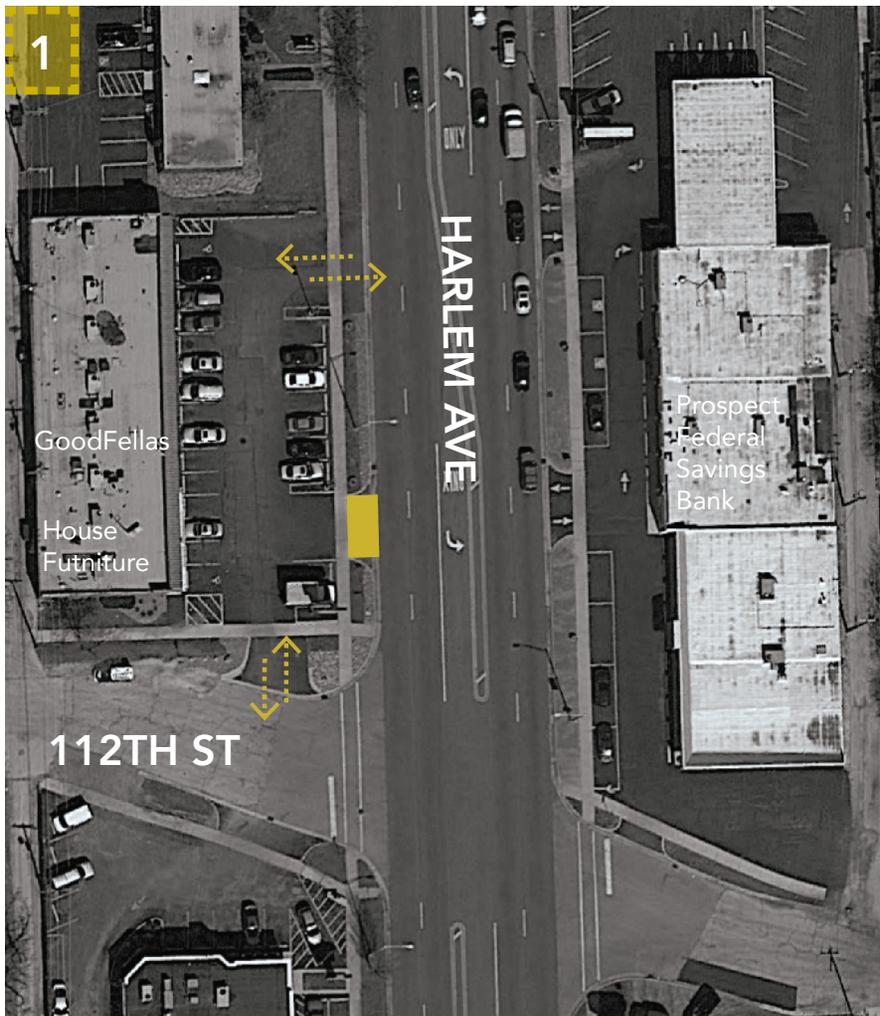
REQUIRE PARKING LOTS TO HAVE A LANDSCAPED BUFFER

As a general recommendation, better buffers and better delineation between pedestrian space and parking areas is needed. This can be accomplished by consolidating driveways, as well as requiring that parking lots be screened and landscaping buffers be added at the edge of parking lots.



CLOSE DRIVEWAY AT HARLEM AVENUE, NORTH OF 112TH ST

The driveway on Harlem Avenue, north of 112th Street can be closed as there are still two entry/exit points for the strip mall located at the corner. Pushing driveways off to side streets and limiting driveways along commercial corridors like Harlem Avenue and 111th Street would help create a more pleasant walking experience.



Close driveway - traffic will still have access to two entry/exit driveways in the parking



CONSOLIDATE DRIVEWAYS AT STRIP MALLS ON 111TH ST

Two properties on 111th Street (the Norfolk Center and the Rex Center), currently have three large driveways. If the two property owners remove the barrier between their parking lots and enter into a shared-use agreement, they would be able to close one of the driveways, narrow one driveway to 24', and even gain a couple more parking spots.

This would not only create a more uninterrupted sidewalk, but would allow for more flexibility and availability of parking for patrons of the businesses.



Remove guardrail and combine parking lots through a "shared-use agreement" between owners



Closing driveway and adding cross-access can add 2 more spots

Driveway can be narrowed to 24'

NARROW DRIVEWAY AT NEW PROPERTY ON 111TH ST

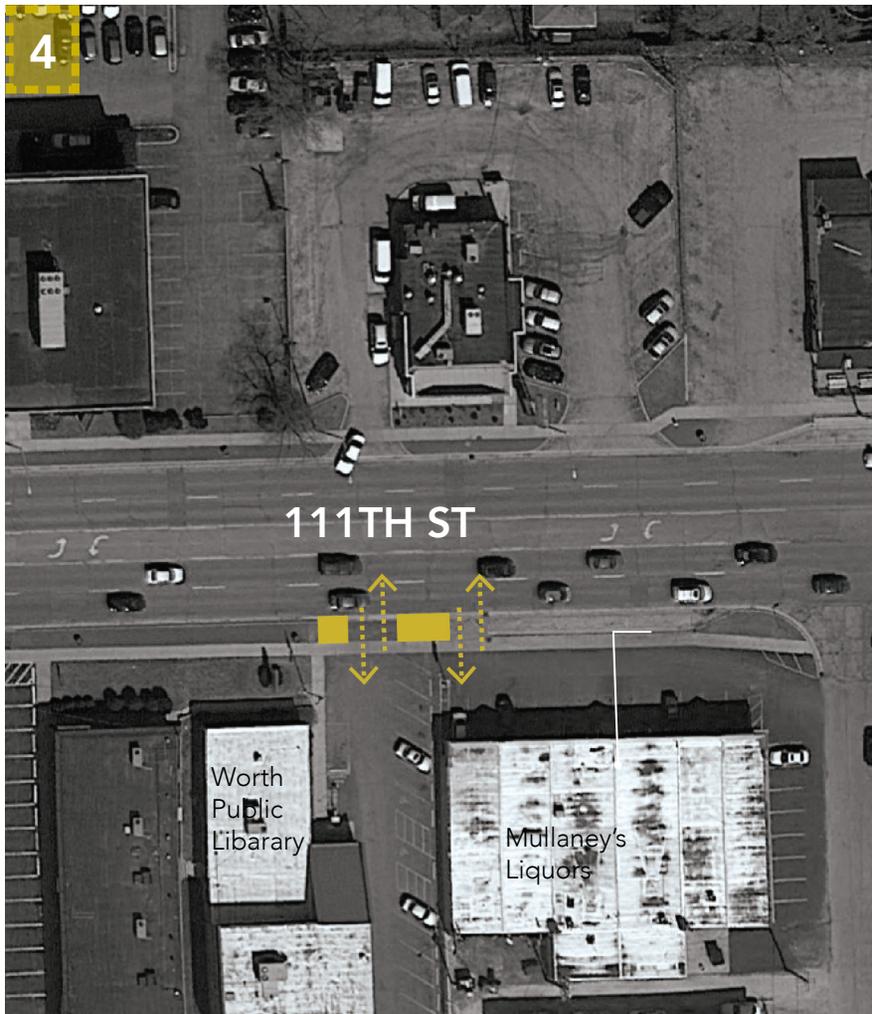
The large strip mall development that was recently built on 111th Street, east of Worth Avenue has a very large driveway. This driveway can be narrowed to 24' and still provide comfortable in and out access to the parking lot. The narrowing can be achieved in a more temporary, and cheaper, manner through planters and landscaping and when funds are available, the curb cut can be moved for a more permanent reduction.



LIBRARY AND COMMERCIAL PROPERTY

Two distinct driveways should be created at the Library and commercial property adjacent to it. Currently there is one long driveway that spans across two properties, creating a large interruption in the sidewalk.

Adding landscaping or a sidewalk in between will distinguish the two as two separate driveways. The change can be more temporary, followed by a more permanent reduction in size.



Create two distinct driveways instead of one very long driveway as it currently exists.



BIKE CONNECTIONS

During field visits, the few bicyclists that were observed were riding along the sidewalks of Harlem Avenue and 111th Street. The 5' sidewalks along Harlem Avenue are not wide enough to accommodate bicyclists and pedestrians, but the high traffic volumes are not conducive to riding on-street either. Ridgeland Avenue, to the west, is slightly better for bicyclists with a 7' sidewalk on the west side of the road. Without major improvements to either street, they will remain unfriendly towards bikers.

The existing Cal-Sag Trail is a great amenity for residents and visitors. A strong connection between the Metra Station and the Trail would provide more incentive for people to visit Worth. Likewise, it could draw people traveling along the Trail to the Village to visit restaurants and shops. However, current access via bicycle is difficult. However, the recently completed Ridgeland Avenue Corridor Plan proposes a signature pedestrian bridge across the Cal-Sag Channel and a connection along Nagel Avenue between Home Avenue and 115th Street. North of 115th Street, a 10'-wide shared use path is proposed to continue north along Ridgeland Avenue.

Expanding upon these improvements, the existing residential streets would make for a comfortable connection between the Metra Station and the proposed Ridgeland Avenue Bridge. Simply adding shared lane markings, similar to the recommendation along Nagle Avenue, to select streets would alert drivers to the presence of bikes and would also suggest the best routes to bicyclists. The recommended route would follow Depot Street, 15th Place, and Home Avenue.

SHORT-TERM BIKE RECOMMENDATIONS

- Mark on-street route with shared lane markings between the Metra Station and the Cal-Sag Trail along Depot Street, 15th Place, and Home Avenue

MEDIUM-TERM BIKE RECOMMENDATIONS

- Develop comprehensive plan for bicycle travel throughout the Village



INCREASE INTENSITY OF USES TO INCREASE RIDERSHIP

The Worth Metra station is the fourth busiest on the SouthWest Service line as of spring 2014. Since 1999, the station has experienced a downward ridership trend while the surrounding stations have experienced increases. The largest percentage of riders (66%) get to this station by driving alone, followed by people walking, which make up 17% of riders. 5% of riders carpool.

Increasing the intensity of land uses near the station could increase the number of Metra riders and could also shift the modes of access, especially if other tactics are taken to improve other modes of transportation.

UPGRADE TRANSIT FACILITIES

Pace buses run along 111th Street and Harlem Avenue, providing access to the Metra Station. Two stops near the Metra Station could be used as transfer points: Harlem and 110th Street and Depot Street and 111th Street. The northbound bus stop at Harlem and 110th Street has a shelter and the eastbound bus stop at 111th Street and Depot Street has a bench, but the stops in the opposite directions have neither. Harlem Avenue is planned for Pace's rapid transit service (Pace Pulse), which will provide faster and more reliable service with more stop amenities.

With the coming of the Pace Pulse route on Harlem Avenue, a shelter should be installed in both northbound and southbound directions at Harlem Avenue and 110th Street. Users for Metra could access the station via the pedestrian tunnel and would be more inclined to use Pace in the colder seasons if a station were erected. Shelters should also be considered at 111th Street and Depot Street for the same reasons for users coming from the east and west. Nearside of Depot for WB 111th Street buses is recommended to maximize the distance from the signalized intersection.

SHORT-TERM TRANSIT RECOMMENDATIONS

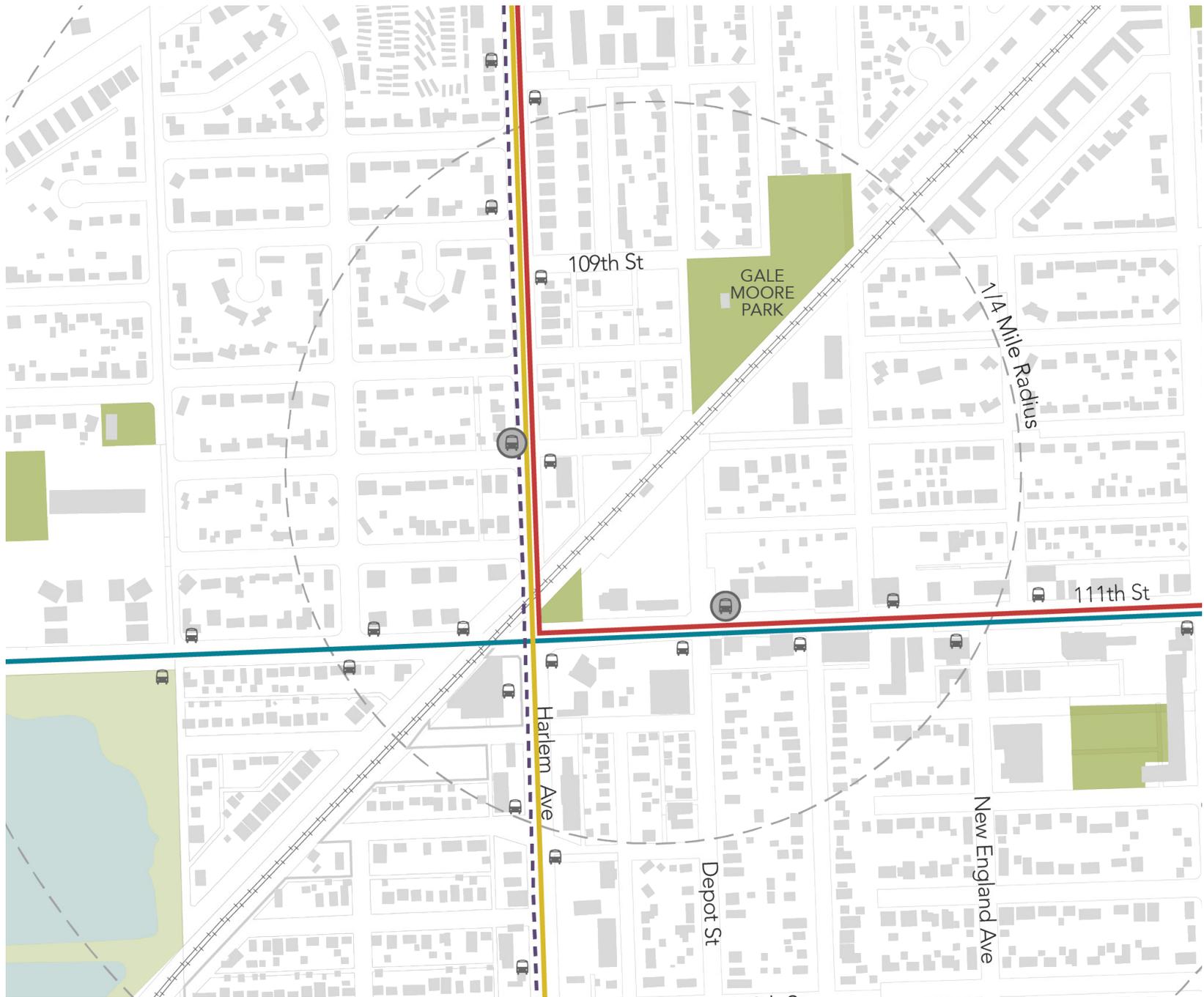
- Provide amenities (bus shelter, bench, etc.) at key transit stop including:
 - o 111th Street/Depot Street
 - o 110th Street/Harlem Avenue

MEDIUM-TERM TRANSIT RECOMMENDATIONS

- Relocate EB bus stop at 111th Street/Depot to the far side of the intersection and install a pedestrian crossing on the east side of the intersection

LONG-TERM TRANSIT RECOMMENDATIONS

- Work with Pace to integrate Harlem Pulse stop at Metra and provide seamless pedestrian connections between the bus stop and train station
- Work with Pace to integrate bus stop amenities into streetscape improvements



4 PARKING

BALANCE PARKING SUPPLY AND REDUCE DEMAND IN THE CORE STATION AREA

CURRENT PARKING CONDITIONS IN THE CORE STATION AREA

From the perspective of the overall corridor along 111th Street between Harlem and Oak Park, the availability of off-street parking is on par with walkable downtown areas, however, the parking is imbalance, leaving some lots overflowing while others are relatively empty. This is in part due to vacancies in commercial properties, but is also attributable to the legacy of site design along the corridor.

The existing parking is much less than what is called for in the Village's zoning code, but the existing conditions are more appropriate. The code currently calls for a basic requirement of 1 space per 150 square feet of business and commercial uses, which amounts to 6.67 spaces per 1,000 square feet. In reality, the corridor has 682 spaces for 309,000 square feet of retail space, which results in 2.2 spaces per 1,000 square feet. When factoring in only the occupied retail, there are 497 spaces, effectively, for the 194,700 square feet of retail, or 2.5 spaces per 1,000 square feet. The Village code specifies variations on this ratio for different types of uses, but for the purposes of comparison, we used the general requirement.

THERE IS AN IMBALANCE IN PARKING UTILIZATION

In addition to the off-street parking, on-street parking along 111th Street and the side streets, serve the businesses along the corridor and currently handle the overflow of parking at select businesses. However, when observed in the field, the on-street parking was severely underutilized during both the AM and PM counts.



Another option to handling the parking imbalance is to establish shared parking. Lots that experienced the highest rates of occupancy during the weekday afternoons are clustered at the intersections of 111th Street and Worth Avenue. Lots 7, 17, 18, and 19 all experienced capacity with at least 50% occupancy yet are surrounded by underutilized lots and street parking options.

Metra parking is typically about 65% full during commuting hours. The triangular lot north of 110th Street is used the least. In the short-term, this lot could be shared during off-peak hours and used for parking or other tactical interventions. In the long-term, this lot could be relocated north of the Metra tracks. Metra anticipates needing to retain the current parking capacity based on projections for the year 2040.

ACCOMMODATE CARS, BUT LIMIT THEIR NEED

Cars need to be parked somewhere, however, the goals should be to accommodate cars while eliminating the need to use cars for internal and short trips, thereby reducing the need for cars and parking. The Design Guidelines seek to minimize off-street parking and keep off-street parking off of street frontage to maintain street vibrancy. On-street parking, on the other hand, help in creating safe, low-speed streets.

PROPOSED PARKING RATIOS IN THE CORE STATION AREA

In the Core Station Area, it is recommended that parking requirements be decreased to require only 1 parking space per dwelling unit and 2.75 parking spaces/1000 sf of retail space. The TOD Master Plan accommodates cars at these standards, with the intention of reducing auto-centric behavior in the Core Station Area. The Plan also encourages the use of on-street parking as a way to compensate for decreased off-street parking and create a safer right-of-way.

The existing Metra Parking along Depot Street is maintained, but will have to be reconfigured with new development. The redevelopment of the parking lot will require shared-use agreements between Metra and



the developer so residential guests and retail consumers are able to use the Metra spaces during off-hours. Furthermore, it is likely that the Village, Metra, and the developer will also have to enter into public-private partnerships to sort out funding for the development and operational management of the shared parking lot.

The TOD Plan also identifies parking lots along 111th street that may currently be underutilized at various times during the day and night. The owners of these parking lots should enter into shared-use agreements to maximize the use of current parking supply and avoiding the need to add more.

| BUILDING TYPE | MAXIMUM OFF-STREET | NOTES |
|---------------------------------|------------------------------------------------|---------------------------------------------|
| Single-Family, Duplex, Townhome | 1.0/Dwelling | |
| Accessory Dwelling Unit | 1.0/Dwelling | |
| Multifamily Buildings | 1.0/Dwelling | |
| Mixed-Use | Retail: 2.75/1000 sf* Residential: 1.0/Unit | *May be further reduced with shared parking |

EASE PARKING REQUIREMENTS WITH SHARED PARKING

Shared parking is a way of reducing the amount of space dedicated to parking lots. Therefore, mechanisms that allow for shared parking should be created.

Adjacent uses that do not require parking 24 hours a day can share parking lots if they have different peak demand timings. Sharing a parking area can reduce the number of parking lots and open up areas for more development.

An example of shared parking would be a church and restaurant closely located to one another. The church primarily needs parking on Sunday and is not as busy on weekdays. Likewise, restaurants are more busy during lunch and/or dinner hours on

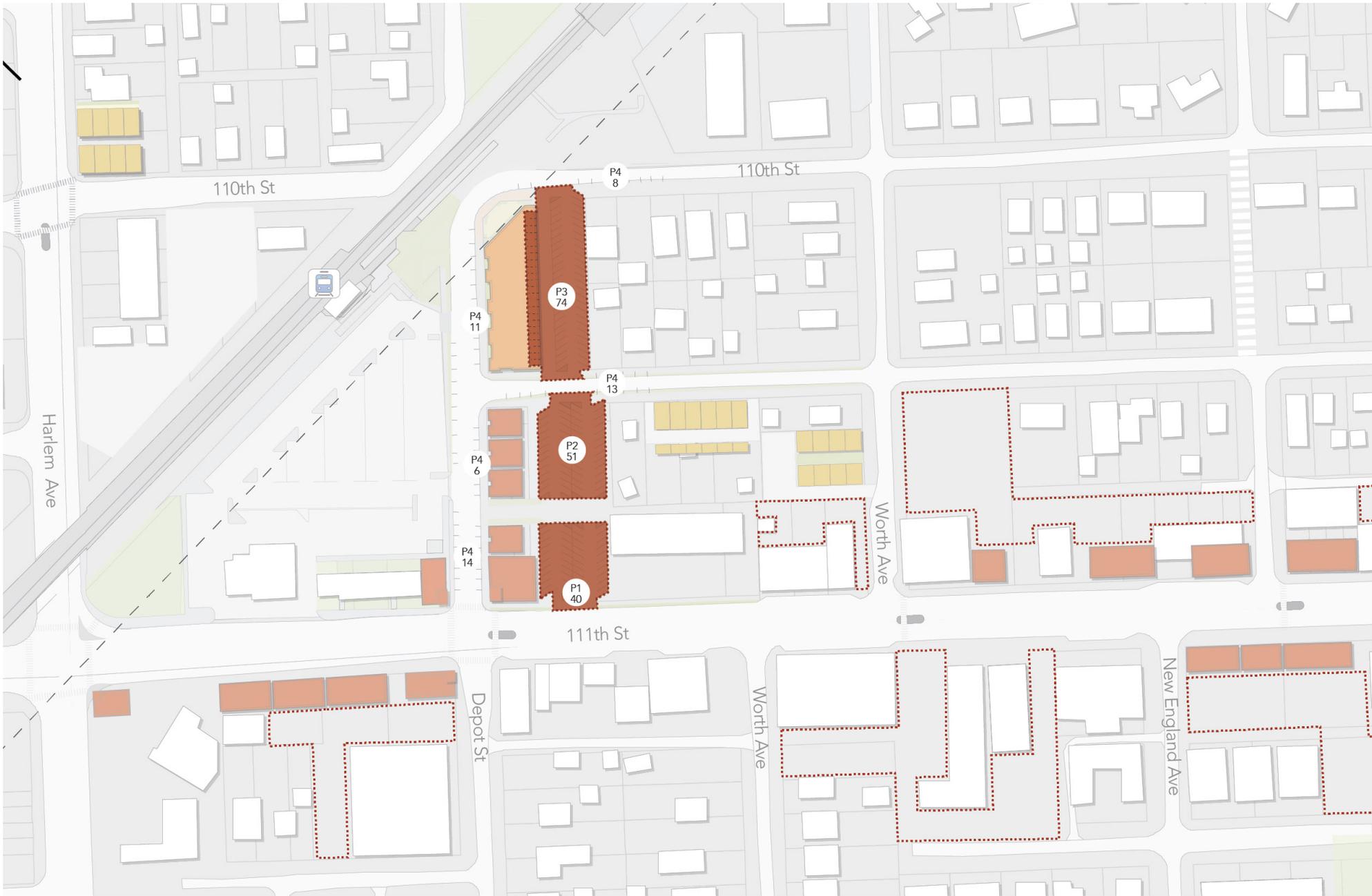
weekdays and weekend evenings. These uses can share parking to reduce the land area dedicated to parking individually for these uses.

SHORT-TERM PARKING RECOMMENDATIONS

- Develop cross-access between Lots 19 and 20 (7010 and 7030 W. 111th Street) on north side of 111th Street
- Establish a shared-use agreement with Metra for the lot north of 110th Street

MEDIUM-TERM PARKING RECOMMENDATIONS

- Simplify and refine the zoning code with regard to parking for the Core Station Area zoning district
 - o For instance, the general parking requirement for “All business and commercial establishments” could be reduced to 2.75 spaces per 1,000 sf and reduced further when a downtown walking district has been established.
 - o Requirements should be based on square footage alone to simplify the code, rather than a combination of square footage and employment
 - o Parking requirements should set maximums rather than setting minimum standards.





LONG-TERM PARKING RECOMMENDATIONS

- Establish shared parking requirements to alleviate pressure on peak periods for lots where the peak periods of adjacent properties are staggered.
- Encourage better use of on-street parking on 111th Street by developing parcels with buildings at the property line and off-street parking in the rear; this will also improve the pedestrian environment.

LONG-TERM PARKING STRATEGY IN THE CORE STATION AREA

The nature of TODs is such that residents and visitors should have easy, multi-modal access to the train and other amenities situated around the station. When other modes of access such as walking, biking, and transit are made more safe and accessible, the need for a car decreases. This decrease in vehicle usage and accommodation also needs to be layered with policy changes that discourage the use of vehicles and encourage more pedestrian-friendly development patterns.

P1 40 OFF-STREET PARKING SPACES
 Up to 17 residential parking spaces
 Up to 7 retail/office parking spaces
 Up to 16 parking spaces for Metra

P2 51 OFF-STREET PARKING SPACES
 Up to 12 residential parking spaces
 Up to 39 parking spaces for Metra

P3 74 OFF-STREET PARKING SPACES
 Up to 51 residential parking spaces
 Up to 12 retail/office parking spaces
 Up to 11 parking spaces for Metra

P4 52 ON-STREET PARKING SPACES
 Up to 52 retail/office parking spaces

SHARED PARKING OPPORTUNITIES
 Would require shared-use agreements between owners

5 URBAN DESIGN

CREATE A SENSE OF PLACE IN THE CORE STATION AREA

CREATE A SENSE OF PLACE WITH GOOD URBAN DESIGN

Good urban design and streetscaping in opportune areas like near a train station can have many benefits. Urban design elements not only create a pleasant environment for people to walk in, but the optics of a well streetscaped area can enhance the psychological perception and experience for a person. Spaces feel more safe when elements such as landscaping and lighting are added. Community identifiers such as banners and wayfinding signage help position people geographically and brand the place. Elements such as street furniture encourage people to stop and spend more time in places they may otherwise just pass through.

PUBLIC IMPROVEMENTS CAN BRING PRIVATE INVESTMENT

Good urban design and streetscape elements play a role in attracting developers, retailers, and consumers to an area. People want to be located where good public investment has been laid and development feels cohesive. Providing good infrastructure is part of setting the table for future development and investment to occur. These elements signify that something is happening and that there is a special place here that people should want to be in.

START WITH TEMPORARY, LESS COSTLY MEASURES

The ideal condition is often envisioned to be bustling streets lined with mixed-use buildings, street trees, ample street lighting, small local shops, and good signage. While this may be a commonly desired condition, it is important to recognize that retrofitting auto-centric places into more urban, walkable places will take a long time and a lot of public and private resources. There are however, more temporary approaches that can be taken while funding is being acquired for more

permanent costly measures. While keeping the end goal in mind, taking more modest steps in the interim can still result in a dynamic place that is inviting and vibrant.



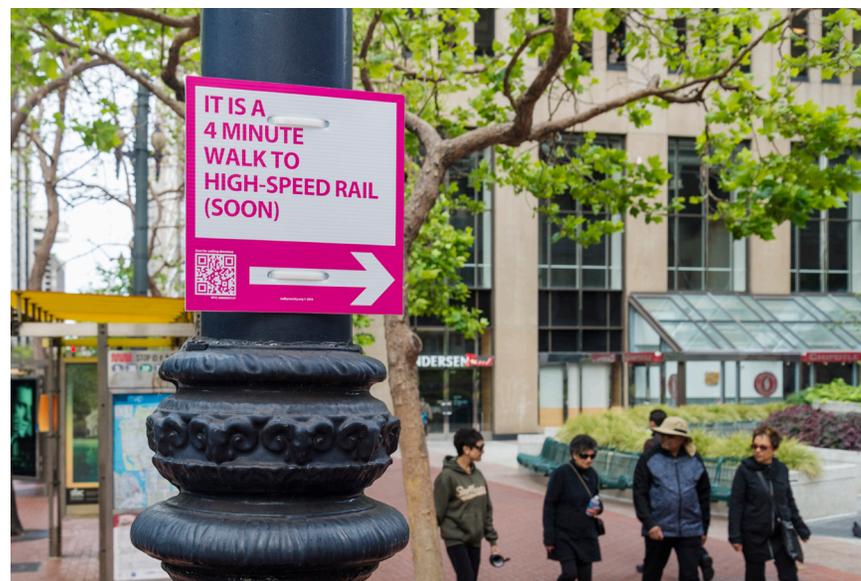
GENERATE INTEREST AROUND THE METRA STATION

Development is projected to take years around the Metra Station. However, in the interim, efforts should be made to bring more attention to the Station area so it starts to act as a town center even before it is fully built out. This will not only attract the attention of potential Metra users, but interested developers, future retailers and tenants. A town center that is bustling with people and activity is much more of an inviting prospect for those that are looking to invest their money.

The interest around the Metra station can be developed by staging events and interventions in the Metra parking lot, as well as other parking lots and vacant parcels nearby. Events that already take place around the Station can have their start or stop at the Metra parking lot. A farmers market or vendors can be setup in the parking lot over weekends. Tactical interventions that dress up the area such as chalking, painting, or adding lights to the area can create a more vibrant physical environment. Worth beautification days should also be held in and around the Station so people have an opportunity to volunteer and will then be inclined to come see the fruits of their labor. These all have relatively low costs to implement, but can be impactful when trying to set the table for larger, more permanent development.

CREATE OPPORTUNITIES FOR SIDEWALK ACTIVITY

Temporary Interventions where sidewalk sales and outdoor seating/dining are permitted as-of-right are great for generating activity and might encourage business owners to adopt these strategies permanently. Many times, permitting processes and fees can deter business owners from engaging with the public realm. Strategies like temporarily waiving fees and expediting the process can give business owners an opportunity to test these concepts.



CONSIDER ALTERNATIVE LAND MANAGEMENT TOOLS

Given the varying quality of existing properties, Worth's challenge is balancing supporting the upgraded properties and encouraging the owners of deteriorated properties to make improvements. The first step is standardizing the exterior maintenance by creating opportunities for property owners to share costs such as snow removal, façade cleaning, and landscaping. This can occur by a dedicated Economic Development Director that manages individual businesses or through the formation of a Merchant's Association that catalyze to initiate these changes. Information should be distributed on those standards and property owners should be asked to commit to meeting those standards. With absentee and underfunded landlords, voluntary participation by the neediest properties may not occur.

If voluntary participation is unlikely, the next compliance level is creating a Special Service Area (SSA) or a Business Improvement District (BID) where all property owners agree to be taxed an amount equal to the cost of the needed services. State enabling legislation governs the process of creating these tax boundaries. Another option may be using Tax Increment Financing (TIF) money to reimburse property owners for repair and rehabilitation of their facilities.

PROPOSED TAX-INCREMENT FINANCING DISTRICT



PROPOSED SPECIAL SERVICE AREA OR BUSINESS IMPROVEMENT DISTRICT







LONG-TERM STREETScape PHASING IN THE CORE STATION AREA

The long-term streetscape plan should give priorities to the major commercial corridors and development blocks around the Station. This will allow Worth to manage its limited resources in a more targeted manner, and help create a more vibrant ambiance in the Core Station Area. Once those areas have been streetscaped and only require maintenance and upkeep, streetscape plans can ripple out further down the corridors and around the Station area.

The priority of streetscape elements should also be considered during the phasing. While a highly streetscaped corridor is desired, it is necessary to create a priority list of elements when resources are limited. Elements that directly impact the walkability and safety of a street should be addressed first, such as sidewalk conditions and lighting. This can be followed by more aesthetic elements such as planters, community identifiers, and signage.

RANKING OF PRIORITY ELEMENTS:

1. Sidewalk Pavement Repair
2. Lighting Elements
3. Community Identifiers (banners, etc.)
4. Planters or Trees
5. Cohesive Signage
6. Street Furniture

-  1st Priority Streets
-  2nd Priority Streets
-  3rd Priority Streets
-  Streetscape Improvements as Development Occurs

STREETSCAPING OPTIONS FOR THE CORE STATION AREA

It is clear based on the existing inconsistency throughout Worth that there is a need for unified urban design standards and streetscaping. However, that will require a significant investment from the Village and could take a long time to implement.

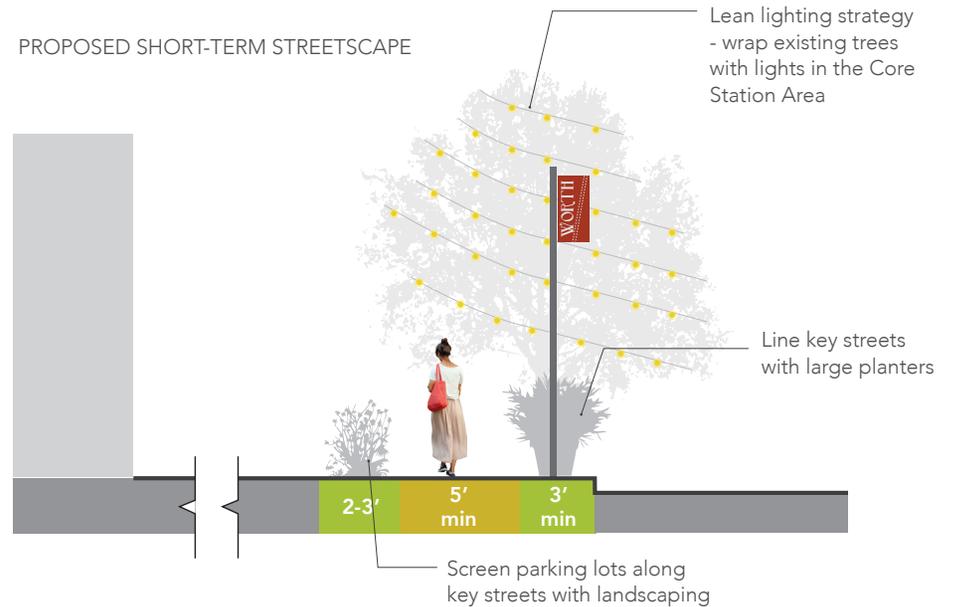
More immediately, there is a need to make repairs to improve conditions that are affecting the safety, usability and perception of the Core Station Area such as patching up sidewalks and making sure crosswalks are available at key intersections.

START WITH SIMPLE, TEMPORARY STREETSCAPING

In addition, a more temporary approach that requires fewer resources can be taken to streetscaping along 111th and Depot Street. Planters can line up the streets and would be less costly than street trees and require less maintenance. Banners are quick and easy community identifiers that can have a big impact on the character of the area. Banners identifying the Core Station Area as the town center should be installed. The street trees that do exist in the corridor can be wrapped in lighting to increase nighttime vibrancy. Furthermore, parking lots can be screened with landscaping to create a more pleasant walking experience.

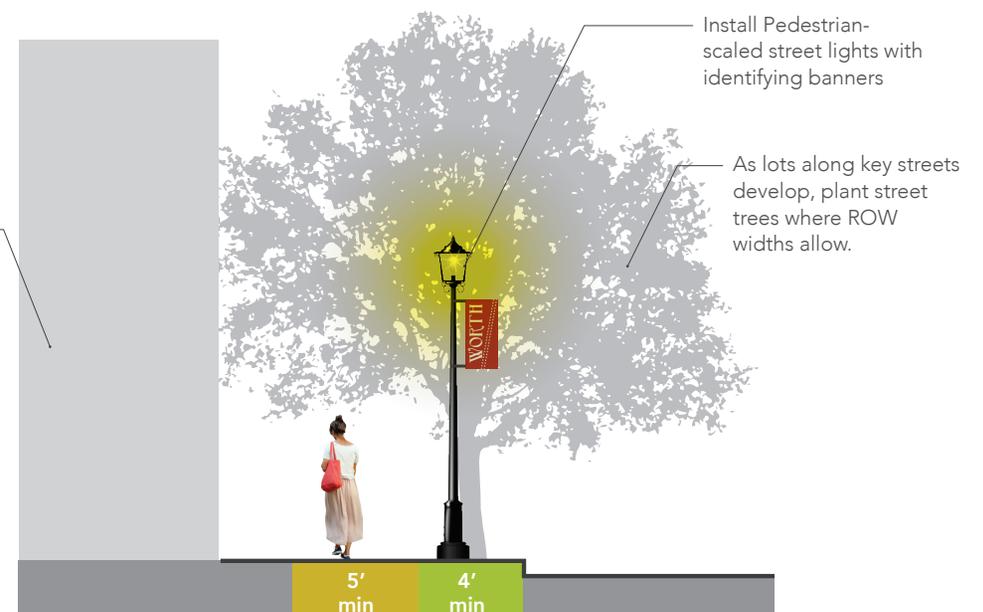
LONG-TERM STREETSCAPING WILL REQUIRE TIME AND A LARGE NUMBER OF RESOURCES

A more long-term approach to streetscaping includes installation of street lights, banners and street trees. As buildings redevelop in the Core Station Area, they should be pushed to the edge of the sidewalk with minimal setbacks and parking should be moved to the rear. This will create an environment that caters to pedestrians, rather than cars and will generate more human activity in the Core Station Area, rather than vehicular activity. These improvements, however, will require more time and money. They should certainly be something aspire to, but should not limit efforts that can take place now.



PROPOSED LONG-TERM STREETSCAPE

Require all new development in the Core Station Area to have short front setbacks (5' max)





Lean Streetscaping in Oak Lawn



Permanent Streetscaping in Downtown Oak Park

LIGHTING IN THE CORE STATION AREA

Lighting is a key component of walkability, as it lends itself to creating a more safe environment for pedestrians. There are several streets where street lighting exists, but the lighting is inconsistent and is not always human-scaled. Lighting in the Core Station Area can serve multiple functions, including branding the area, creating more vibrancy, and increasing safe conditions for residents and visitors. The increase and consistency of lighting gives people a sense of street character and trust of what is to come, encouraging walking and biking.

APPLY "LEAN" LIGHTING STRATEGIES

Though street lighting is very important to the character of the Station Area, conventional street lights are expensive to install and maintain and will likely need to be phased into the area. In the meantime, however, there are lean strategies that can be applied that are less costly, can be installed more immediately, and accomplish the same goals. Hanging festival lights over key intersections, across retail corridors, and wrapped around trees can create a vibrant environment, while providing pedestrians with additional lighting.





Larimer Square - Denver, CO
Source: *Blog - Denverlocal303*

LONG-TERM SIGNAGE REGULATIONS

Signage regulations in the Core Station Area should be applied in the following scenarios:

1. Change in Use for Single Business Signage
2. When a sign has been damaged or destroyed and the cost of restoration is greater than 50% of the replacement value at the time of the destruction or damage, the replacement sign should comply with the guidelines proposed.

| SIGN TYPE | ZONES | | |
|-----------------------------|-----------|------------|--------------------------|
| | MIXED-USE | TOD CENTER | NEIGHBORHOOD RESIDENTIAL |
| PED-SCALE POLE-MOUNTED SIGN | ● | ● | ● |
| PROJECTING SIGN | ● | ● | |
| WALL SIGN | ● | ● | |
| MONUMENT | ● | | ● |
| AWNING SIGN | ● | | |
| WINDOW SIGN | ● | | |
| POLE-MOUNTED SIGN | ● | | |

PED-SCALE POLE-MOUNTED SIGN

A Ped-Scale Pole-Mounted Sign is freestanding and may be mounted on one or two poles. Three configurations are permitted.

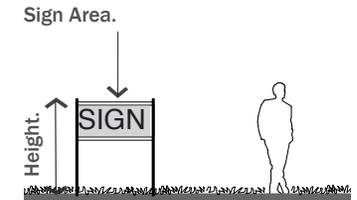
1. A sign mounted onto a double set of poles.
2. A sign mounted on a single pole.
3. A sign hanging from a single pole.

| | |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Height | 8' maximum height for sign mounted or hanging on a single pole; 5' for sign mounted on double set of poles; Each pole shall have a maximum diameter of 3 inches. |
| Area | 8 sq ft maximum area per sign face |
| Location | Front or Corner Yards |
| Quantity | 1 per lot |
| Materials | Solid wood, metal & masonry; Plastic & synthetics permitted on Sign face |

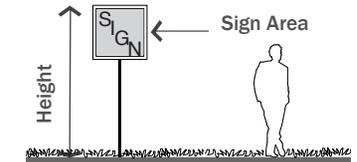


Examples of Ped-Scale Pole-Mounted Signs
Source: Farr Associates

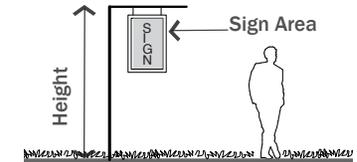
THREE TYPES OF PED-SCALE POLE-MOUNTED SIGNS



1. Sign mounted onto a double set of poles.



2. Sign mounted on a single pole.

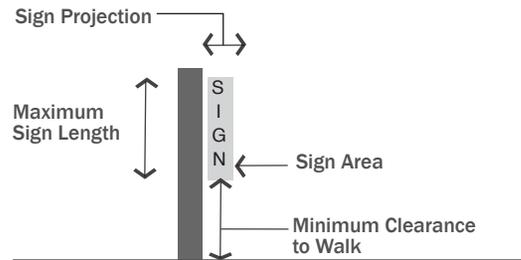


3. Sign hanging from a single pole.

PROJECTING SIGN

A Projecting Sign is attached to and projects from a building face or hangs from a support structure attached to the building face. Sign faces are typically perpendicular to the building face, but may be at an angle greater than 45 degrees from the facade. The sign may be

| | |
|------------------|---------------------------------------------------------------------------------------------------------------------------|
| Height | 8' maximum sign length, 8' minimum clearance to walk required |
| Area | No maximum area for sign type |
| Location | Permitted on all facades; Sign and structural supports shall not extend above the eave or parapet |
| Quantity | 1 per tenant per public ROW frontage; 1 per tenant per side or rear facade on a parking lot |
| Materials | Solid wood, metal, masonry & neon glass; Plastic & synthetics permitted only as separate alphanumeric characters or logos |

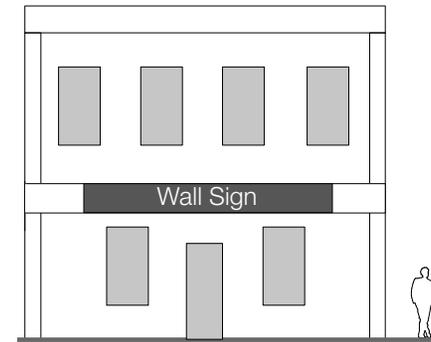


Examples of Projecting Signs
Source: Farr Associates

WALL SIGN

Wall Signs, also known as flat or band signs, are mounted directly to the building face to which the sign is parallel.

| | |
|------------------|---------------------------------------------------------------------------------------------------------------------------|
| Height | 2' maximum letter or element height |
| Area | No maximum area for sign type |
| Location | Permitted on all facades |
| Quantity | 1 per tenant per public ROW frontage; 1 per tenant per side or rear facade on a parking lot |
| Materials | Solid wood, metal, masonry & neon glass; Plastic & synthetics permitted only as separate alphanumeric characters or logos |



Wall Sign

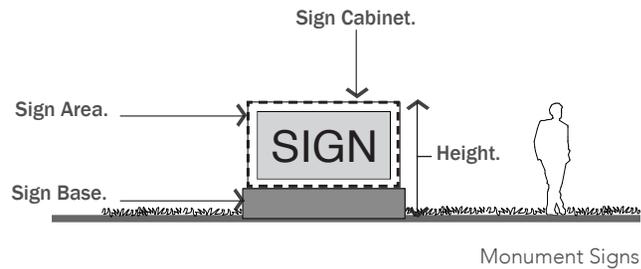


Examples of Wall Signs
Source: Farr Associates

MONUMENT SIGN

A Monument Sign is freestanding; it is located in a front or side yard of a lot. Height shall include the sign face, base, cabinet, and ornamental cap. Multiple tenant buildings on a lot with a width of greater than 300 feet may have up to two Monument Signs on one frontage at least 150 feet apart.

| | |
|------------------|--------------------------------------------------------------------------|
| Height | Maximum height 6' |
| Area | Maximum 70 sq ft per Sign face |
| Location | Front or Corner Yards |
| Quantity | 1 per public ROW frontage |
| Materials | Solid wood, metal & masonry; Plastic & synthetics permitted on Sign face |

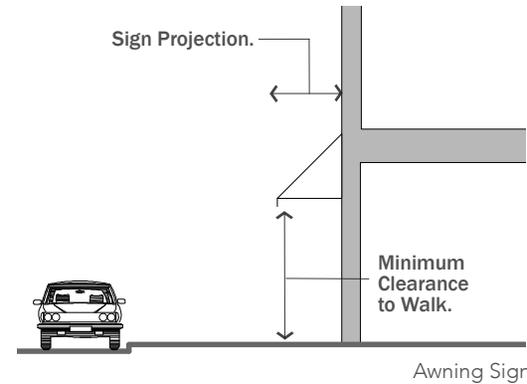


Examples of Monument Signs
Source: Farr Associates

AWNING SIGN

A sign that is mounted, painted, or otherwise applied on or attached to an awning or canopy.

| | |
|------------------|-----------------------------------------------------------------------------------------|
| Height | 8' minimum clearance to walk required |
| Area | Up to 50% of the awning may be used for Signage |
| Location | Permitted on all facades |
| Quantity | 1 per tenant per street frontage; 1 per tenant per side or rear facade on a parking lot |
| Materials | Cloth, canvas, metal, or wood; All supports shall be made of metal or wood |



Examples of Awning Signs
Source: Farr Associates

WINDOW SIGN

A Window Sign is posted, painted, placed, or affixed in or on a window exposed for public view or is a sign hung inside the building facing the window for public view. A series of windows that are separated by frames or supporting material of less than six inches in width shall be considered a single window for the purposes of computation. To measure sign area percentage, divide the total sign area by the total window area.

| | |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Height | No maximum height for sign type |
| Area | Up to 30% of a set of continuous windows may be covered with signage; No more than 50% of any one window panel may be covered with signage |
| Location | Permitted on all facades |
| Quantity | No maximum quantity, based on window Sign area for ground story; 1 per tenant per floor for upper stories |



Examples of Window Signs
Source: Farr Associates

POLE-MOUNTED SIGN

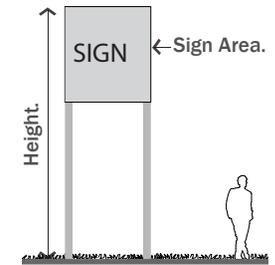
A Pole-Mounted Sign is freestanding with a one or two-faced Sign panel. Three configurations are permitted.

1. A sign mounted onto a double set of poles.
2. A sign mounted on a single pole.
3. A sign hanging from a single pole.

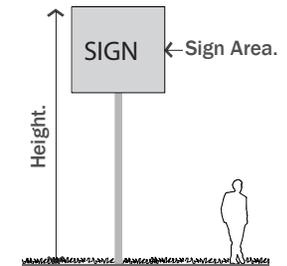
| | |
|------------------|-----------------------------------------------------------------------------------------------------------------------------|
| Height | 18' maximum height; 6' minimum clearance from bottom of Sign to ground; Each pole shall have a maximum diameter of 6 inches |
| Area | 40 sq ft maximum area per opposite Sign faces; one Sign per pole is permitted |
| Location | Front or Corner Yards |
| Quantity | 1 per lot |
| Materials | Solid wood, metal & masonry; Plastic & synthetics permitted on Sign face |



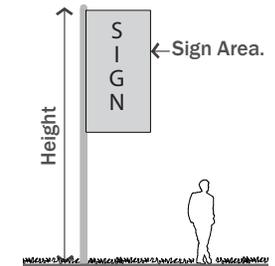
Examples of Pole-Mounted Signs
Source: Farr Associates



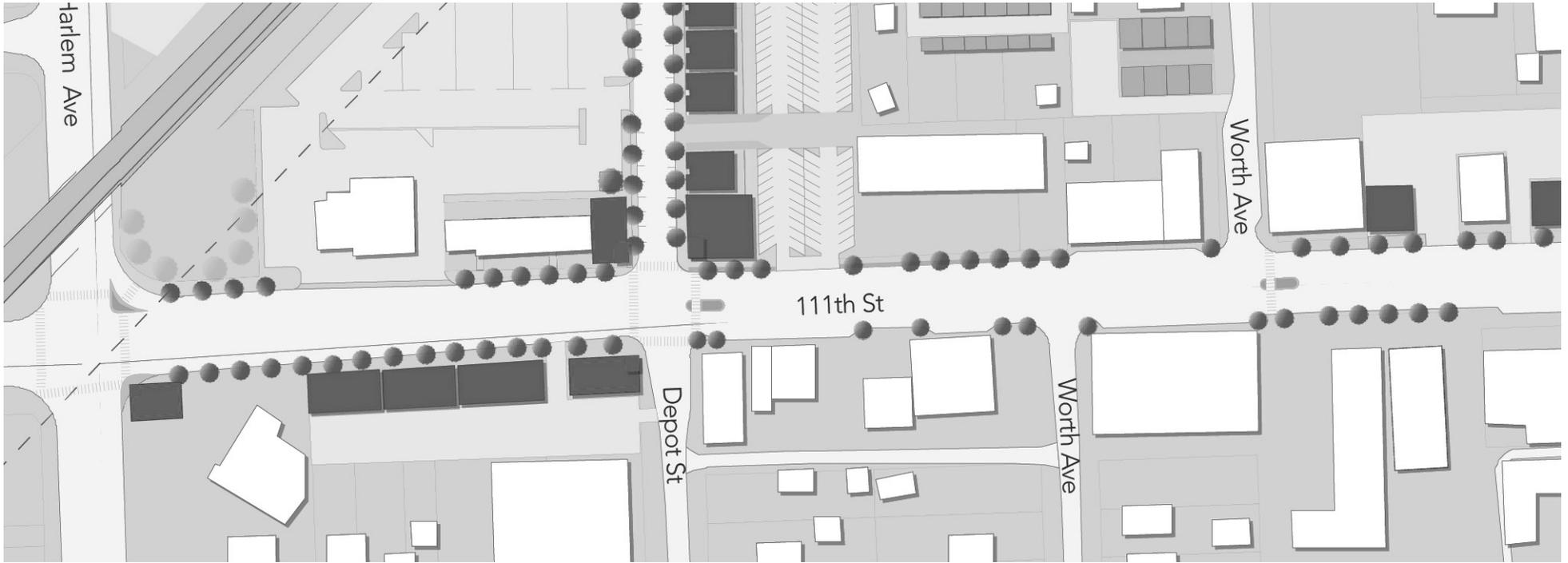
1. Sign mounted onto a double set of poles.



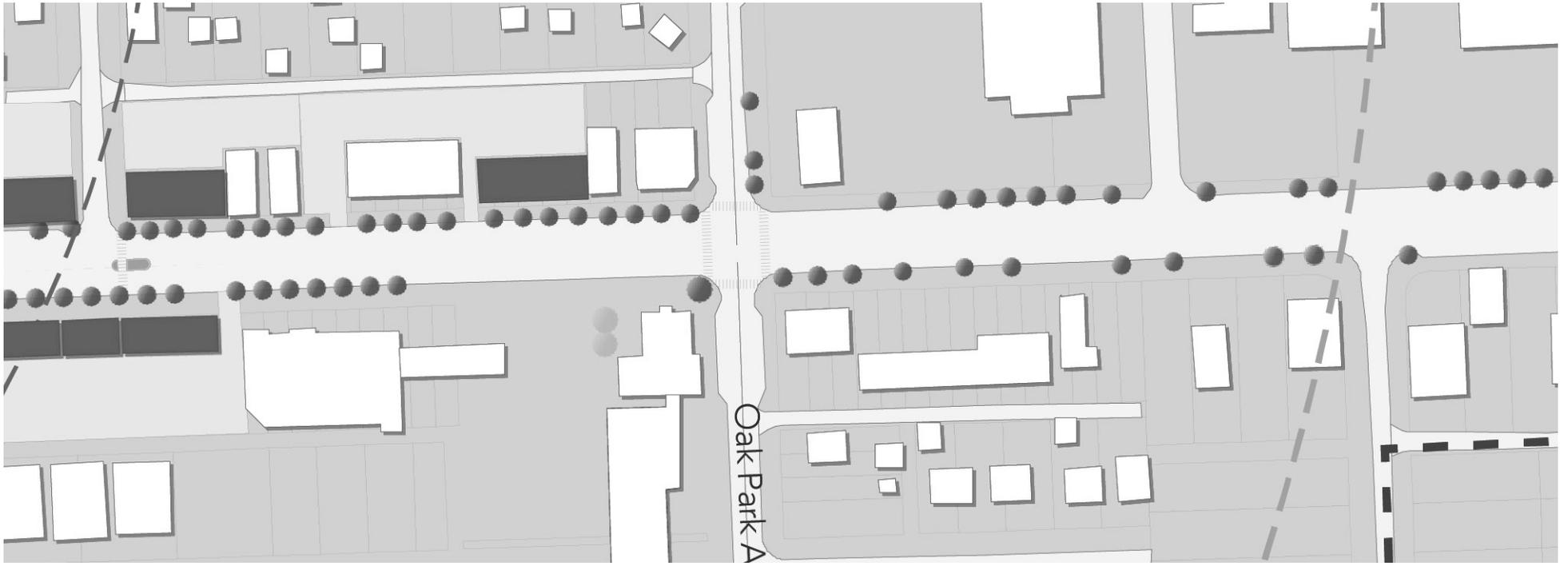
2. Sign mounted on a single pole.



3. Sign hanging from a single pole.



IMPLEMENTATION



IMPLEMENTATION STRATEGIES FOR THE TOD MASTER PLAN

The goal of the Implementation Strategies is to provide a clear roadmap for accomplishing the goals laid out by previous planning efforts, as well as, additional goals identified by stakeholders and the Village of Worth.

Some of the recommendations identified, in particular, those that are short-term may be implemented with existing resources, but may require re-distribution and re-prioritizing of resources. Some of the implementation strategies will require monetary and human resources that the Village may not currently have. Funding opportunities have been identified for those strategies. Potential agency partners,

| | SHORT-TERM STRATEGIES | LEAD AGENCY | TIMELINE | FUNDING |
|---|--------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------|----------------------------------------------|
| 1 | Hire staff to carry out economic development tasks | Village of Worth | ASAP | Village budget |
| 2 | Join the South Suburban Mayors and Managers Association (SSMMA) | Village of Worth | ASAP | Village budget |
| 3 | Implement DIY streetscape tactics (planters, banners, lighting, etc.) | Beautification committee; EDC | ASAP | Village budget |
| 4 | Create a Merchant's association | EDC and Business owners | 2016 | Merchant Association dues |
| 5 | Put a moratorium on building permits in the Core Station Area until zoning code is updated (obtain legal counsel to ensure there are no repercussions) | Village of Worth Zoning Board | ASAP | Village budget |
| 6 | Update the zoning code to simplify and reduce parking requirements in the Core Station Area | Village of Worth | 2017 | RTA Community Planning Grant; Village budget |
| 7 | Update the zoning code to incorporate recommendations concerning the regulating plan, land uses, setbacks, and parking buffers. | Village of Worth | 2017 | RTA Community Planning Grant; Village budget |

recommended timelines, and funding sources are also provided as they relate to each strategy. These strategies should be viewed as a menu of options that organizations and the Village should consider and implement based on resources available.

| MEDIUM-TERM STRATEGIES | | LEAD AGENCY | TIMELINE | FUNDING |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------|----------------------------------------------|
| 1 | Recruit small-scale developers to redevelop lots near the core station area as per the TOD Plan | Village of Worth | 2017 | SSMMA grants/loans |
| 2 | Improve pedestrian access at key intersections along 111th Street and Harlem Avenue to include crosswalks, medians, and pedestrian refuge islands | Village of Worth/IDOT | 2017 | RTA Access to Transit program; federal grant |
| 3 | Create a facade improvement program for properties along 111th Street in the Core Station Area | Village of Worth; Merchant Association | 2017 | Village budget |
| 4 | Work with Pace to implement transit improvements in the Core Station Area | Village of Worth; Pace | 2017 | RTA Access to Transit program |
| 5 | Complete a full analysis of traffic flow along 111th Street (similar to 95th Street design) | Village of Worth | 2018 | Federal grants |

| LONG-TERM STRATEGIES | | LEAD AGENCY | TIMELINE | FUNDING |
|----------------------|--------------------------------------------------------------------------------|----------------------------------------------------|----------|----------------------------------------------|
| 1 | Create a signage ordinance to create cohesive signage in the Core Station Area | Village of Worth Zoning Board with review from EDC | ASAP | Village budget |
| 2 | Implement permanent streetscape improvements in the Core Station Area | Village of Worth | 2017 | RTA Community Planning Grant; Village budget |