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# Town of Cicero - Comprehensive Zoning Ordinance Update

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## Summary of Plan Documents and Resources Regional Transportation Agency and PACE

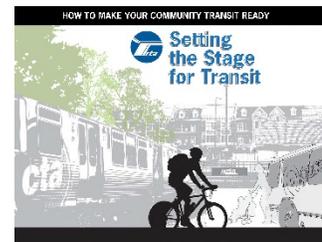
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### RTA DOCUMENTS

The RTA is playing a critical role for this project, including serving as the grant provider and providing technical assistance to the community. One aspect of this technical assistance is a series of guides and reports relating to transit-oriented development (TOD) and walkable transit supportive communities. In particular these documents provide insights into how communities can advance core transit accessibility principles through zoning and other policies that impact development. Below is a brief summary of each pertinent RTA document, including the key takeaways with most relevance to advancing transit accessibility and greater walkability in the Town of Cicero.

#### SETTING THE STAGE FOR TRANSIT

**SUMMARY:** This “how to” design manual serves as a guidebook for communities to provide the policies and physical conditions that advance transit supportive development for both commuter rail stations. In particular, the guidebook provides graphics that outline the transit and design principles that should be integrated into three transit supportive design scenarios: (1) Corridors; (2) Station Areas; and (3) Urban Infill. Financing tools, funding sources, and other resources are also provided. With regards to zoning, the guidebook indicates that the most basic elements that may require modification to be more transit-supportive include: land use (i.e., permitted and special use lists); density and setbacks (i.e., bulk standards); and parking. There is also support to create unique zoning districts or overlays for mixed use TOD areas.



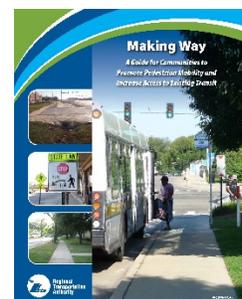
**PROJECT RELEVANCE:** The transit and design principles for the three transit supportive design scenarios are highly applicable to Riverside’s CBD and Harlem Avenue. The factors regarding “What do you need to support BRT/ART and Metra Commuter Rail?” also serve Riverside well to guide zoning decisions for this project.

**LINK:** [PDF Document](#)

#### MAKING WAY: A GUIDE TO PROMOTE MOBILITY & TRANSIT

**SUMMARY:** This guide outlines general steps communities can take to enhance mobility for pedestrians, which in turn would help to increase access to transit.

**PROJECT RELEVANCE:** Some of the suggested improvements (e.g., sidewalk width, connections to bus shelters, signage, etc.), may have implications on zoning standards, particularly regarding setbacks, yards, and other lot standards to provide adequate space for pedestrian facilities and connectivity.



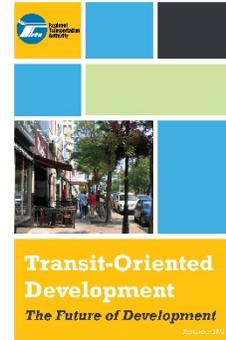
**LINK:** [PDF Document](#)

### TOD: THE FUTURE OF DEVELOPMENT

**SUMMARY:** This pamphlet provides a general overview of TOD, target demographics, typical land uses, and steps to capture the TOD market.

**PROJECT RELEVANCE:** Although this pamphlet is general in nature, the most relevant aspect is the land use descriptions, particularly how employment-generating uses like offices play a vital role in creating daytime population and filling units above the ground floor. TODs also provide employers with greater access to a larger workforce pool, including those who tend to take a bus or train to commute.

**LINK:** [PDF Document](#)



### TRANSIT WORKS: THE BENEFITS OF TOD

**SUMMARY:** This pamphlet summarizes the four principles of TOD: (1) Transit; (2) Density; (3) Walkability; and (4) Mixed Use. The benefits of TOD are also highlighted through infographics.

**PROJECT RELEVANCE:** All four TOD principles are critical to the success of achieving viable TOD in Riverside's CBD and along Harlem Avenue. Zoning amendments, in particular, may help to advance all four principles, including support to establish Pace's Pulse bus rapid transit service.

**LINK:** [PDF Document](#)

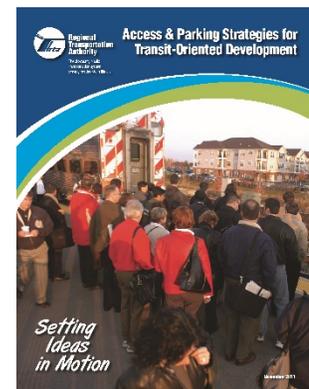


### ACCESS AND PARKING STRATEGIES FOR TOD

**SUMMARY:** While this guide (and the RTA in general) prioritizes access for pedestrians, bicyclists, and transit riders first and foremost, this guide provides a variety of parking strategies, including addressing parking demand, reducing parking requirements, providing commuter parking, balancing on- and off-street parking, encouraging car sharing and shared parking, integrating green standards, and pursuing funding sources to finance parking facilities.

**PROJECT RELEVANCE:** All of the parking strategies have some relevance to transit-related parking, whether in the CBD or along Harlem Avenue. In particular, the potential integration of green strategies (e.g., permeable pavers, bioswales, etc.) may have an impact on current zoning standards. ADA compliance and universal design are also of utmost importance to optimize equitable access.

**LINK:** [PDF Document](#)

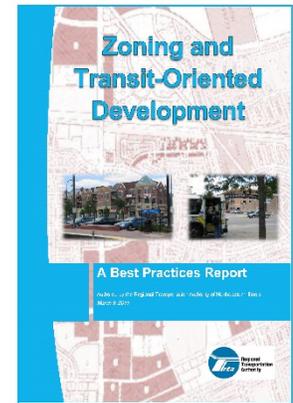


## ZONING AND TOD: A BEST PRACTICES REPORT

**SUMMARY:** This report highlights the general purpose and types of zoning (e.g., Euclidean, Performance, Incentive-Based, Form Based, and Hybrid), as well as its role in advancing TOD. In particular, an overlay zone is described as a potential approach to applying unique standards that advance TOD principles in a given area.

**PROJECT RELEVANCE:** While this project does not intend to completely overhaul the Village's current type of zoning, the use of a TOD overlay district in the CBD and Harlem Avenue may help to advance TOD principles in these areas without impacting Riverside's other areas, mainly the residential neighborhoods and historic properties.

**LINK:** [PDF Document](#)

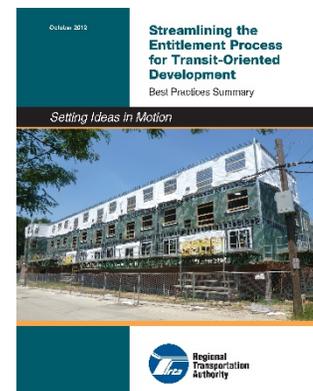


## STREAMLINING THE ENTITLEMENT PROCESS: A BEST PRACTICES REPORT

**SUMMARY:** This report summarizes common barriers to implementing TOD, benefits of a streamlined entitlement process, tools to assist with the streamlining process, developer incentives, and examples of a streamlined process. One streamlining tool is amendments to zoning standards that may be at the root of certain barriers.

**PROJECT RELEVANCE:** Riverside may find value in assessing the local examples of streamlined entitlement processes from Blue Island, Wood Dale, and Manhattan, which are all within the RTA transit network. The Village may also relate to the common barriers to TOD implementation, including restrictive standards relating to height, density, and setbacks. The potential for a zoning overlay district and "as of right" zoning regulations may be intriguing approaches to pursue for the CBD and Harlem Avenue. Developer incentives like parking reductions, density bonuses, and permit fee reductions may also be options to consider.

**LINK:** [PDF Document](#)



## PACE DOCUMENTS

Pace has a significant presence along Harlem Avenue, with three existing bus lines serving the corridor. In addition, Pace has plans to expand its bus rapid transit network onto a total of seven corridors in the near term, with Harlem Avenue being one of the corridors under study right now. Major bus corridors like Harlem Avenue hold the potential to advance TOD principles with a mix of uses in a compact, walkable environment that promotes transportation choice. Pace's Transit Supportive Guidelines is a detailed how to document that communities can use to create transit supportive environments. Pace also provides technical assistance, including its Design Review Assistance for Transit (Draft) Program. Both resources are described below.

## PACE TRANSIT SUPPORTIVE GUIDELINES

**SUMMARY:** This document provides a comprehensive set of guidelines to provide for Pace bus infrastructure and facilities and advance transit supportive development in public right-of-way and on private property. To support this end, the guidelines outline the transportation, physical, and character elements that define what a transit supportive place looks like, which provides the framework upon which these guidelines are built.

**PROJECT RELEVANCE:** In order to adapt the transit supportive guidelines into municipal policies, the Village may need to amend certain zoning standards regarding setbacks, parking, building mass and scale, signage, and permitted and special use lists.

LINK: [PDF Document](#)

## DESIGN REVIEW ASSISTANCE FOR TRANSIT (DRAFT) PROGRAM

**SUMMARY:** DRAFT is Pace's complementary in-house technical review program, which is available to developers and designers on a voluntary participation basis to submit their proposed developments for review by Pace's Transportation Engineer to help promote the incorporation of public transportation features in suburban developments. This program is encouraged for any project that might impact Pace services and infrastructure. The review process can take about 2 to 4 weeks to complete upon initial submittal.

**PROJECT RELEVANCE:** Although the DRAFT process is conducted by Pace, communities like Riverside may consider the potential integration of DRAFT into the Village's own development review processes. Since the DRAFT process would run concurrently with the Village's review processes (see sample graphic on the right), integration of DRAFT into Riverside's review process would not prevent the Village from potentially streamlining its own development review processes.

LINK: [Pace Website](#)



Transit Supportive Guidelines  
For the Chicago and Region  
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