

## Section 8

# Framework Plan

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Section 8: Framework Plan

The Framework Plan, shown on page 8-3, describes the general land use, design, infrastructure and transportation principles that form the basic organizational structure to guide more detailed plans for the TOD Plan and Park-and-Ride planning study area in Montgomery. The Framework Plan recommendations will help to establish the type, amount and character of the future development potential within Montgomery's Village Center, and its relationship to future transit facilities.

## Basis of the Framework Plan

Based on the findings from the Existing Conditions Assessment and outcomes from the Public Design Charrette, which was held on December 9, 2008, the Framework Plan was developed to act as the initial visionary element for the TOD Plan and Park-and-Ride Study.

In particular, the Planning Issues Map and Development & Transit Opportunities Map from the Existing Conditions Assessment outlined the existing transportation issues, environmental factors, physical constraints, and development and transit opportunities for the Study Area. Also, results from visioning exercises from the Public Design Charrette provided public insight into the potential development of the transit facilities and mixed use TOD for Montgomery. Multiple discussions with local stakeholders, Village staff, and the project's Steering Committee also helped mold the Framework Plan.

## Elements of the Framework Plan

While two Framework Plan alternatives were considered, a preferred alternative was selected and is presented on page 8-3 (see the Appendix for Alternatives 1 and 2). Below is an overview of the Framework Plan elements.

- **Commuter Rail Strategy.** The preferred site for the commuter rail facilities is located north of Mill Street along the BNSF Railway with an approximate alignment with Madison Street to the east. The main waiting facilities would be located on the inbound (northbound) platform, which would be on the east side of the BNSF mainline tracks. A pedestrian tunnel to access the potential outbound (southbound) platform on the west side of the BNSF mainline tracks would be needed in this scenario (or any of the others). While a pedestrian tunnel would be a major expense and undertaking, this location for the outbound (southbound) platform would allow the commuter parking lots to be concentrated in a single area along the east side of the railroad (primarily within the parcels currently occupied by Lyon Workspace Products). The pedestrian tunnel would be limited to the east side of the tracks, unless funding becomes available to extend to the west. The location of a potential additional (third) mainline BNSF

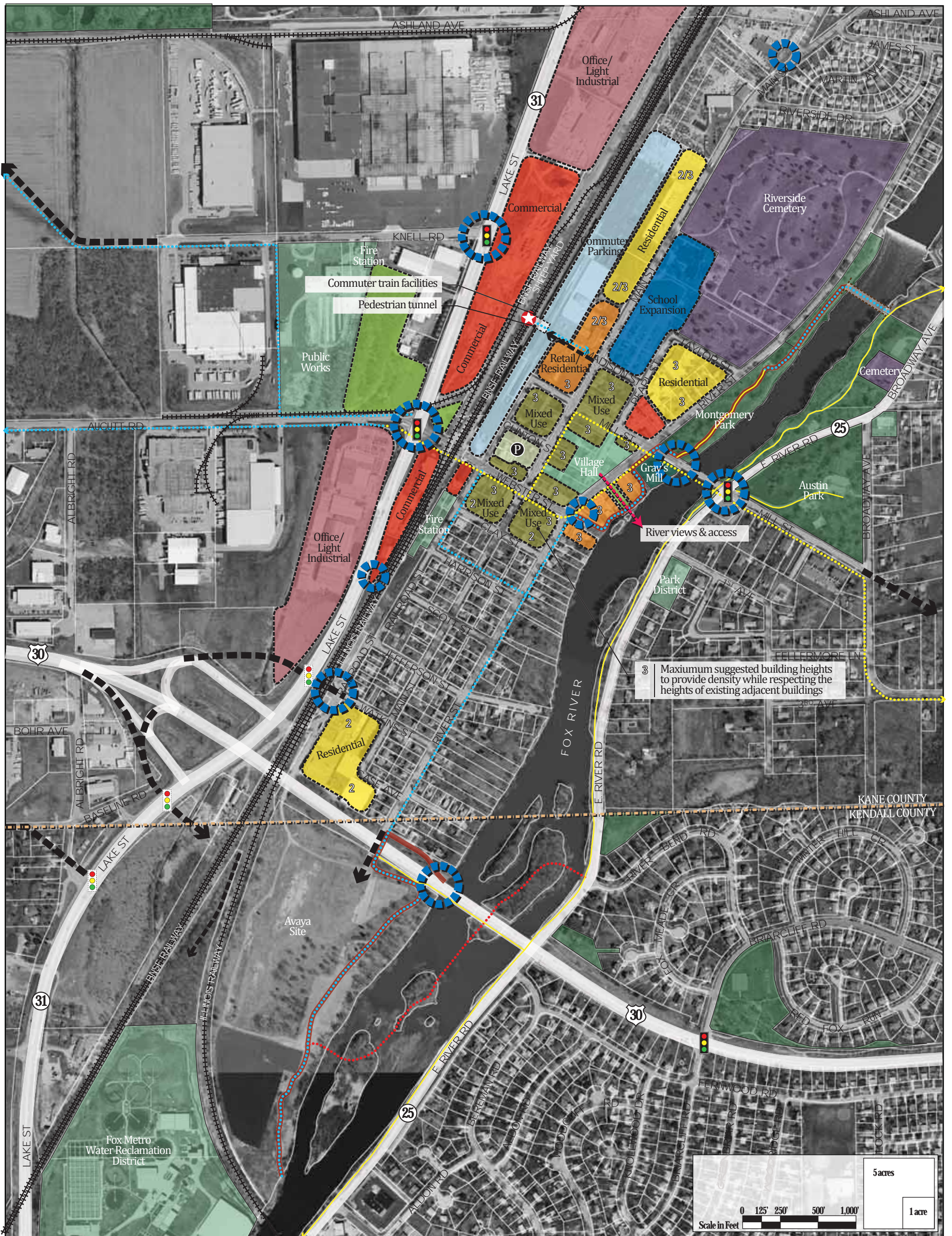


Source: Tesko Associates, Inc.

*The Public Design Charrette provided a public workshop for community members to participate in interactive activities to help determine a vision and ideas for potential transit and redevelopment opportunities. Charrette results helped inform the creation of the Framework Plan and preferred Concept Plan.*

track is unknown at this time until further studies are completed. Furthermore, the proximity of this location to downtown provides significant benefits to both businesses and future residents of the Village Center area.

- **Park-and-Ride Strategy.** The preferred site for the Park-and-Ride facility utilizes a block of parcels bounded by Main Street on the east, Clinton Street on the north, Railroad Street on the west, and parcels along the north side of Webster Street on the south. While this block provides proximity to the rail station, site acquisition from multiple owners would be required to prepare the site for parking and bus access. Approximately 12.5 acres (1,250 parking spaces) would be needed at full build-out. Ridership projections pending further studies would determine the need for commuter parking and potential phasing.
- **Land Use Strategy.** The Framework Plan promotes the expansion of the mixed use character of downtown. Based on input from the Public Design Charrette, several blocks in the downtown are identified for future retail, office and residential uses in buildings of 3-5 stories, with supportive higher density residential uses on the periphery of the core area of the Village Center. Other notable features include:
  - » Mixed residential, retail, and office uses within the core Downtown area.
  - » Removal of industrial and auto-oriented uses from the Village Center.
  - » Building heights that help provide density, but respect existing heights of adjacent buildings and character of the downtown.
  - » Commuter parking primarily located east of the BNSF Railway, with potential to expand west of the tracks as funding becomes available for additional parking and extension of the pedestrian tunnel across the entire width of the tracks.
  - » Potential to support retail/office/light industrial uses on Lake St.
  - » Significant expansion of the pedestrian and bike trail system along the riverfront, including a riverwalk and connections to open space opportunities on the islands within the river, to provide linkages with existing residential neighborhoods.
  - » Premium streetscape enhancements along Lake Street and other major streets.
  - » Potential to provide retail, residential, and a signature public space along the riverfront.



3 Maximum suggested building heights to provide density while respecting the heights of existing adjacent buildings

Base map provided by the Village of Montgomery. Prepared by the Consultant Team of:

LEGEND			
	Commuter Parking		Mixed Residential, Retail & Office
	Park-and-Ride Facility		Office/Light Industrial
	Residential		School Expansion
	Retail/Residential		Open Space/Recreation Area
	Commercial		Trails (existing)
			Trails (approved but not installed)
			Trails (proposed)
			Trails (potential island connections)
			Potential Riverwalk
			Potential Road Extension
			Traffic Signal (existing & proposed)
			Gateway Feature
			Note: If expansion of the pedestrian tunnel proves feasible, additional commuter parking could be provided west of the railroad tracks.

DRAFT - FOR REVIEW PURPOSES ONLY

# Framework Plan

TOD Plan & Park & Ride Location Study | Village of Montgomery, Illinois

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