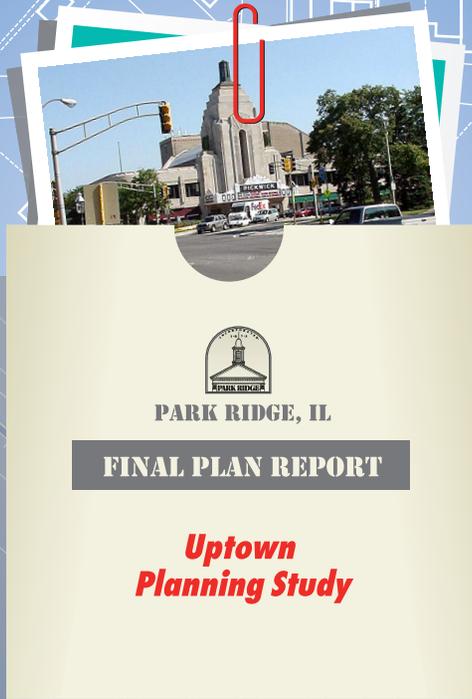


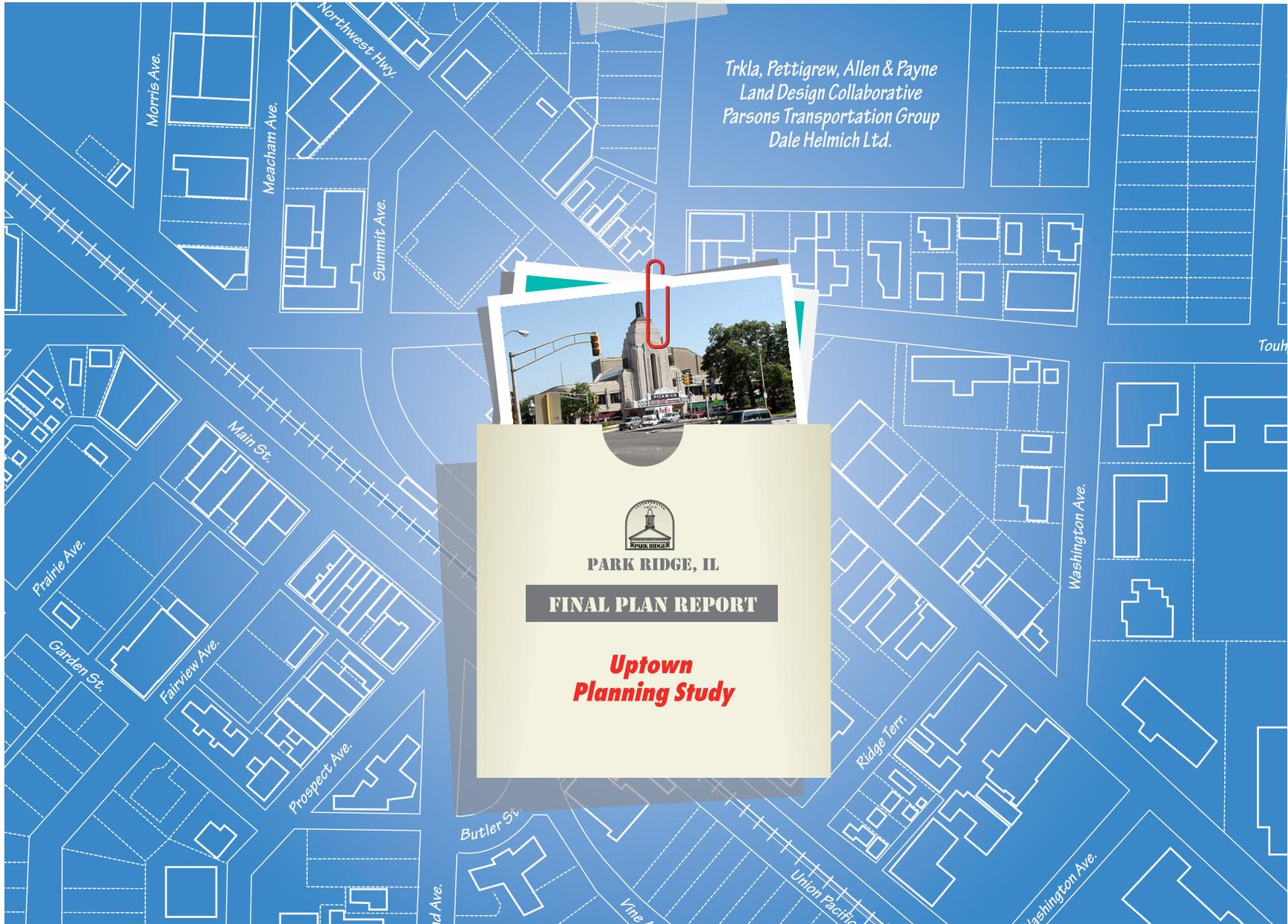
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Land Design Collaborative
Parsons Transportation Group
Dale Helmich Ltd.*



PARK RIDGE, IL

FINAL PLAN REPORT

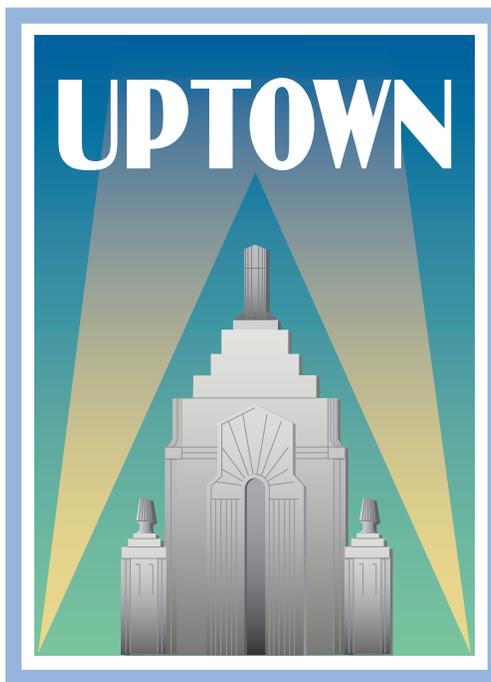
***Uptown
Planning Study***





Uptown Plan

City of Park Ridge, Illinois



2002-25
ORDINANCE
OF THE CITY COUNCIL OF THE CITY OF PARK RIDGE
AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF PARK RIDGE

WHEREAS, there was heretofore, to wit, on July 15, 1996, adopted by the City Council of the City of Park Ridge, Illinois, a Comprehensive Plan for the City of Park Ridge, Illinois, which Comprehensive Plan is now in full force and effect; and

WHEREAS, the Planning and Zoning Commission of the City of Park Ridge has determined that the Central Business District section of the Comprehensive Plan no longer serves the purposes of the City of Park Ridge as said City now exists and is constituted; and

WHEREAS, the Planning and Zoning Commission on June 24, 2002, held a public hearing in conformity with 65 ILCS 5/11-12-7; and

WHEREAS, said Planning and Zoning Commission has recommended that an Amendment to the Comprehensive Plan be adopted and that the said Amendment to the Comprehensive

Plan titled Uptown Planning Study be adopted and has, in accordance with such determination, submitted an Amendment to the Comprehensive Plan for the City of Park Ridge and has recommended its adoption; and

WHEREAS, the City Council, after due consideration and study, has determined that the Amendment to the Comprehensive Plan so submitted is consistent with the Comprehensive Plan of public improvements and the development of the municipality looking to the present and future developments of said City of Park Ridge;

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Park Ridge that the Comprehensive Plan for the City of Park Ridge, Illinois, bearing the date of 1996, be and the same is hereby amended as the Comprehensive Plan for the City of Park Ridge, Illinois, to include the Uptown Planning Study,

a copy of which is hereto attached and by reference made a part hereof.

BE IT FURTHER ORDAINED that said Amendment to the Comprehensive Plan be approved on its face and that the Mayor and City Clerk be and they are hereby authorized and directed to execute said written approval, acceptance and adoption thereof.

BE IT FURTHER ORDAINED that a true and correct copy of said Amendment to the Comprehensive Plan be forthwith recorded by the City Clerk in the Office of the Recorder of Deeds of Cook County, Illinois.

BE IT FURTHER ORDAINED that this Ordinance shall be in full force and effect from and after its passage, approval and publication according to law.

BE IT FURTHER ORDAINED that the City Clerk is hereby authorized and directed to publish said Ordinance in pamphlet form according to law.

Adopted by the City Council of the City of Park Ridge, Illinois, this 19th day of August, A.D. 2002.

VOTE:

Ayes: Ald. Tomassi, DiPietro, Benka, Bell, Beaumont, Disher, Huening, MaRous, Friel, Bartolone.

Nays: None

Absent: Ald. Tinaglia, Bateman, Fishman, DePaul.

Approved by me this 19th day of August, A.D. 2002.

Ronald W. Wietecha
Mayor

Attest:

Betty W. Henneman
City Clerk



Preface

Our Consultant Team is pleased to submit this final version of the *Uptown Plan* report for the City of Park Ridge.

The Plan presents policies, guidelines, and recommendations for improvement and development within Uptown Park Ridge over the next 10- to 20-year period. It also incorporates much of the material from the interim reports previously discussed with the Uptown Advisory Task Force.

The Plan report is divided into the following sections:

- The **Introduction** provides an overview of the Uptown planning process and other background information related to the study.
- **Section 1: Land-Use and Development** presents recommendations regarding: a) the overall boundaries of Uptown; b) the location and arrangement of land-uses; and c) guidelines for the Core and other “development districts.”
- **Section 2: Target Areas** presents site-specific improvement and development recommendations for the Library Block, the Brede-mann/Reservoir Area, The Triangle Block, and the Southwest Sector.
- **Section 3: Sites and Buildings** presents policies and guidelines for promoting high-quality building and site developments that will complement the existing scale and character of Uptown.
- **Section 4: Streetscapes and Open Spaces** presents recommendations related to pedestrian ways, open spaces, gateway features, and streetscape facilities.
- **Section 5: Traffic and Parking** presents recommendations for improving access and circulation; establishing more effective “way-finding;” and improving on- and off-street parking.

While this Plan report was prepared by our Consultant Team, the *Uptown Plan* is the product of considerable effort on the part of the Uptown Advisory Task Force, City staff, and others in the Park Ridge community.

Participants in Planning Process

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Mayor Ronald Wietecha
Treasurer Carl Brauweiler
City Clerk Betty Henneman

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Michael Tinaglia
Craig Tomassi

Second Ward:

Richard DiPietro
John T. Benka

Third Ward:

Susanna Bell
Andrea Rundblad-Bateman

Fourth Ward:

Sue Beaumont
Mark Fishman

Fifth Ward:

Steven R. Huening
Dawn Disher

Sixth Ward:

Frank DePaul
Michael MaRous

Seventh Ward:

Frank J. Bartolone
Larry Friel

PLANNING AND ZONING COMMISSION:

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Cynthia Funkhouser
William Harrington
R. Jackson Kinnel
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Tom Provencher

UPTOWN ADVISORY TASK FORCE:

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Dick Hayden
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Nick Honcharuk
Bill Irvine
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Bill McVey
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ECONOMIC DEVELOPMENT CORPORATION:

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Introduction

The *Uptown Plan* provides a guide for physical improvement and development within Uptown Park Ridge over the next 10- to 20-year period.

The Plan establishes the framework for private development projects, as well as a basis for public improvements in the Uptown area.

The Plan is the product of considerable effort on the part of the Uptown Advisory Task Force, City staff, and others in the Park Ridge community. This final Plan represents the consensus of all involved.

The Uptown Study Area

Park Ridge, Illinois is a stable and attractive residential community of approximately 37,775 people, located 15 miles northwest of Chicago's Loop. Incorporated in 1873, the community is rich in history and culture.

Uptown Park Ridge, the City's "central business district," encompasses an area of approximately 10 blocks in the east-central portion of the community (see Figure 1).

Uptown is positioned at the crossroads of two major arterial streets, Touhy Avenue and Northwest Highway, and has good accessibility from the surrounding region. Uptown is also well served by public transportation.

Uptown offers a pleasant setting, unique specialty stores, excellent entertainment and dining opportunities, and a number of public and institutional amenities. It has a distinctive pedestrian scale, a small-town character, and attractive buildings and landscaping.

Background to the Plan

Park Ridge has a long history of planning. The first plan, prepared in 1926, emphasized a street network of landscaped boulevards. A few of these were built, including Courtland Avenue and Berry Parkway.

A second plan, prepared in 1956, addressed the rapid growth following World War II; it emphasized neighborhood units focused on elementary schools and parks.

These first two plans established the basic land-use and transportation structure of the community, most of which still exists today.

The City's most recent *Comprehensive Plan* was adopted in 1996. Uptown was designated as one of several "special districts" that received in-depth attention in the 1996 plan.

Uptown Advisory Task Force:

As a follow-up to the *Comprehensive Plan*, Mayor Ronald W. Wietecha established the Uptown Advisory Task Force in the Fall of 1999 to further study improvement and development opportunities within the area.

The Task Force, which serves an advisory role to the City Council, created four subcommittees to concentrate on different aspects of the Uptown planning and development process:

- Library Committee;
- Traffic and Parking Committee;
- Scope Committee; and
- Community Input Committee.

A Vision for Uptown Park Ridge:

As a part of its initial work activities, the Task Force established the following Vision Statement for Uptown Park Ridge:

Vision Statement. *Uptown should be a vibrant, people-friendly place, with diverse and inviting commercial properties and activities, anchored by cultural activities and facilities, with convenient, unobtrusive parking allowing ease of movement for both pedestrians and vehicular traffic. Uptown should have a suitable residential component, and gaps on the fringes of the Uptown area should be filled consistent with development in the Uptown area.*

This Vision Statement has provided a foundation for the current Uptown planning process.

Uptown Planning Process

In the Summer of 2000, the City decided to prepare an *Uptown Plan* in order to provide the focus and direction required to address the changes currently taking place and the challenges that lay ahead.



Figure 1: Uptown Park Ridge Study Area

Uptown Plan • City of Park Ridge, Illinois



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A Consultant Team headed by Trkla, Pettigrew, Allen & Payne, Inc. was selected to work with the City on the Uptown assignment.

The Uptown planning program, which is graphically depicted in Figure 2, has entailed a three-phase planning process. The program has included analyzing existing conditions, identifying issues and concerns, developing and evaluating alternative plans and projects, and preparing final planning, design and implementation recommendations.

The Uptown planning process has entailed significant local input and participation. In addition to City staff and the Uptown Advisory Task Force, a variety of groups have taken part in the planning process, and the final *Uptown Plan* reflects the ideas, opinions, and suggestions of many different individuals within the Park Ridge community.

Objectives of the Uptown Plan

Uptown has an image and character very different from other commercial areas in Park Ridge. This is due in part to its compact size and configuration, its diverse mix of land uses, the strength and vitality of its retail sector, its attractive streets and pedestrian amenities, the large number of buildings with architectural and historical interest,

and several attractive institutions and nearby residential neighborhoods.

The *Uptown Plan* strives to maintain and protect the established qualities and characteristics of the Study Area, including its small-town scale and character, while still accommodating and promoting the improvements and new developments that will be essential if Uptown is to continue to be a healthy and viable mixed-use area in the years ahead.

The primary objectives of the Plan are to:

- Maintain Uptown as a small, compact, and well-defined geographic area.
- Reinforce Uptown as an exciting and diverse “mixed-use” area with a strong retail and entertainment focus.
- Promote improvement and intensification of the Uptown Core as an active, pedestrian-oriented shopping and business environment.
- Encourage improvement and development of the secondary commercial and transitional areas that border the Uptown Core.
- Promote high-quality new multi-family residential development in selected locations within the Uptown area.

- Create improved linkages and connections between the various Uptown subareas.
- Maintain and protect adjacent residential neighborhoods.
- Preserve and retain buildings with architectural and historical interest.
- Ensure that new construction is compatible with the existing building fabric.
- Continue to enhance Uptown as a safe, convenient and “hospitable” pedestrian environment.
- Create attractive and visually distinctive “streetscapes” that unify, enhance and interconnect the various parts of Uptown.
- Improve access to Uptown from the surrounding community.
- Minimize conflicts between vehicles and pedestrians.
- Ensure an adequate supply of conveniently located and attractively designed parking.

Organization of the Plan Report

This *Uptown Plan* report summarizes the entire planning process. It is divided into six sections:

- **Section 1: Land-Use and Development** presents policies and recommendations regarding: a) the overall boundaries of Uptown; b) the location and arrangement of land-uses; and c) guidelines for the Core and other functional subareas.
- **Section 2: Target Areas** presents site-specific improvement and development recommendations for several key blocks and areas that may have potential for new commercial and mixed-use development in the future.
- **Section 3: Sites and Buildings** presents policies and guidelines for promoting high-quality and compatible building and site improvements and developments that will complement the existing scale and character of the Uptown area.
- **Section 4: Streetscapes and Open Spaces** presents recommendations for improving and enhancing Uptown as an attractive and “hospitable” shopping, business and leisure-time environment, including recommendations related to pedestrian

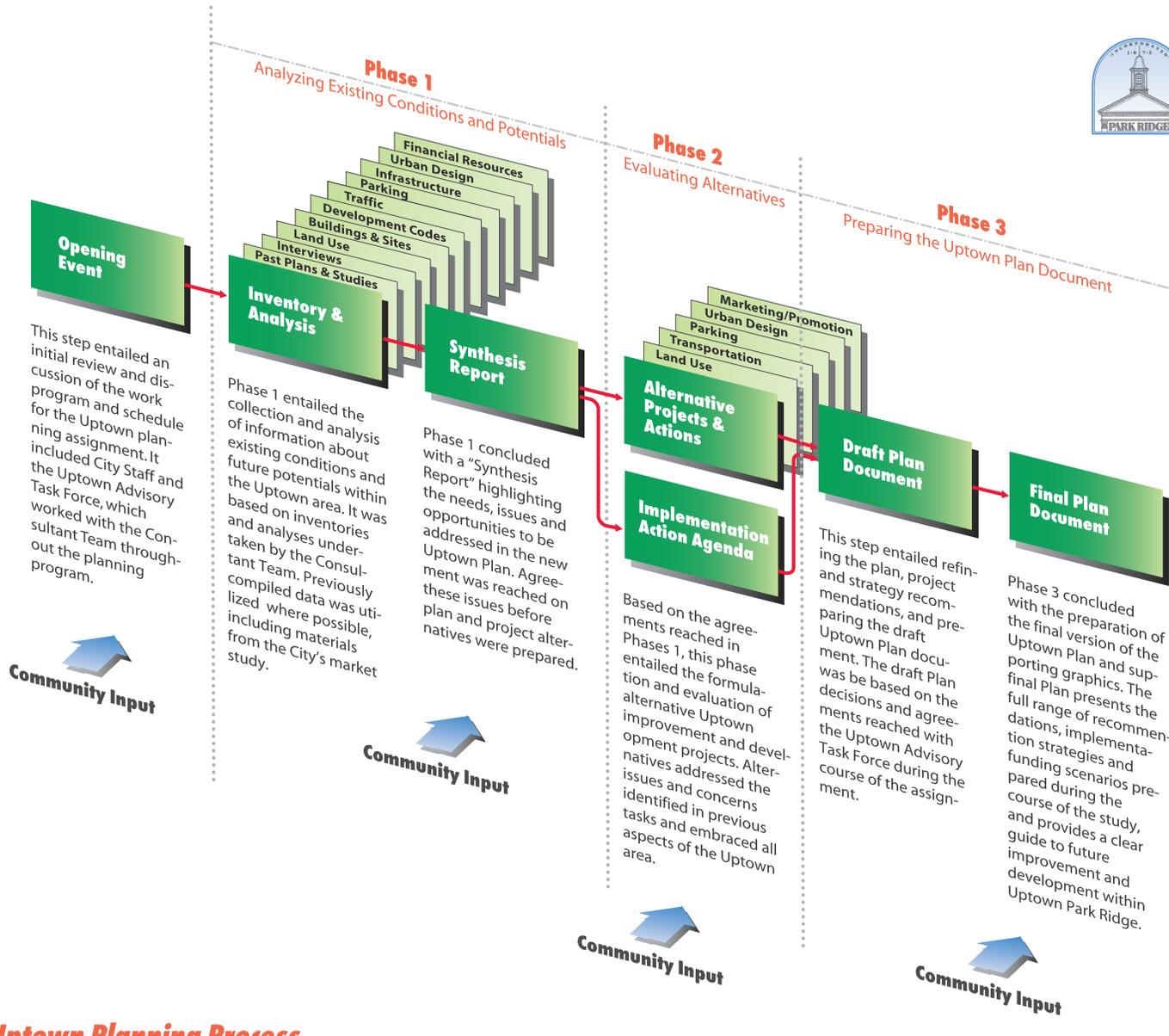


Figure 2: Uptown Planning Process

Uptown Plan • City of Park Ridge, Illinois

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ways, open spaces, gateway features, and streetscape facilities.

- **Section 5: Traffic and Parking** presents recommendations for: a) improving access to and circulation within Uptown for vehicles, bicyclists, and pedestrians; b) establishing more effective “way finding” within Uptown; and c) providing adequate on- and off-street parking.
- **Section 6: Implementation Action Agenda** highlights the implementation aspects of the Plan’s major recommendations, including: a) timing and priorities; b) public and private sector responsibilities; and c) potential funding sources and assistance programs.

Supplementary Reports

This final *Uptown Plan* document is supplemented by two interim reports prepared during the course of the assignment. Each of these reports was reviewed and discussed extensively with the Uptown Advisory Task Force as a part of the planning process:

- The **Phase 1: Synthesis Report** provides an overview of existing conditions and potentials within the Uptown area, and identifies the key issues and concerns to be addressed in the new Plan.

- **The Phase 2: Alternatives Report** presents a wide range of potential projects, actions and programs that could be undertaken by the City and others to improve and enhance various aspects of the Uptown environment.

Most of the material from the interim reports has been incorporated into this final Plan document. However, the interim reports are available for review at the City of Park Ridge Department of Community Preservation and Development and the Park Ridge Public Library.

Use and Purpose of the Plan

The new *Uptown Plan* should become the City’s official policy guide for physical improvement and development within the Uptown Study Area.

The Plan establishes the “ground rules” for public and private improvement and development. It should be used on a cooperative basis by the City and various organizations, institutions, property owners, merchants, homeowners and residents.

The Plan provides guidelines by which City staff, the Planning and Zoning Commission, and City Council can review and evaluate private development proposals. The Appearance Commission will use the design policies and guidelines established in the Plan to evaluate development proposals.

The Plan provides a guide for public investments and capital improvements, and can be used to help identify and schedule public improvement projects related to streets, pedestrian ways, infrastructure, and public sites and buildings.

The Plan provides a guide for Uptown property owners, designers and developers as they prepare plans for new development projects.

The Plan provides a basis for refining the zoning ordinance and other development codes, all of which should be used to implement planning policies and recommendations.

Finally, the Plan should serve as a marketing tool to promote Uptown’s unique assets and advantages, and help attract desirable new investment and development to the area in the future.

Plan Implementation:

The new *Uptown Plan* should be part of an ongoing effort to improve this important part of the Park Ridge community. Formal adoption of the Plan is only one step in the process, not the last. Without continuing action to implement and update the Plan, the City’s recent planning efforts will have little lasting impact.

Successful implementation of the *Uptown Plan* must be based on a strong public and private partnership. In addition to the City of Park Ridge, which will assume the leadership role in Plan implementation, this will require active participation by various public agencies, the local business community, neighborhood groups, local institutions, property owners, developers, and the overall Park Ridge community.

It is essential that Park Ridge’s new *Uptown Plan* be flexible and dynamic. It should be reviewed and revised on a regular basis to ensure that it continues to reflect local conditions, desires and potentials.

Land-Use & Development

This section presents land-use and development policies and guidelines for Uptown Park Ridge. It includes:

- a) A review of existing land-use;
- b) A listing of the land-use issues and objectives addressed in the Plan; and
- c) Policies and guidelines for the type, location, intensity and character of development within the various parts of the Uptown area.

Additional land-use and development recommendations for four key “target areas” are presented in Section 2 of this report.

Existing Land-Use

Uptown Park Ridge is a true mixed-use area containing a variety of retail, service, office, entertainment, public, institutional, and residential land-uses (see Figure 3).

Commercial Uses. Unlike the downtowns in many suburban communities, Uptown Park Ridge maintains a small but strong retail component. Retail uses are most prominent south of Touhy Avenue in the central portion of the Study Area, particularly in the blocks

along Prospect Avenue, Main Street and Northwest Highway.

Uptown has a number of restaurants which add to the overall life and vitality of the area, particularly during evening hours and on weekends.

Commercial service uses are widely scattered throughout Uptown, and include banks, financial institutions, real estate offices, travel agencies, and other business services; and barber shops, beauty shops, dry cleaners, and other personal services.

Of special note is the Pickwick Theater, located at the “six-corners” intersection at the heart of Uptown. In addition to being a major entertainment attraction, the theater building is listed on the National Register of Historic Places and has become the centerpiece and visual focal point for Uptown.

Office uses are also widely scattered throughout Uptown, and include business and corporate offices, as well as offices for doctors, dentists, attorneys, and other professionals. Larger, free-standing office buildings are located along the eastern edge of Uptown, in the blocks south of Touhy and east of Washington.

Public and Institutional Uses. Uptown is the site of several important public and civic facilities, including the Park Ridge City Hall, the Park Ridge Public Library, the Metra commuter station, and the Water Reservoir and Pump Station.

Churches within and around Uptown include St. Paul of the Cross, Park Ridge Park Ridge Community Church, the United Methodist Church and First Church of Christ Scientist.

In addition to adding to the overall life and vitality of the area, several of these facilities have local historical interest and are important landmarks within the Uptown area.

Residential Uses. Uptown is bordered on all sides by attractive and well-maintained residential neighborhoods, some of which are of historical and architectural interest.

Multi-family residential developments are located on the periphery of Uptown, including the Summit Condominiums, Summit Square Retirement Hotel, and Waterford Place, a large-scale, recently constructed residential development.

In addition, residential units are located on the upper floors of several commercial buildings within the Uptown area.

Parks and Open Space. Hodges Park, a small decorative open space located along Courtland Avenue, provides a focal point for the southern portion of Uptown and is an attractive setting for City Hall and the Park Ridge Community Church. Hodges Park is also the site of art shows, outdoor concerts and other community events.

Cumberland Park, a small neighborhood park located at Cumberland and Prairie Avenues, and Hinkley Park, a large community park, are located just outside the Uptown Study Area.

In addition, some public and institutional uses have relatively large yards and setbacks that add to the character of Uptown, particularly the Library and the Water Reservoir.

Issues and Objectives

Key land-use issues and objectives addressed in the *Uptown Plan* are highlighted below.



Figure 3: **Existing Land-Use** (as of January 2002)

Uptown Plan • City of Park Ridge, Illinois



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- **Preservation and enhancement.**

Uptown has an image and character very different from other commercial areas in Park Ridge and the surrounding region.

The Plan strives to maintain and enhance the pedestrian scale, historical buildings, small-town character, and other qualities that give Uptown its special identity.

- **High-quality and compatible new development.**

While preservation and protection is important, new development and redevelopment will also be essential if Uptown is to continue to be a viable and healthy downtown area.

The Plan promotes high-quality and compatible new development in selected portions of the Uptown Study Area.

- **Uptown as the “heart” of the community.**

Uptown is recognized by most residents as the functional and symbolic heart of Park Ridge. It provides a sense of history and is a “gathering place” for many events and activities, and is an important ingredient in the overall image and identity of the City.

The Plan strives to reinforce and enhance Uptown as the heart of Park Ridge.

- **Uptown as a “mixed-use” environment.**

Uptown is a true mixed-use area containing a diverse and exciting mix of land-uses. It is a shopping and service area; an entertainment and recreation destination; a focal point for public and institutional services; and an attractive and desirable living environment. Much of Uptown’s strength and vitality is due to this mix of different uses in close proximity.

The Plan strives to strengthen and reinforce Uptown as a pedestrian-oriented, mixed-use environment.

- **The needs and requirements of Uptown’s various “districts.”**

The Uptown Study Area is comprised of several districts which have somewhat different conditions, characteristics and potentials. Districts include the Uptown Core, peripheral retail and service areas, and adjacent residential neighborhoods.

The Plan addresses the specific needs of each district, and establishes guidelines for the improvement and enhancement of each district in the future.

- **Protection of adjacent residential neighborhoods.**

The adjacent residential neighborhoods provide a strong base of support for many Uptown commercial uses, and the attractive tree-lined streets and older homes contribute to the overall “setting” of Uptown.

The Plan strives to preserve and protect adjacent neighborhoods and strengthen the linkages between the neighborhoods and the nearby commercial area.

- **Enhancement of public and institutional facilities.**

A number of public and institutional uses complement and enhance the Uptown commercial area.

While the Plan does not include detailed improvement recommendations for these public and institutional facilities, it does assume the continued presence of these uses and recognizes them as important components of the overall mix of activities within the greater Uptown.

Plan Recommendations

Uptown Park Ridge should continue to be improved and enhanced as a mixed-use area containing a diverse range of land uses.

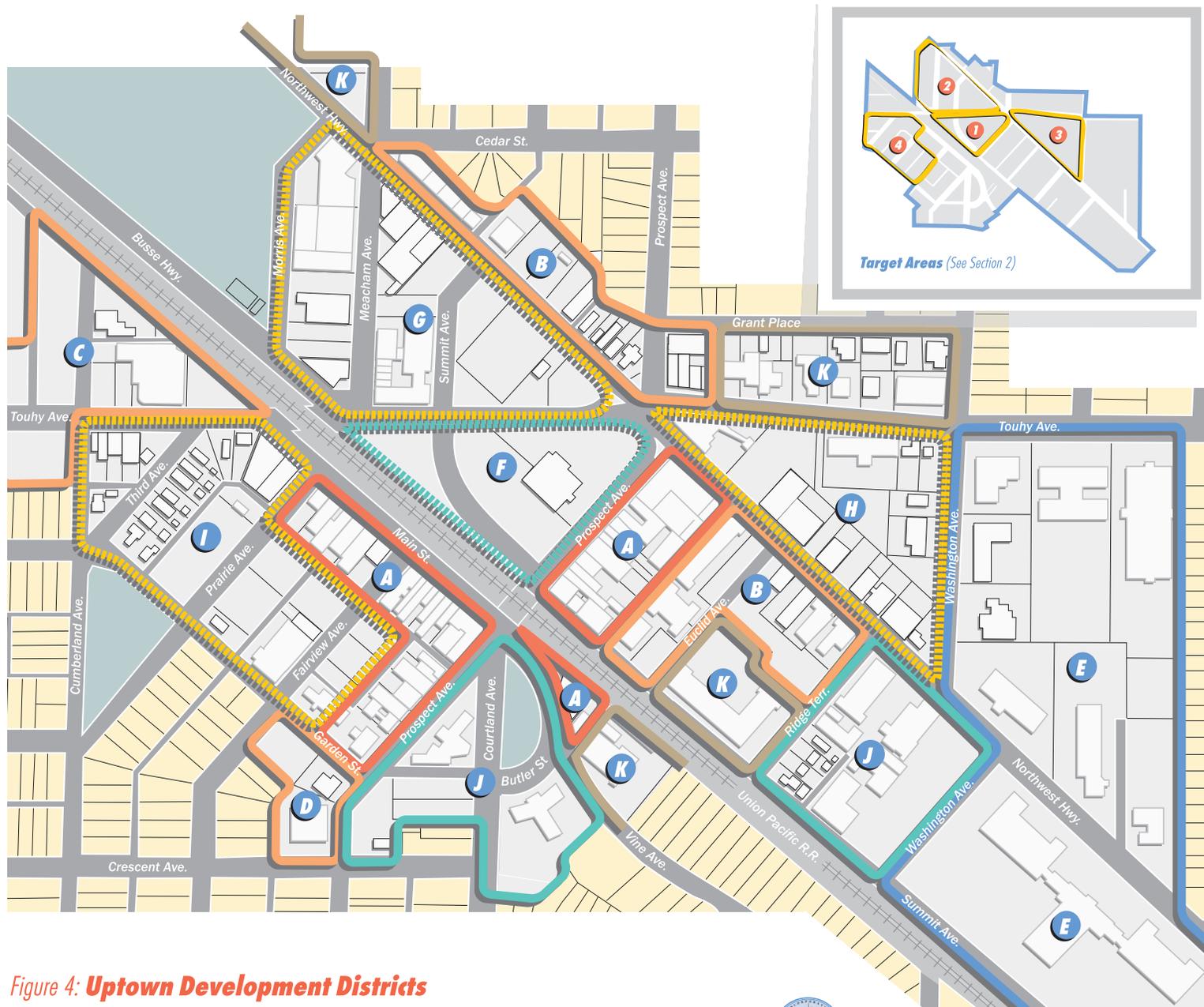
Uptown should continue to have a pedestrian scale and historical character very different from other commercial areas in the community. While existing buildings with architectural and historical interest should be retained and protected, new development and redevelopment should also take place in several locations.

Uptown Development Districts

The Uptown Park Ridge Study Area has been divided into eleven “development districts,” as illustrated in Figure 4. The districts include:

- A: Uptown Core
- B: Uptown Commercial Areas
- C: Community Service Area
- D: Transitional Commercial Area
- E: Office Area
- F: Library Block
- G: Mixed-use – Bredemann/Reservoir Area
- H: Mixed-Use – Triangle Block
- I: Mixed-Use – Southwest Sector
- J: Public/Institutional Areas
- K: Transitional Residential Areas

While the districts share many common features and characteristics, each also has unique conditions and potentials that are addressed in the *Uptown Plan*.



Uptown Development Districts:

The Uptown Park Ridge Study Area has been divided into eleven "development districts."

While the districts share many common features and characteristics, each also has unique conditions and potentials that are addressed in the Uptown Plan.

Recommended policies and guidelines for land-use and development character within each district are presented in the accompanying text.

- A** - Uptown Core
 - B** - Uptown Commercial
 - C** - Community Service
 - D** - Transitional Commercial
 - E** - Office
 - F** - Library Block
 - G** - Mixed-Use: Bredemann/Reservoir Area
 - H** - Mixed-Use: Triangle Block
 - I** - Mixed-Use: Southwest Sector
 - J** - Public/Institutional
 - K** - Transitional Residential
- Park/Open Space
 - Single-Family

Figure 4: Uptown Development Districts



Recommendations for each district are presented on the following pages. The recommendations focus on land-use and development character, and address:

- a) Ground-floor and upper-floor land-use;
- b) Preservation and development;
- c) Building height;
- d) Building and site design;
- e) Pedestrian amenities; and
- f) Parking.

In general, the land-use and development recommendations strive to enhance the distinct and distinguishing characteristics of each individual district, establish the framework for future improvements and new developments, and link together and interconnect the separate districts into a single, cohesive mixed-use environment.

Additional policies and recommendations related to Uptown sites and buildings, pedestrian amenities, and parking are presented in subsequent sections of the Plan report.

A: UPTOWN CORE

The Uptown Core encompasses the commercial blocks along Prospect Avenue between Northwest Highway and Garden Street, and along Main Street between Prairie Avenue and Prospect.

The Core should be maintained and enhanced as the heart of Uptown. It should be characterized by a mix of small retail and service uses that creates an exciting and vital pedestrian-oriented environment. It should consist of continuous rows of two- and three-story buildings located at the sidewalk line. Existing buildings with architectural and historical interest should be preserved, and new construction should be compatible with existing structures.

Land-Use:

- Retail, restaurant, and entertainment uses should be located on the ground floors of buildings throughout this district, particularly in the blocks along Prospect Avenue north of the railroad.
- Pedestrian-oriented commercial service and office uses should also be permitted on the ground floors of buildings in the blocks along Prospect and Main Street, south of the railroad.
- Office, service, institutional, and residential uses should be permitted on the upper floors of buildings throughout the Uptown Core.

Preservation and Development:

- The emphasis in this district should be on maintaining and enhancing the “ensemble” of ex-

isting buildings that gives the Core a unique image and identity.

- Buildings with architectural and historical interest along Prospect Avenue and Main Street should be preserved and protected.
- Small-scale new “infill” construction might occur at several locations, including:
 - a) The small properties along Main Street, midway between Prospect and Fairview Avenues; and
 - b) The small properties along Prospect Avenue, between the alley and Garden Street.

Building Height:

- The height of new buildings should be consistent with and complement the height of existing historical buildings.
- New buildings should be two to three stories in height.
- New one-story buildings are too low to maintain the traditional scale and character of the Core and should not be permitted.
- Building heights within the Core should not compete with or detract from the visual prominence of the Pickwick Theater.

Existing Buildings:

- Since the Core contains many older commercial buildings, routine maintenance and repairs should be undertaken on a regular basis.
- The distinguishing features of older Core buildings, particularly decorative cornices and façade detailing, should be retained and restored as required.
- Façade improvements should be undertaken to establish more design compatibility among buildings within the same block, particularly with regard to colors, signage, awnings and storefront treatments.

New Construction:

- New infill construction should be compatible with the traditional scale and character of the Core in terms of color and materials, mass and proportion, and fenestration.
- The façades of new buildings should be aligned with and “face” Prospect Avenue and Main Street.
- New buildings should be positioned at the front property line along both Prospect Avenue and Main Street; front setbacks should not be permitted.

- New buildings along Prospect Avenue and Main Street should occupy the full width of the lot to avoid gaps between buildings.
- The design and orientation of new buildings should preserve and enhance views toward the Pickwick Theater.

Pedestrian Amenities:

- The Core should continue to be enhanced as a pedestrian shopping area. While safe and convenient traffic circulation is important, pedestrians should be given priority within this district.
- A full range of streetscape improvements and pedestrian amenities should be provided along Prospect Avenue and Main Street, including generous sidewalks, street trees, pedestrian scale light fixtures, seating areas, and other features.
- Pedestrian crosswalks should be improved to better link the blocks north and south of the railroad, and to better connect the Core to nearby development districts.
- The existing Pickwick Plaza should be upgraded and enhanced, as discussed in Section 4 of this report.

Parking:

- While limited off-street parking might be provided behind buildings, most of the parking needed to serve uses in the Core should be provided in adjacent and nearby districts.

B: UPTOWN COMMERCIAL AREAS

The Uptown Commercial Areas encompass several blocks along Northwest Highway both north and south of Touhy Avenue.

These areas should be improved for a mix of small stores, restaurants, and service uses that relate to and support the Uptown Core. The image, appearance and pedestrian character of these small districts should also be upgraded. While existing buildings with architectural and historical interest should be preserved, small-scale redevelopment and new construction should be promoted within these districts.

Land-Use:

- Retail, restaurant, entertainment and pedestrian-oriented service uses should be located on the ground floors of buildings along the Northwest Highway frontage.
- A full range of retail, office and service uses should be permitted in other parts of the Uptown Commercial Areas.

- Office, service, and institutional uses should be permitted on the upper floors of buildings throughout these districts.

Preservation and Development:

- The emphasis in these districts should be on upgrading existing buildings and promoting small-scale and compatible new development.
 - Several small buildings with architectural and historical interest located along the east side of Northwest Highway just south of Cedar Street should be preserved and enhanced.
 - Small-scale redevelopment should be promoted in several locations, including:
 - a) The properties along the east side of Northwest Highway just north of Touhy Avenue;
 - b) The properties along the north side of Touhy just east of Prospect Avenue; and
 - c) The properties along the west side of Northwest Highway between Euclid Avenue and Ridge Terrace.
- Since each of these areas is characterized by small lots and multiple ownerships, the assembly and coordinated redevelopment of several parcels should be encouraged.

- The existing Summit Mall should be maintained and better connected to nearby districts. However, Summit Mall is characterized by a “suburban” shopping center format and does not reflect many of the design guidelines established in the new *Uptown Plan*. Similar developments should be discouraged in the future.

Building Height:

- Two- to three-story buildings are preferred in the Uptown Commercial Areas. However, because of the small size of many lots, one-story buildings might be acceptable in certain locations north of Touhy Avenue.
- If one-story buildings are constructed, the façades and roof forms should be designed to replicate two-story construction, particularly near the six-corners intersection.

Building and Site Design:

- Since these districts contain many older commercial buildings, routine maintenance and repairs should be undertaken on a regular basis.
- Façade improvements should be undertaken to establish more design compatibility among buildings within the same block, particularly with regard to colors,

signage, awnings, and storefront treatments.

- New buildings should be compatible with the historical scale and character of traditional Uptown buildings in terms of color, materials, mass and proportion, and fenestration.
- The façades of new buildings should be aligned with and “face” both Northwest Highway and Touhy Avenue.
- New buildings along Northwest Highway should be positioned at the front property line.
- New buildings along Northwest Highway should occupy the full width of the lot in order to avoid gaps between buildings.
- The design and orientation of new buildings within this district should preserve and enhance views toward the Pickwick Theater.

Pedestrian Amenities:

- A full range of streetscape improvements and pedestrian amenities should be provided along Northwest Highway adjacent to the Uptown Commercial Areas, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.

- Pedestrian crosswalks should be improved to better link the blocks north and south of Touhy Avenue.
- The small existing open space at Northwest Highway and Cedar Street should be enhanced and perhaps enlarged as an attractive northern “gateway” to the Uptown area.

Parking:

- Parking lots should be located behind buildings or at mid block; parking in front of buildings or at corner locations should not be permitted.
- Where possible, separate parking lots within the same block should be consolidated to increase parking spaces, improve internal circulation, and minimize the number of access drives.
- Because of the small lots, some of the parking needed to serve uses in the Uptown Commercial Areas may need to be provided in nearby districts.

C: COMMUNITY SERVICE AREA

The Community Service Area encompasses the blocks along Touhy Avenue generally west of the Union Pacific viaduct.

This area should be improved and enhanced as a convenience commercial and service area and as a

more attractive western “gateway” to the Uptown area. While this area will continue to be characterized by free-standing buildings and an auto orientation, streetscape and site improvements should be implemented to enhance the appearance of this corridor and better relate it to the remainder of Uptown.

Land-Use:

- A full range of retail, office, and service uses should be permitted in the Community Service Area.
- Convenience retail and service uses that serve and support the day-to-day needs of residents within and around the Uptown area should be promoted.

Preservation and Development:

- The emphasis within this district should be on upgrading and enhancing existing sites and buildings along Touhy Avenue, and on small-scale replacement and redevelopment of marginal and underutilized properties.
- If the existing automobile dealership site at Touhy and Cumberland Avenues becomes available, this entire block should be assembled and redeveloped for a mix of commercial uses that better relate to and support the adjacent Uptown area.

Building Height:

- While two-story buildings are preferred in the blocks immediately adjacent to Uptown, one-story buildings would be acceptable along Touhy Avenue west of Cumberland Avenue.
- If the existing automobile dealership at Touhy and Cumberland is redeveloped, buildings should be at least two stories in height in order to serve as an appropriate gateway to the Uptown area.

Building and Site Design:

- While this district will continue to be characterized by free-standing buildings, new construction should complement the Uptown area in terms of masonry building materials, colors, signage, and landscaping.
- New buildings should be aligned with and “face” Touhy Avenue.
- While new buildings may be set back along Touhy Avenue, setbacks should be held to a minimum and setbacks should be consistent within the same block.
- The façades of buildings within the same block should be complementary in terms of building height, color, signage, and landscaping.

Pedestrian Amenities:

- Streetscape improvements and pedestrian amenities, including generous sidewalks, street trees, and pedestrian light fixtures, should be provided along Touhy Avenue west of the viaduct in order to visually relate these blocks to the Uptown area.
- Pedestrian crosswalks should be improved to better link the blocks north and south of Touhy, and to better connect this area to the other Uptown districts.
- If the automobile dealership is redeveloped, a small plaza or other design feature should be provided at the corner to complement the Uptown gateway feature recommended for the southeast corner of Touhy and Cumberland Avenue.

Parking:

- Parking lots should be located behind buildings or at mid block; parking in front of buildings or at corner locations should not be permitted.
- Where possible, separate parking lots within the same block should be consolidated to increase parking spaces, improve internal circulation, and minimize the number of access drives.

D: TRANSITIONAL COMMERCIAL AREA

The Transitional Commercial Area encompasses the commercial properties along Prospect Avenue between Garden Street and Crescent Avenue.

This district should be maintained as a small, low-intensity office area that serves as a “transition” between the Uptown commercial area and the single-family neighborhood to the south.

Land-Use:

- Permitted uses within the Transitional Commercial Area should be limited to office, institutional and low-intensity service uses, together with related parking and open space areas.
- Retail shops and pedestrian-oriented service uses should not be permitted in this location.

Preservation and Development:

- The emphasis within this district should be on enhancing existing sites and buildings, and the eventual replacement of older buildings with new construction.

Building Height:

- Two- to three-story buildings are preferred in this district.

Building and Site Design:

- This district should be characterized by separate, free-standing buildings that serve as a transition between the commercial area and the neighborhood to the south.
- Buildings should be set back along Prospect Avenue, and setbacks should be consistent within the block.
- New buildings should be aligned with and “face” Prospect Avenue.
- New buildings should be characterized by traditional masonry building materials and colors that complement Uptown and the adjacent neighborhood.
- Sites should be attractively landscaped, particularly front setbacks and the perimeter of parking and service areas.

Pedestrian Amenities:

- The Transitional Commercial Area should be characterized by a “residential” streetscape, whereby sidewalks, street lights, street trees, and parkway treatments reflect similar features in the neighborhood to the south.

Parking:

- Parking lots should be located behind buildings; parking in front of buildings or at corner locations should not be permitted.

- Parking and service areas should be screened from view along sidewalks, roadways, and neighboring residential properties through the use of low masonry walls or evergreen plantings and decorative fencing.

E: OFFICE AREA

The Office Area encompasses the blocks south of Touhy and east of Washington Avenue.

This district should be improved as an in-town “office park” and as a more attractive eastern gateway to Uptown. It should be the site of free-standing office and service uses, located in a well-landscaped, campus-type environment. Design and image improvements, as well as small-scale new development, should be undertaken to ensure that this area continues to be a desirable and attractive location for employment uses.

Land-Use:

- Permitted uses within this district should include offices and related service and institutional uses, together with associated parking and open space areas.

Preservation and Development:

- The emphasis within this district should be on enhancing existing sites and buildings, and the re-

placement of older buildings with new construction.

- The redevelopment of older, smaller properties along the east side of Washington Avenue, midway between Touhy and Northwest Highway, should be encouraged.

Building Height:

- Buildings within this district should be two to three stories in height.

Building and Site Design:

- This district should be characterized by free-standing office buildings located in an attractive and well-landscaped campus-type environment.
- Buildings should be set back from the surrounding streets, and setbacks should be consistent along each block front.
- Buildings should be aligned with and “face” the surrounding streets.
- Office sites should be extensively landscaped, particularly front yards.
- Masonry building materials and architectural styles that better complement the nearby Uptown shopping area should be encouraged in new construction.

Pedestrian Amenities:

- A new signage system should be established to identify the office park and individual businesses, and to help establish a new identity for this district.
- More extensive landscaping should be provided around periphery of the blocks in this district to help distinguish it from nearby areas and contribute to its special identity.
- Pedestrian connections should be improved along both Touhy Avenue and Northwest Highway to better link this district to the Uptown shopping area.
- Seating areas and other amenities might be provided around the periphery of the existing water retention facility to provide a focal point for the Office Area and an outdoor gathering place for employees.
- Improvement of this area should contribute to and complement the gateway design treatments recommended for the intersections of Touhy and Washington, and Washington and Northwest Highway.

Parking:

- Parking should be located behind buildings and in the interior portions of the block; parking in front of buildings or at corner locations should not be permitted.
- Parking and service areas should be screened from view along sidewalks, roadways and neighboring residential properties through the use of low masonry walls or evergreen plantings and decorative fencing.
- Consideration should be given to consolidating the parking for individual buildings into a single parking area located in the interior of the block bounded by Touhy, Washington, Northwest Highway, and Berry Parkway.

F: LIBRARY BLOCK

The Library Block encompasses the area bounded by Touhy Avenue, Prospect Avenue and the railroad. In the immediate future, it is assumed that the existing Library building will be maintained, and a number of short-term projects and actions should be undertaken to enhance the block as the “center-piece” of Uptown. However, if the City elects to construct a new Library building, a mix of land-uses should be considered for this key block, including new retail development.

Land-Use:

- In the immediate future, land-uses within this district should be limited to the Library, the commuter station, and related parking and open space areas.
- If the Library is rebuilt or relocated, a mix of retail, entertainment, and public uses should be considered for this block.
- If redeveloped, retail and other pedestrian-oriented uses should be promoted on the ground floors of buildings along the Prospect Avenue frontage.

Additional recommendations for the Library Block are presented in Section 2 of this report.

G: MIXED-USE – BREDEMANN/RESERVOIR AREA

The Bredemann/Reservoir Area encompasses the blocks bounded by Touhy Avenue, Northwest Highway, Morris Avenue, and Busse Highway.

This area should undergo large-scale redevelopment for a mix of commercial and residential uses and as an attractive northern gateway to Uptown.

As much of this district as possible should be assembled, and new development should be guided by an area-wide site development plan.

Land-Use:

- Retail, restaurant, entertainment, and pedestrian-oriented service uses should be located on the ground floors of buildings along Northwest Highway.
- Office and service uses should also be permitted on the ground floors of buildings along Touhy Avenue.
- Office and residential uses would be appropriate on the upper floors of buildings along both Northwest Highway and Touhy Avenue.
- Multi-family residential development, including condominiums, should be promoted in the western portion of this district, overlooking Hinkley Park.

Additional recommendations for the Bredemann/Reservoir Area—which is considered to be a “top priority” redevelopment site—are presented in Section 2 of this report.

H: MIXED-USE – TRIANGLE BLOCK

The Triangle Block encompasses the block bounded by Touhy Avenue, Northwest Highway, and Washington Avenue.

While existing buildings might be retained in the near future, this area should eventually undergo redevelopment for a mix of commercial

uses. As much of this block as possible should be assembled, and new development should be guided by an overall, area-wide site development plan.

Land-Use:

- Retail, restaurant, entertainment, and pedestrian-oriented service uses should be located on the ground floor of buildings along Northwest Highway.
- Office, service and institutional uses should be located along the Touhy Avenue and Washington Avenue frontages.
- Office, service and institutional uses would be appropriate on the upper floors of buildings throughout the Triangle Area.

Additional recommendations for the Triangle Block are presented in Section 2 of this report.

I: MIXED-USE – SOUTHWEST SECTOR

The Southwest Sector encompasses the blocks generally bounded by Cumberland Avenue, Garden Street, the alley west of Prospect Avenue, and the alley south of Main Street.

While existing buildings might be retained in the near future, this area should eventually undergo redevelopment for a mix of commercial and residential uses. As much of this district as possible should be

assembled and new development should be guided by an overall, area-wide development plan. This district should also become an attractive western gateway to the Uptown area.

Land-Use:

- Retail, service and office uses should be promoted on the ground floor of buildings along the Touhy Avenue and Main Street frontages.
- Office and service uses would be appropriate on the upper floors of buildings along Touhy Avenue and Main Street.
- Multi-family residential development, including condominiums and/or townhouses, should be promoted in the western and southern portions of this district, near Cumberland Park.

Additional recommendations for the Southwest Sector are presented in Section 2 of this report.

J: PUBLIC/INSTITUTIONAL AREAS

These areas are intended to provide for the retention and enhancement of existing public and institutional facilities that offer important community services and create focal points for the Uptown area. They encompass the City Hall, Park Ridge Community Church, and St. Paul of the Cross blocks.

Land-Use:

- Permitted uses within these districts should be limited to public and institutional uses, together with related parking and open space areas.

Preservation and Development:

- The emphasis within these districts should be on maintaining and enhancing existing sites and buildings, rather than on new construction.
- The City Hall, Park Ridge Community Church, and St. Paul of the Cross structures have architectural or historical interest and should be preserved.
- The block bounded by Northwest Highway, Washington Avenue, Summit Avenue, and Ridge Terrace should continue to be improved for use by St. Paul of the Cross; the four remaining residential properties along Ridge Terrace should eventually be replaced with uses or facilities related to the church complex.

Building Height:

- Two- to three-story buildings are preferred in the public and institutional areas.
- However, while building heights should be compatible with nearby properties, public and institutional facilities often serve as

landmarks and focal points within mixed-use districts; clock towers, steeples, campanile, and other special design features might be allowed to exceed the recommended height limit.

Building and Site Design:

- Building additions and new construction should be compatible with the scale and character of existing buildings in each area, particularly in terms of height, color, materials, mass and proportion, and fenestration.
- New buildings should be aligned with and “face” the surrounding streets.
- Buildings should be set back from the surrounding streets, and setbacks should be consistent along a block front.
- Landscaping and decorative fencing should be used to maintain the frontage along streets that border public and institutional sites.
- Public and institutional sites should be attractively landscaped, particularly front setbacks and the perimeter of parking and service areas.

Pedestrian Amenities:

- A range of streetscape improvements, including generous sidewalks, street trees, pedestrian light fixtures and other features, should be provided along the streets that border Uptown’s public and institutional facilities.
- Sidewalks and pedestrian crosswalks should be improved where necessary to better link public and institutional facilities to nearby districts and neighborhoods.
- Small plazas and courtyards in front of or adjacent to public and institutional buildings should be encouraged where space permits.

Parking:

- Parking lots should be located behind buildings; parking in front of buildings or at corner locations should not be permitted.
- Parking and service areas should be screened from view along sidewalks, roadways, and neighboring residential properties through the use of low masonry walls or evergreen plantings and decorative fencing.
- The possibility of making public and institutional parking available to customers of nearby commercial establishments dur-

ing certain time periods should be explored.

K: TRANSITIONAL RESIDENTIAL AREAS

The Transitional Residential Areas encompass several properties around the periphery of the Uptown Study Area.

These areas provide sites for a mix of multi-family residential uses, including condominiums and townhouses, in close proximity to the Uptown commercial area. These areas should be characterized by high-quality design and construction, and sites should be attractively landscaped to serve as a transition between Uptown and the adjacent single-family neighborhoods.

It should be emphasized that these residential areas should be characterized by an “urban”—rather than suburban—development pattern.

Land-Use:

- Permitted uses within these districts should be limited to multi-family housing, together with related parking and open space areas.
- Institutional uses should also be permitted in the Transitional Residential Area located along the north side of Touhy Avenue just west of Washington Avenue. Additional commercial develop-

ment should not be permitted in this area.

Preservation and Development:

- New multi-family development should be promoted on the vacant and underutilized commercial properties along the east side of Northwest Highway between Cedar and Elm Streets. New townhouses or condominium buildings should be designed and oriented to capture views toward Hinkley Park. High-quality residential development in this location would serve as a transition between the commercial area to the south and the neighborhoods to the north and east, and would also provide an attractive new northern “gateway” to the Uptown area.
- New multi-family development should also be promoted along the north side of Touhy Avenue just west of Washington Avenue. Townhouses would be most appropriate along the south side of Grant Place, although condominium buildings could be located along the Touhy Avenue frontage.
- The Transitional Residential Areas along Vine Avenue and Ridge Terrace are already developed, and these properties should be

adequately and attractively maintained in the future.

- The Transitional Residential Area on Vine Avenue is positioned between the Uptown commercial area and the neighborhood to the south. A limited amount of new multi-family development might be considered in this area.

Building Height:

- Multi-family buildings along Grant Place and Vine Avenue, which directly border or face single-family uses, should be limited to two-stories in height.
- Multi-family buildings up to five stories in height could be acceptable on the Northwest Highway site, provided they do not adversely impact the existing neighborhood to the east. Setbacks above the second floor should be encouraged in this location.

Building and Site Design:

- New housing construction should reflect the traditional scale and character of Uptown, particularly in terms of building materials, colors, and mass and proportion.
- New buildings should be aligned with and “face” the street.

- While new buildings may be set back from the sidewalk, setbacks should be held to a minimum, and setbacks should be consistent along each block front.
- Landscaping and decorative fencing should be used to maintain the frontage along streets that border these areas.
- Multi-family sites should be attractively landscaped, particularly front setbacks and the perimeter of parking and service areas.

Pedestrian Amenities:

- Multi-family areas should be characterized by a “residential” streetscape, whereby sidewalks, street lights, street trees, and parkway treatments reflect similar features in the adjacent neighborhoods.
- Sidewalks and pedestrian crosswalks should be improved where necessary to better link multi-family areas to nearby Uptown districts.

Parking:

- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages are provided, they must be located behind the residential buildings and must have access via alleys or side streets.

- Surface parking must also be located behind buildings; parking in front of buildings or at corner locations should not be permitted.
- Parking and service areas should be screened from view along sidewalks, roadways and neighboring residential properties through the use of low masonry walls or evergreen plantings and decorative fencing.

PARKS AND OPEN SPACE:

Existing parks, plazas, and open spaces add significantly to the overall attractiveness and “ambiance” of Uptown and should be maintained and enhanced in the future.

Recommendations for parks and opens spaces are presented in Section 4 of this report.

RESIDENTIAL NEIGHBORHOODS:

While the City has been successful in protecting the residential neighborhoods immediately surrounding Uptown, there will continue to be pressure to redevelop the fringes of the neighborhoods for commercial uses and/or multi-family housing.

Uptown neighborhoods should be preserved, protected and enhanced. The commercial portion of Uptown should not be expanded, except in the southwest quadrant, as recommended above. Single-family homes should continue to predominate within the adjacent neighborhoods, except in the areas specifically recommended for multi-family use.

Target Areas

This section presents improvement and development recommendations for four designated “target areas” within Uptown Park Ridge: 1) The Library Block, 2) the Bredemann/Reservoir Area; 3) the Triangle Block; and 4) the Southwest Sector.

The target area recommendations focus on: a) land use; b) building improvement and development; c) traffic circulation; d) parking; and e) pedestrian amenities and open spaces.

The target area recommendations build upon the generalized guidelines established in Section 1 of the Plan report, and provide more detailed and site-specific recommendations for these important parts of the Uptown area.

Identification of the Target Areas:

The four target areas, highlighted in Figure 5, are identified below.

- The **Library Block** is bounded by Touhy Avenue, Prospect Avenue, and the Union Pacific Railroad. It contains the Park Ridge Public Library and the commuter rail station, and it occupies a central and highly visible location within Uptown Park Ridge.

- The **Bredemann/Reservoir Area** is bounded by Touhy Avenue, Northwest Highway, Morris Avenue, and Busse Highway. It is the site of the City’s underground water reservoir and pumping station, several auto-related uses, and Summit Square Retirement Hotel. It occupies a central and highly visible Uptown location.

- The **Triangle Block** is bounded by Touhy Avenue, Northwest Highway, and Washington Avenue. It contains a number of retail, service, and office uses, and is located at the eastern “gateway” to Uptown.

- The **Southwest Sector** is generally bounded by Touhy Avenue, Main Street, Fairview Avenue, Garden Street, and Cumberland Avenue. It contains a mix of commercial and residential properties, and it is located at the western “gateway” to Uptown.

The four target areas merit special attention in the *Uptown Plan* for several reasons. While each area includes important existing uses, each also has vacant and/or underutilized properties that may be subject to improvement or redevelopment in the future.

The four areas are highly visible to passing motorists and transit patrons, and are primary determinants in how Uptown is perceived by residents and visitors alike. In addition, improvement and development options are being discussed for several of the target areas.

The four target areas will likely be the “priority” sites for improvement and development within Uptown Park Ridge during the next 10- to 20-year period.

Organization of the Target Area Section:

Each target area is discussed on the following pages, including:

- a) A review of existing conditions that will influence or affect opportunities for improvement and development;
- b) A list of recommended policies and guidelines for improvement and development; and
- c) Illustrative examples of how each area might be improved and developed in the future.

In order to make the discussion of each target area as complete as possible, many of the policies, guidelines, and recommendations that appear in other sections of the

Plan report have been repeated here, to the extent that they pertain to a specific target area.

Target Area Illustrations. It should be emphasized that the graphics in this section are for illustrative purposes only. While they show the location and arrangement of buildings, parking areas, and open spaces, they are not intended to be architectural plans or final design solutions. They are not meant to limit creativity or to restrict the final design for any target area.

Rather, the graphics illustrate one way that improvement and development might occur within each target area, consistent with the policies and guidelines established in the *Uptown Plan*.

If a specific target area is redeveloped in the future, the City should work closely with prospective architects and developers to formulate high-quality site and building design solutions that comply with the policies and guidelines set forth in the Plan.

Target Areas:

- 1** - Library Block
- 2** - Bredemann/Reservoir Area
- 3** - Triangle Block
- 4** - Southwest Sector



The four “target areas” merit special attention for several reasons. While each area includes important existing uses, each also has vacant or underutilized properties that may be subject to improvement or redevelopment. The four areas are highly visible to passing motorists and transit patrons, and are primary determinants in how Uptown Park Ridge is perceived by residents and visitors alike. In addition, improvement and development are being discussed for several of these areas.

The four target areas will likely be the “priority” sites for improvement and development within Uptown Park Ridge during the next 10- to 20-year period.

Figure 5: **Uptown Target Areas**



Target Area 1:

Library Block

Target Area 1 encompasses the block bounded by Touhy Avenue, Prospect Avenue, and the Union Pacific Railroad. It contains the Park Ridge Public Library and the commuter rail station, and it occupies a central and highly visible location within Uptown Park Ridge.

Improvement and Development Considerations:

The following conditions and characteristics will influence opportunities for improvement and development within Area 1.

Size and configuration. Area 1, which is triangular in shape, encompasses approximately 4.6 acres, including the Summit Avenue right-of-way. Of this total, approximately 3.3 acres is located east of Summit. The site is characterized by a significant change in elevation, and generally slopes down from east to west.

Existing uses. Area 1 contains the Park Ridge Public Library and associated parking and open space areas; and the commuter rail station and associated parking areas and passenger staging facilities.

Surrounding uses. Area 1 is located in the center of Uptown and is bordered by small retail and service

uses on the east; the railroad on the south; and the underground water reservoir, retirement housing, and auto-related uses on the north.

Zoning. Area 1 is currently zoned *B-4: Commercial Conservation*, which permits a wide range of retail, service and public/institutional uses. Residential uses are permitted above the first floor.

1996 Comprehensive Plan. The 1996 Plan designates Area 1 as *Public/Governmental*. The Plan assumes that the Library will be maintained at its current location, and recommends that the area be “improved and enhanced.”

Traffic access and circulation. Area 1 has good vehicular accessibility. It has frontage along Touhy Avenue, an arterial street, and Prospect Avenue, a collector street. It is situated at six-corners, Uptown’s primary “crossroads” intersection. Summit Avenue, which traverses Area 1, provides access to the commuter station. Due to the presence of the railroad overpass, visibility to Area 1 from the west is somewhat restricted.

Pedestrian facilities and amenities. Because of its central location and its existing open space areas, Area 1 is an important element in the Uptown pedestrian circulation system. Prospect Avenue is an im-

portant pedestrian shopping street and pedestrian linkage between the north and south sides of the railroad. Summit Avenue provides pedestrian access to the commuter station. However, Touhy Avenue is not “pedestrian-friendly,” and it is difficult for pedestrians to cross Touhy in the vicinity of Area 1.

Parking. Area 1 is an important parking location. It is the site of approximately 220 public off-street parking spaces that serve the Library, the commuter station, and Uptown stores and businesses.

Image and appearance. Area 1 occupies a central and highly visible location within Uptown Park Ridge. While the block is generally attractive, the Library building is not a particularly strong design statement, the open spaces are not extensively landscaped or articulated, and the parking areas are not well screened or landscaped. However, the existing open space at the six-corners intersection enables important views toward the Pickwick Theatre and other Uptown landmarks.

Market potential. According to the recently completed *Uptown Market Analysis*, Area 1 is the “preferred” location for new retail development. It would also be a desirable site for new office or service uses, or

a mixed-use commercial and residential project.

Current plans for improvement or development. The City and Library Board are currently considering future options for the Public Library building.

Improvement and Development Recommendations:

The following principles and objectives should be used to guide improvements and developments within Target Area 1:

- Area 1 should continue to be the site of the Park Ridge Public Library. This may entail retention or expansion of the current building, or the eventual construction of a new Library facility.
- Area 1 should contain public parking in sufficient supply to serve the Library and to provide parking support for the surrounding area.
- Area 1 should be served by a safe and efficient vehicular and pedestrian circulation system that enables access to activities and facilities within the block, and provides connections to nearby uses and facilities.
- Area 1 should contain green space in an amount equal to or greater than the amount on the site at the present time. Of par-

ticular importance is the retention and enhancement of the public open space at the six-corners intersection.

- While the Library should continue to be the primary use within Area 1, complementary uses and facilities might be considered for the block in the future, provided they are compatible with the Library function.

Because the issue regarding improvement or replacement of the existing Library building is still under consideration by the City, the Plan includes both short- and long-term guidelines for this key block.

SHORT-TERM IMPROVEMENT RECOMMENDATIONS

In the immediate future, it is assumed that the current Library building will be maintained. With this in mind, a number of projects and actions should be considered to improve and enhance existing features and facilities within and around Target Area 1.

However, it is important to emphasize that “short-term” improvements should not limit or restrict the City’s opportunities for Library replacement or redevelopment in the future. For example, a new parking structure, underground parking, new retail shops, or similar projects

should not be undertaken on this block until a final decision is made on the Library building.

It is also suggested that no funds be expended on interim or short-term improvements until the City has reached a decision on whether or not to construct a new Library building.

Short-term improvements are highlighted below.

Site Improvements and Pedestrian Amenities:

- Maintain and enhance the park-like setting of Target Area 1; upgrade existing open spaces for pedestrian use and undertake more extensive landscaping throughout the block.
- Improve the streetscape along Touhy Avenue; landscaping and street trees should reflect the formal streetscape treatment proposed for Touhy, but should also accommodate the informal landscaping in this block.
- Improve the at-grade rail crossing at Prospect Avenue to allow for easier pedestrian access between the north and south sides of the tracks. Consider widening the pedestrian areas and using pylons to designate this key crossing.

- Provide improved pedestrian crosswalks and walk lights at the Summit Avenue and six-corners intersections along Touhy, where pedestrian crossings should be encouraged.
- Provide enhanced crosswalks at the existing mid-block pedestrian crossing location along Prospect Avenue in front of the Library. Special paving should be considered to highlight this key crossing.
- Install walkways, pedestrian lighting, and other amenities to “formalize” the secondary pedestrian way that currently extends between Pickwick Plaza, the Library site, and the commuter station (see Section 4).

Six-Corners:

- Enhance and more extensively landscape the existing open space at six-corners as the centerpiece of Uptown; all improvements near the intersection should retain and enhance views toward the Pickwick Theater.
- Undertake urban design improvements at the six-corners intersection, including special pavement treatments, lighting, pylon features, and pedestrian crossing areas, as described in Section 4.

- Replace the existing planter and sign in front of the theater with high-quality “stone” planters, improved landscaping, and a distinctive new pylon sign, as described in Section 4.

Circulation and Parking:

- Realign Summit Avenue at Prospect Avenue to allow for a safer and more direct vehicular crossing at this heavily traveled intersection.
 - Study the possibility of reorganizing and redesigning parking lot layouts within the block in order to improve internal circulation and increase the number of parking spaces.
 - Consider relocating commuter parking from Area 1 to nearby facilities within reasonable distance of the Metra station. This would permit existing parking to be used exclusively for the Library and Core area stores and shops.
 - More extensively screen and landscape the periphery of parking lots, particularly along the Touhy Avenue frontage.
- #### **Commuter Facilities:**
- Maintain the Metra station drop-off function at Summit Avenue and improve pedestrian linkages to the station from Prospect Avenue, Touhy Avenue, and the

Library; upgrade the Summit Avenue streetscape near the station to match the Prospect Avenue streetscape.

- Continue to enhance the Metra station environs and the railroad right-of-way to provide a high-quality environment for commuters and visitors entering the community.

LONG-TERM DEVELOPMENT GUIDELINES

Because of its central location, its excellent accessibility and visibility, and its relatively large land area, Target Area 1 is the “preferred” location by developers for new retail and mixed-use development within Uptown Park Ridge.

If the City elects to construct a new Library building in Area 1, it is recommended that a mix of uses, including retail, office, service, and public uses, be considered as a part of the development plan for this key block.

If redeveloped, Area 1 should be considered part of the Uptown Core and should conform to the basic guidelines and recommendations outlined in Section 1 of this *Uptown Plan* report.

Long-term improvement and development guidelines are presented below. In addition, most of the short-term projects described

above would still apply, even if redevelopment takes place.

Land-Use:

- The Public Library should continue to be a primary land-use and the major focal point of Area 1.
- Retail, restaurant, and entertainment uses should be considered in selected locations. These uses would be most appropriate on the ground floors of buildings along the Prospect Avenue frontage.
- Office and service uses would be appropriate on the upper floors of commercial buildings within Area 1.
- If space permits, other public uses might also be considered for Area 1 to create a strong civic focal point. For example, the Park Ridge Historical Society might be considered for relocation to this block.

Building Height:

- The height of new buildings within Area 1 should be consistent with and complement the heights of existing buildings with the Uptown Core. In particular, the heights of new buildings should not compete with or detract from the visual prominence of the Pickwick Theater.

- Most new buildings should be two to three stories in height, particularly along the Prospect Avenue frontage and near the six-corners intersection.
- Buildings up to five stories in height might be considered along Touhy Avenue in the western portion of the block. If tall buildings are constructed, setbacks above the second floor should be encouraged.
- New one-story buildings are too low to maintain the traditional scale and character of the Uptown Core and should not be permitted in Area 1.

Library Building:

- If a new Library building is constructed, it should be characterized by the highest quality design and construction and should provide a major new civic landmark for the Park Ridge community.
- The new Library should be at least three-stories in height and should be “urban” in character. It should complement traditional Uptown buildings in terms of materials and color, but should also provide a new visual focal point for the area. While the new Library might be part of a mixed-use building, its visual prominence and landmark status could

best be achieved in a separate, free-standing building.

- The precise location of the new Library building will depend upon the other uses and activities planned for Area 1. However, the Library should be highly visible to motorists along Touhy Avenue and at the six-corners intersection, and should be accessible to pedestrians from throughout Uptown.
- If the redevelopment plan for Area 1 includes new commercial uses, the new Library building should be located in the western portion of the block. While the Library should be visible and accessible from Prospect Avenue and the six-corners intersection, these frontage properties should be reserved for retail and other pedestrian-oriented commercial uses.
- If new commercial development does not occur within Area 1, the new Library building should be positioned along Prospect Avenue and near the six-corners intersection in order to promote pedestrian usage and to maintain the street frontage along this important shopping corridor.

Mixed-Use Development:

- If new commercial development takes place within Area 1, it should be located along the Prospect Avenue frontage. Stores and shops might also be positioned to “frame” the new plaza at six-corners.
- Depending on the intensity of development and the amount of new commercial space to be provided, commercial uses might also be considered along Summit Avenue, across from the commuter station, and at selected locations along Touhy Avenue.
- All new commercial construction should be compatible with the existing scale and character of the Uptown Core in terms of color and materials, mass and proportion, and fenestration.
- New commercial development along Prospect Avenue should consist of a continuous row of buildings positioned at the front property line; front setbacks should not be permitted along Prospect.
- The façades of new commercial buildings should be aligned with and “face” Prospect Avenue and the six-corners intersection.
- While there should be no significant “gaps” between commercial buildings along Prospect Ave-

nue, one or more pedestrian passageways could be provided between buildings to allow connections to uses in the interior of the block.

- The design and orientation of new commercial buildings should preserve and enhance views toward the Pickwick Theater.

Parking:

- Parking in Area 1 should be sufficient to serve uses on the site, as well as provide parking support for nearby stores and businesses. It is suggested that approximately 400 to 450 parking spaces be provided in this block.
- Most parking within Area 1 should be placed underground, which would allow land areas within this highly visible center-piece block to be used for buildings and open spaces.
- If underground parking is not feasible, most parking should be located in an attractively designed parking structure. The structure should be located in the central or western portion of the block, and should be accessible from both Touhy Avenue and Summit Avenue.

- If a parking structure is constructed, it should comply with the design guidelines recommended for this building type, presented in Section 3.

Pedestrian Amenities:

- The existing open space at six-corners should be enhanced as an ornamental plaza and centerpiece design feature for Uptown. It should be reconfigured to have a more formal and urban character, perhaps with a new sculpture or decorative fountain as a focal point. This new plaza should be at least as large as the existing open space, and it should enhance views toward the Pickwick Theatre. Most short-term improvements and enhancements recommended for six-corners would still apply.
- A full range of streetscape improvements and pedestrian amenities should be provided along Prospect Avenue adjacent to Area 1, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.
- Redevelopment of Area 1 should include an area-wide pedestrian circulation system that links together all new developments within the block, and provides

convenient connections to surrounding uses and activities.

- The short-term improvements recommended for Touhy Avenue would still apply. In addition, if redevelopment takes place, Touhy Avenue should become more “pedestrian-friendly.” New buildings should be attractive when viewed from Touhy Avenue. In certain redevelopment scenarios, stores and shops might have pedestrian entrances along Touhy.

Illustrative Plans:

Several illustrative plans for improving and developing Target Area 1 are presented in Figure 6, consistent with the guidelines and recommendations presented above. However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design solutions for this key block.



Area 1 encompasses the block bounded by Touhy Avenue, Prospect Avenue, and the Union Pacific Railroad. It contains the Park Ridge Public Library and the commuter rail station. It occupies a central and highly visible location within Uptown Park Ridge.

Selected Existing Uses:

- 1 - Park Ridge Public Library
- 2 - Commuter Station
- 3 - Parking lots
- 4 - Pickwick Theatre
- 5 - Underground water reservoir
- 6 - Six-corners intersection
- 7 - Summit Square Retirement Hotel

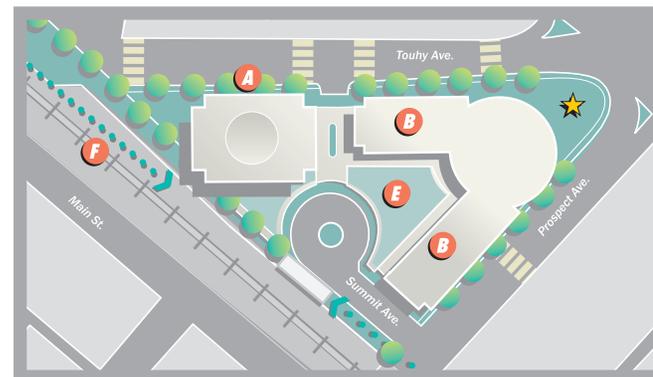
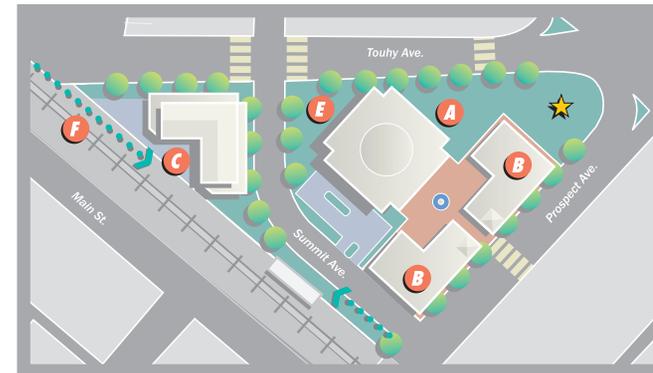


The illustrative plans on this page suggest how Area 1 might be redeveloped for a mix of new uses and facilities.

Top Right. This example shows a new three-story Public Library of approximately 80,000 square feet located on Prospect Avenue near six-corners. While some surface parking is provided, most parking is located in an underground structure.

Middle Right. This example shows the new Library at mid-block, with approximately 30,000 square feet of ground floor retail space along Prospect Avenue. Offices would be located on the second floors of commercial buildings. A five-story building with commercial space on the ground floor and residential units on the upper floors is located at Touhy Avenue and the viaduct. Most parking and service areas would be located underground.

Bottom Right. This example shows the new Library at Touhy Avenue and the viaduct. Approximately 70,000 square feet of ground floor retail space is provided along Prospect and Touhy Avenues, with offices on the second floor. Parking and service areas would be located underground, allowing the ground level to be used for buildings and open spaces. Additional parking support for this alternative would be provided off-site.



- A - New Public Library
- B - New Commercial Development
- C - New Mixed-Use Development
- D - Surface Parking
- E - Underground Parking
- F - Pedestrian Overpass
- ★ Open Space at Six-Corners

Figure 6: **Target Area 1** Library Block



Target Area 2:
**Bredemann/
Reservoir Area**

Target Area 2 encompasses the area bounded by Touhy Avenue, Northwest Highway, Morris Avenue, and Busse Highway. It is the site of the City's underground water reservoir and pumping station and several commercial and residential properties, and it occupies a highly visible location within Uptown Park Ridge.

Improvement and Development Considerations:

The following conditions and characteristics will influence and affect opportunities for improvement and development within Area 2.

Size and configuration. Area 2, which is triangular in shape, encompasses approximately 10.5 acres, including the Meacham and Summit Avenue rights-of-way. Of this total, the Bredemann properties account for 2.9 acres. The reservoir block is characterized by a significant change in elevation, and slopes down from the six-corners intersection; the remainder of Area 2 generally slopes down from northeast to southwest.

Existing uses. The reservoir block contains the City's underground water reservoir and above-ground

pumping station, a small off-street parking lot, and public open space. The remainder of Area 2 contains Bredemann Buick and Toyota, Napleton Cadillac, Summit Square Retirement Hotel, and several small commercial uses.

Surrounding uses. Area 2 is located in the center of Uptown and is bordered by small retail and service uses on the north and east; the Library and commuter parking on the south; and Hinkley Park and the Union Pacific railroad on the west.

Zoning. The reservoir block is currently zoned *B-4: Commercial Conservation*, which permits a wide range of retail, service, and public/institutional uses. Residential uses are permitted above the first floor. The remainder of Area 2 is zoned *B-2: General Commercial*, which permits many uses, such as exterminators and taxidermists, which are not be in character with the overall Uptown environment.

1996 Comprehensive Plan. The 1996 Plan designates the reservoir block as *Public/Governmental*, and assumes that the reservoir and pumping station will be maintained at their current location. Except for Summit Square, the 1996 Plan designates the remainder of Area 2 as an auto dealership area. If the dealerships decide to relocate, the Plan

recommends that these properties be redeveloped for multi-family residential uses, supported by convenience retail and service businesses.

Traffic access and circulation. Area 2 has excellent vehicular accessibility. It has frontage along Touhy Avenue, Northwest Highway, and Busse Highway, all of which are arterial streets. It is situated at six-corners, Uptown's primary "cross-roads" intersection. Due to the presence of the railroad overpass, visibility to Area 2 from the west is somewhat restricted, and the intersection of Touhy, Busse and Meacham Avenue is difficult to negotiate for motorists and pedestrians.

Pedestrian facilities and amenities. Even though the open space at six-corners is an important visual focal point, Area 2 is not an integral part of the Uptown pedestrian system at the present time. It includes no pedestrian-oriented uses, and has no significant pedestrian linkages to surrounding blocks. Touhy Avenue is not "pedestrian-friendly," and it is difficult for pedestrians to cross Touhy in the vicinity of Area 2. However, Area 2 is located adjacent to and has excellent views of Hinkley Park.

Parking. The reservoir block is the site of approximately 100 public off-street parking spaces that are available to serve surrounding uses. However, the parking lot is not highly visible to passing motorists and it is not extensively used during most time periods. The remainder of Area 2 includes small private off-street parking lots that serve existing commercial and residential uses.

Image and appearance. The reservoir block occupies a central and highly visible location within Uptown. While it is not an unattractive block, the pumping station is visible from Touhy Avenue, the open spaces are not articulated for pedestrian use, and the parking lot is not well screened and landscaped. While the open space at six-corners enables views toward the Pickwick Theatre and other landmarks, the municipal marquee has a "tired" and "dated" appearance.

The remainder of Area 2 does not have a strong visual image or appearance at the present time. It is characterized by nondescript commercial buildings, poorly screened off-street parking lots and storage areas, and few streetscape improvements.

The five-story Summit Square Retirement Hotel, which is a highly visible structure, is not in character with other Uptown buildings in terms of color, materials, or architectural style.

Market potential. According to the recently completed *Uptown Market Analysis*, the reservoir block is the “second choice” location for new retail development. It would also be a desirable site for new office and service development, or a mixed-use project containing residential uses.

According to the *Market Analysis*, the remainder of Area 2 is a suitable location for a “destination retailer” or a mixed-use project containing commercial and residential uses. The potential of this area would be enhanced if nearby properties are combined with the Bredemann sites to create a larger, consolidated area for new development.

Current plans for improvement or development. The Bredemann dealership properties are scheduled to be relocated shortly, and the City intends to acquire these properties when relocation occurs. The City is also studying the feasibility of relocating the underground water reservoir and pumping station to an alternative site within or near the Uptown area.

Improvement and Development Recommendations:

Target Area 2 is the “top priority” site for new mixed-use development within Uptown, and it should be the focus of the City’s initial redevelopment efforts.

Area 2 should be redeveloped for an exciting mix of retail, commercial, entertainment, and residential uses, together with off-street parking and public open space. It should complement the existing commercial uses located south of Touhy Avenue, and should become a major new destination within the Park Ridge community. It is recommended that all of Area 2 eventually be redeveloped.

The underground water reservoir and pumping station should eventually be relocated to an alternative site around the periphery of Uptown to permit redevelopment of this highly visible property for retail and mixed-use development. The addition of retail development at six-corners is perhaps the best way to integrate the north and south sides of Uptown and to promote more intensive pedestrian movement across Touhy Avenue.

If the reservoir site is not made available for redevelopment, it may be quite difficult to attract primary retail development to Area 2.

If Napleton Cadillac can eventually be relocated to an appropriate and acceptable alternative site within the Park Ridge community, the Napleton site should be redeveloped for new high-quality multi-family housing oriented toward Hinkley Park.

While Summit Square Retirement Hotel could conceivably be retained, the design and appearance of the existing structure is not compatible with the traditional scale and character of Uptown, and it does not conform to many of the design guidelines established in the *Uptown Plan*. While senior housing is an acceptable use in this location, the existing building should eventually be replaced with more compatible residential or mixed-use construction.

It is also recommended that related and complementary improvements and developments be undertaken to enhance the small commercial properties along the northeast side of Northwest Highway, across from Target Area 2.

Phasing of New Development:

While the City should promote area-wide redevelopment of Area 2 as a single project, this may not be possible because of the size of the area, the multiple owners, and the

need to relocate several existing public and private facilities.

Therefore, the *Uptown Plan* allows for improvement and redevelopment to occur in Area 2 over a period of years, in a series of phased projects, as opportunities arise and resources become available.

While new development might be phased over a period of years, the entire area should be planned and designed as a whole. While each project should be capable of standing on its own merits, each should also be consistent with and conform to the objectives and guidelines for Area 2 as a whole.

For example, phased redevelopment of Area 2 might proceed as follows:

- **Phase 1** might entail redevelopment of the Bredemann Buick and Bredemann Toyota properties for new commercial and mixed-use development. While these properties may not be marketable for primary retail uses, they should be suitable for a “destination” retailer (such as a furniture store) or for convenience commercial uses.
- **Phase 2** might entail redevelopment of the Napleton site and other nearby properties for mixed-use development, includ-

ing new condominiums east of Morris Avenue.

- **Phase 3** might entail redevelopment of the reservoir block for a new retail center focused around the six-corners intersection, with offices or housing units on the upper floors.

Based on this concept of “phased” redevelopment, guidelines for Area 2 are presented below.

Land-Use:

- Primary retail, restaurant, entertainment, and pedestrian-oriented service uses should be located on the ground floors of buildings along Northwest Highway and Touhy Avenue in the vicinity of the six-corners intersection.
- One or more “destination” retailers, such as a furniture store or a small food store, should be promoted along Northwest Highway, generally north of the existing Summit Avenue right-of-way.
- Office and service uses would be acceptable along Touhy Avenue near the UPRR viaduct, and along Northwest Highway near Morris Avenue.
- Office, service, and residential uses should be permitted on the

upper floors of commercial buildings throughout Area 2.

- Multi-family residential uses should be located in the western portion of Area 2, generally east of Morris Avenue. Condominiums would be most appropriate within this area.
- Office or service uses might be located on the ground floor of residential buildings within Area 2, particularly at the north and south ends of Morris Avenue.

Building Height:

- Buildings along Northwest Highway and Touhy Avenue in the vicinity of six-corners should be two to three stories in height.
- Buildings up to five stories in height might be considered along Touhy Avenue near the UPRR viaduct, and along Northwest Highway north of Summit Avenue. If tall buildings are constructed, setbacks above the second floor should be encouraged.

New Commercial Development:

- Northwest Highway and Touhy Avenue should become pedestrian shopping streets in the vicinity of six-corners. Stores and shops should have entrances along both streets, and should also be positioned to “frame” the new plaza at six-corners.

If carefully designed and properly landscaped, pedestrian-oriented shopping along Touhy Avenue could do much to unify the north and south sides of Uptown and promote more pedestrian movements across this important street.

- New buildings throughout Area 2 should be compatible with the scale and character of traditional Uptown buildings in terms of color and materials, mass and proportion, and fenestration.
- New buildings along Northwest Highway should be positioned at the front property line, with no setback.
- Because of the heavy traffic along Touhy Avenue, new buildings along Touhy should be set back from the street. However, setbacks should be no more than ten feet and setbacks should be consistent for the full length of the block.
- New buildings along both Northwest Highway and Touhy Avenue should occupy the full width of the lot in order to avoid gaps between buildings; new buildings should be aligned with and “face” both streets.

- The design and orientation of new commercial buildings within Area 2 should preserve and enhance views toward the Pickwick Theater.

New Residential Development:

- Residential development should be designed and oriented to have views toward Hinkley Park.
 - New housing construction should reflect the traditional scale and character of Uptown Park Ridge in terms of building materials, colors, and mass and proportion.
 - New residential buildings should be aligned with and “face” the street.
 - While new residential buildings may be set back from the sidewalk, setbacks should be consistent along each block front and should be extensively landscaped.
 - Landscaping and decorative fencing should be used to maintain the frontage along streets that border new residential properties.
- Pedestrian Amenities:**
- The existing open space at six-corners should be redeveloped as a new ornamental plaza and centerpiece design feature. The existing City marquee should be

replaced with a more attractive design feature. This new plaza should be at least as large as the existing open space, and it should serve as a complement to the ornamental plaza recommended for the Library block.

- A full range of streetscape improvements and pedestrian amenities should be provided along Northwest Highway for the full length of Area 2, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.
- If new stores and shops are located along Touhy Avenue, this frontage should also be equipped with a full range of streetscape improvements and pedestrian amenities. At a minimum, Touhy should become more “pedestrian-friendly” and new buildings should be attractive when viewed from this heavily traveled street.
- The Morris Avenue streetscape should be upgraded as a more attractive western edge for Uptown, including new street trees and sidewalks. The specific treatment along Morris should reflect the land-use and character of development within Area 2.
- If all or portions of the Meacham and Summit Avenue rights-of-

way remain open, these streetscapes should also be significantly improved.

- Redevelopment of Area 2 should include an area-wide pedestrian pathway system that links all new buildings, open spaces and parking facilities, and provides convenient connections to surrounding uses and activities.
- A small new gateway design feature should be developed at Northwest Highway and Morris Avenue to announce entry into the Uptown area.

Circulation and Parking:

- Depending upon the scale of redevelopment within Area 2, all or portions of the Meacham Avenue and Summit Avenue rights-of-way might be vacated to create larger sites for redevelopment. If portions of these streets are required to provide access to buildings and parking facilities, access should be via Northwest Highway where possible.
- Parking should be sufficient to serve uses in Area 2, as well as provide parking support for nearby stores and businesses. It is suggested that at least 400 to 600 parking spaces be provided in this area.

- Underground parking should be encouraged within Area 2, which would permit the interior of this area to be developed for public open space. The change in elevation in Area 2 should facilitate underground parking.
- If underground parking is not feasible, most parking should be located in one or more attractively designed parking structures. The structures should be located in the central portion of Area 2, and should be accessible from Northwest Highway.
- If parking structures are constructed, they should comply with the design guidelines recommended for this building type, presented in Section 3.
- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages are provided, they must be located behind residential buildings and should have access via alleys or side streets.
- All surface parking should be located behind buildings, and parking and service areas should be screened from view along sidewalks, roadways and neighboring residential properties through the use of low ma-

sonry walls or evergreen plantings and decorative fencing.

Multi-Level Redevelopment

- The City should consider promoting multi-level redevelopment within Area 2 which could take of the natural topography in this area.
- Under multi-level redevelopment, parking and service areas should be located on the “lower” levels, with stores, businesses, housing units, and pedestrian areas located on the “upper” levels.
- If multi-level redevelopment takes place in Area 2, it should be designed to include an above-grade pedestrian crossing over Touhy Avenue at the railroad viaduct, perhaps connecting with a similar multi-level development to the south, in Target Area 1.

Existing Sites and Buildings:

- If the City elects to retain the water reservoir in its current location, several actions should be undertaken to enhance this highly visible site:
 - a) The pumping station should be better screened and landscaped along Touhy Avenue;
 - b) If possible, service access to the station should be relocated from Touhy to either Summit Avenue or Northwest Highway;

- c) Existing open spaces should be more extensively landscaped and upgraded for pedestrian use, particularly at the six-corners intersection;
 - d) The existing City marquee should be replaced with a more attractive design feature; and
 - e) The existing parking lot should be more extensively screened and landscaped and new signs directing motorists to this lot would be provided.
- If the Napleton Cadillac dealership is to remain, the site, buildings and car storage areas should be enhanced through signage and façade improvements and additional landscaping.
 - If the existing Summit Square Retirement Hotel is to remain, the exterior of this structure, which is not in character with other Uptown buildings, should be substantially upgraded, perhaps through the application of a new, more compatible façade treatment.

Illustrative Plans:

Two illustrative plans for improving and developing Target Area 2 are presented in Figure 7, consistent with the guidelines and recommendations presented above.

However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design solutions for this key block.



Area 2 encompasses the blocks bounded by Touhy Avenue, Northwest Highway, Morris Avenue, and Busse Highway. It contains the City's underground water reservoir and pumping station, several auto-related uses, and Summit Square Retirement Housing. It occupies a highly visible location within Uptown Park Ridge.

Selected Existing Uses:

- 1 - Reservoir Block
- 2 - Bredemann Buick
- 3 - Bredemann Toyota
- 4 - Napleton Cadillac
- 5 - Summit Square Retirement Hotel
- 6 - Library Block
- 7 - Hinkley Park



The illustrative plans on this page suggest how Area 2 might be redeveloped for a mix of commercial and residential uses, together with off-street parking.

Below Right. This example assumes area-wide redevelopment of Target Area 2. It shows: 1) a 70,000 square-foot retail center near six-corners, with offices on the second floor; 2) approximately 60,000 square feet of ground-floor "destination retail" development along Northwest Highway; 3) approximately 112 condominium units in two five-story buildings along Morris Avenue, facing Hinkley Park; 4) replacement of the existing retirement housing with a more compatible new structure, perhaps with commercial space on the ground floor; and 5) parking at mid-block, including limited surface parking, an above-ground structure, and some underground parking.

Top Right. This example assumes retention of the existing reservoir, pumping station, and Summit Square Retirement Housing. It shows more limited new commercial development along Northwest Highway and Touhy Avenue; a mix of condominiums and townhouses along Morris Avenue; and parking at mid-block.



Figure 7: Target Area 2 Bredemann/Reservoir Area



Target Area 3:
Triangle Block

Target Area 3 encompasses the block bounded by Touhy Avenue, Northwest Highway, and Washington Avenue. It contains retail, service and office uses, and is located at the eastern “gateway” to Uptown Park Ridge.

Improvement and Development Considerations

The following conditions and characteristics will influence opportunities for improvement and development within Area 3.

Size and configuration. Area 3, which is triangular in shape, encompasses approximately 6.88 acres. It is characterized by a minor change in elevation, and generally slopes down from northwest to southeast.

Existing uses. Area 3 contains Bank One; the Million Dollar Round Table; a number of small retail, service and office uses; and public and private off-street parking.

Surrounding uses. Area 3 is located near the center of Uptown and is bordered by small retail and service uses on the west; a mix of commercial, office, and institutional uses on the north; and the Executive Plaza office park on the east.

Zoning. The major portion of Area 3 is currently zoned *B-1: Retail and Office*, which permits a wide range of retail, service, and office uses. Residential uses are permitted above the first floor. The northeast portion of Area 3 is zoned *O-1: Office*, which has yard, setback and lot coverage requirements quite different from other Uptown zoning districts.

1996 Comprehensive Plan. The 1996 Plan designates Area 3 as a *Potential Redevelopment Area*. The Plan recommends that a higher density, mixed-use “core” be developed east of Bank One in this block.

Traffic access and circulation. Area 3 has excellent vehicular accessibility. It has frontage along Touhy Avenue and Northwest Highway, both of which are arterial streets, and Washington Avenue, which is a collector street. Area 3 is also situated at six-corners, Uptown’s primary crossroads intersection.

Pedestrian facilities and amenities. Northwest Highway is an important pedestrian shopping street and several streetscape improvements have been undertaken along this corridor. However, Touhy Avenue is not “pedestrian-friendly,” and there are no clearly defined pedestrian linkages between the side-

walks and the parking lots in the interior of this block.

Parking. Public parking within Area 3 is quite important, since it not only serves uses within the block, but also provides parking support for many nearby Uptown uses.

The interior portion of Area 3 is the site of approximately 250 public off-street parking spaces that serve nearby stores and businesses. There are also approximately 100 private off-street parking spaces within this block. Numerous separate lots and a disorganized and inefficient parking pattern characterize the block.

Image and appearance. Area 3 occupies a highly visible location, and the Bank One building is a focal point and “icon” within Uptown. However, while existing uses are generally sound and well maintained, much could be done to improve existing buildings, streetscapes, and parking areas.

Market potential. Area 3 was not specifically addressed in the recently completed *Uptown Market Analysis*. However, because of its highly accessible and visible location, this block would appear to have good potential for new retail, service, and office development.

Current plans for improvement or development. There are no known plans for improvement or development within Area 3.

Improvement and Development Recommendations

The *Uptown Plan* accommodates two different scenarios for Target Area 3. The first scenario assumes that most existing development within the block will remain for the foreseeable future. Under this scenario, a range of projects and actions should be undertaken to upgrade and enhance existing development.

The second scenario assumes that most of Area 3 will eventually be assembled and redeveloped on a coordinated basis for a mix of new commercial and residential uses.

The “preferred” scenario for this block will be largely dependent on market support and private developer interest. If market conditions are favorable or if developer interest emerges, the City should be prepared to guide and coordinate area-wide redevelopment of this key block.

GUIDELINES FOR IMPROVEMENT AND ENHANCEMENT

This scenario assumes that most existing stores and businesses within Area 3 will be retained. Under this scenario, a number of projects and actions should be considered to enhance existing features and facilities, and promote small-scale new infill development. Guidelines for improvement and enhancement are presented below.

Existing Sites and Buildings:

- The façade of the existing Bank One building should be further enhanced as a prominent and visually compatible landmark within Uptown.
- Other existing commercial buildings should be upgraded through routine maintenance and repair work as required.
- Façade improvements should be undertaken to establish more design compatibility among the existing buildings along Northwest Highway, particularly with regard to colors, signage, awnings, and storefront treatments.

New Infill Development:

- Small-scale new “infill” development should be promoted on the parking lots now located along the Northwest Highway frontage.
- Redevelopment of the small commercial properties at the corner of Touhy and Washington Avenues might also be encouraged. Since this area is characterized by small lots and multiple ownerships, the assembly and coordinated redevelopment of several parcels should be promoted.
- New buildings along Northwest Highway should be compatible with the scale and character of traditional Uptown buildings in terms of color and materials, mass and proportion, and fenestration.
- New buildings along Northwest Highway should be two- to three-stories in height, and should occupy the full width of the block in order to avoid gaps between buildings.
- Retail, restaurant and pedestrian-oriented service uses should be located on the ground floors of buildings along Northwest Highway, with office, service and residential uses on the upper floors.

- The façades of new buildings should be aligned with and “face” Northwest Highway; new buildings should be positioned at the front property line, and front setbacks should not be permitted.

Parking:

- Parking lots to serve uses within Area 3 should be located behind buildings and at mid block; parking along the Northwest Highway frontage or at corner locations should not be permitted.
- Where possible, separate parking lots within this block should be consolidated to increase parking spaces, improve internal circulation and minimize the number of access drives.
- A new parking structure should be considered in the interior portion of Area 3. This new structure should be designed to serve uses within this block, and also provide parking support to nearby Uptown stores and businesses. The structure should have at least two to three parking levels, and should provide for at least 200 additional parking spaces.

Pedestrian Amenities:

- A full range of streetscape improvements and pedestrian amenities should be provided along Northwest Highway adjacent to Area 3, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.
- Pedestrian crosswalks should be improved at mid-block locations along Northwest Highway to better connect the two sides of this shopping street. Special paving should be considered to highlight the crossing locations.
- One or more pedestrian passageways should be provided between buildings to connect the sidewalk along Northwest Highway with the parking areas behind the stores and shops.
- Attractive new gateway design features should be developed at corners of Washington Avenue and Northwest Highway, and Touhy and Washington Avenue.
- Landscaping and streetscape improvements should be undertaken along Touhy Avenue, as described in Section 4.

GUIDELINES FOR REDEVELOPMENT

This scenario assumes that the major portion of Area 3 would be redeveloped for new retail, commercial and residential uses. Under this scenario, the Bank One and the Million Dollar Round Table buildings could be retained at their current sites.

Guidelines for large-scale redevelopment are presented below.

Land-Use:

- Retail, restaurant, entertainment, and pedestrian-oriented service uses should be located on the ground floors of buildings along the Northwest Highway frontage.
- Office and service uses should be located along the Touhy Avenue and Washington Avenue frontages.
- Office, service and residential uses should be permitted on the upper floors of buildings throughout Area 3.
- Several of the existing uses along Northwest Highway, particularly the restaurants and retail establishments, might become tenants in the new developments.

Existing Sites and Buildings:

- If the existing Bank One building is to remain, the structure should be further enhanced as a prominent and visually compatible landmark within Uptown.

Building Height:

- Buildings along Northwest Highway should be two to three stories in height.
- Buildings up to five stories in height might be considered along Touhy Avenue. If tall buildings are constructed, setbacks above the second floor should be encouraged.

Building and Site Design:

- New buildings should be compatible with the scale and character of traditional Uptown buildings in terms of color and materials, mass and proportion, and fenestration.
- New buildings along Northwest Highway should be positioned at the front property line, and should occupy the full width of the lot in order to avoid gaps between buildings.
- The façades of new buildings should be aligned with and “face” both Northwest Highway and Touhy Avenue.

Parking:

- A new parking structure should be provided in the interior portion of Area 3. This new structure should be designed to serve uses within this block, and also provide parking support to nearby stores and businesses. The structure should have at least two to three parking levels, and should provide for at least 200 to 300 additional parking spaces.
- If any existing surface lots in the interior of the block are to remain, they should be combined and consolidated to increase parking spaces, improve internal circulation and minimize the number of access drives.

Pedestrian Amenities:

- A full range of streetscape improvements and pedestrian amenities should be provided along Northwest Highway, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.
- Pedestrian crosswalks should be improved at mid-block locations along Northwest Highway to better connect the two sides of this shopping street. Special paving should be considered to highlight the crossing locations.

- One or more pedestrian passageways should be provided between buildings to connect the sidewalk along Northwest Highway with the parking areas behind the stores and shops.
- Attractive new gateway design features should be developed at corners of Washington Avenue and Northwest Highway, and Touhy and Washington Avenue.
- Landscaping and streetscape improvements should be undertaken along Touhy Avenue, as described in Section 4.

Illustrative Plans:

Two illustrative plans for improving and developing Target Area 3 are presented in Figure 8, consistent with the guidelines and recommendations presented above.

However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design solutions for this key block.



Area 3 encompasses the block bounded by Touhy Avenue, Northwest Highway, and Washington Avenue. It contains retail, service, and office uses, as well as off-street parking. It is located at the eastern “gateway” to Uptown Park Ridge.

Selected Existing Uses:

- 1 - Bank One
- 2 - Million Dollar Round Table
- 3 - Walter E. Smithe Furniture
- 4 - Summit Plaza Mall
- 5 - St. Paul of the Cross
- 6 - Six-corners intersection
- 7 - Pickwick Theater



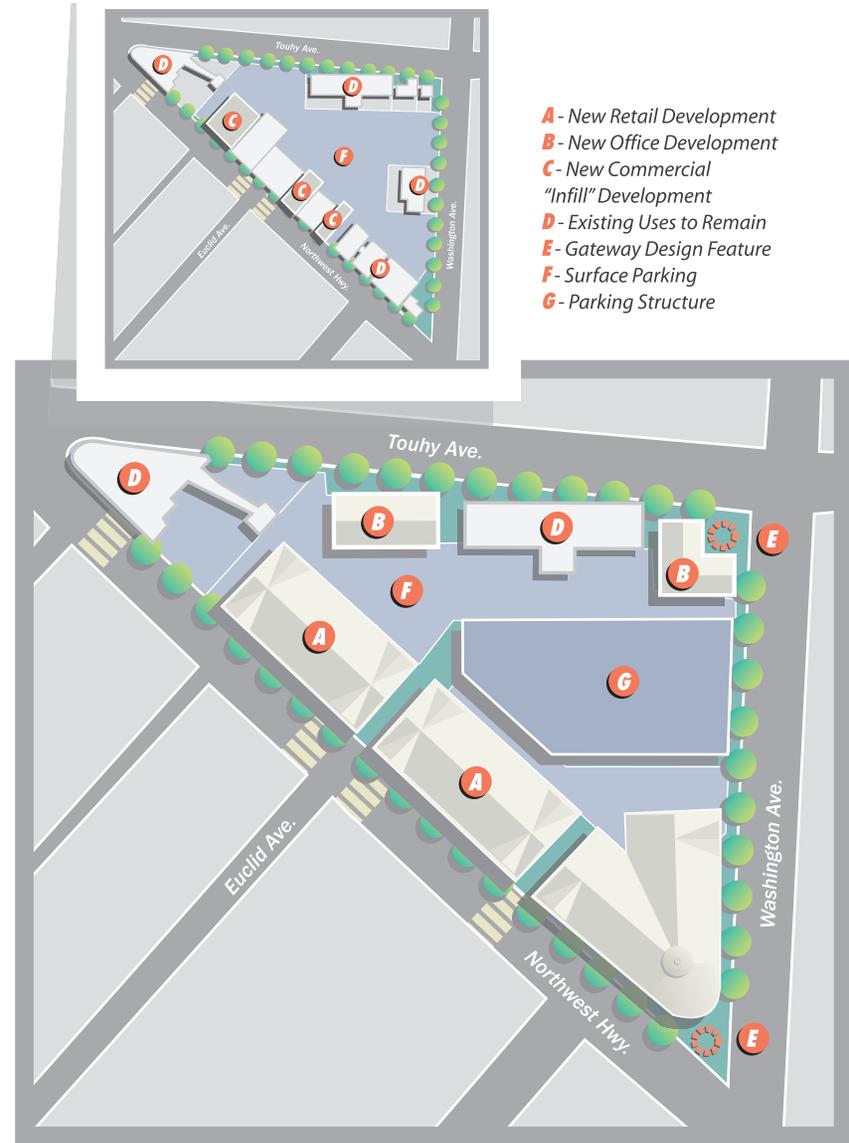
The illustrative plans on this page suggest how Area 3 might be upgraded and redeveloped as a more vibrant and attractive pedestrian shopping area.

Below Right. This example illustrates how Area 3 could be assembled and redeveloped on a coordinated basis for a mix of retail, office, and service uses.

It shows approximately 70,000 square feet of retail and service space on the ground floors of new buildings along Northwest Highway. Office uses would be located on the second floors.

New two- to three-story office buildings, totaling approximately 40,000 square feet, are located along Touhy Avenue. A new parking structure is provided in the interior of the block to serve uses within Area 3 and also provide parking for nearby stores and businesses.

Top Right. This example assumes that most existing development will remain. Improvements would include: 1) restoration of the Bank One building; 2) facade improvements and small-scale “infill” development along Northwest Highway; and 3) consolidation and redesign of off-street parking lots.



- A - New Retail Development
- B - New Office Development
- C - New Commercial “Infill” Development
- D - Existing Uses to Remain
- E - Gateway Design Feature
- F - Surface Parking
- G - Parking Structure

Figure 8: **Target Area 3** Triangle Block



Target Area 4:
Southwest Sector

Target Area 4 encompasses the blocks generally bounded by Touhy Avenue, Main Street, Fairview Avenue, Garden Street, and Cumberland Avenue. It contains a mix of commercial and residential properties and off-street parking, and it is located at the western “gateway” to Uptown Park Ridge.

Improvement and Development Considerations:

The following conditions and characteristics will influence opportunities for improvement and development within Area 4.

Size and configuration. Area 4, which is generally rectangular in shape, encompasses approximately 7.4 acres, including the Third Avenue right-of-way. It is not characterized by a significant change in elevation.

Existing uses. Area 4 contains the SBC/Ameritech building; the Park Ridge Historical Society; several small retail and service uses along Main Street and Touhy Avenue; older single-family homes along Third Avenue; and off-street parking.

Area 4 is also the site of the Farmers Market, a use that generates signifi-

cant activity within the Uptown area.

Surrounding uses. Area 4 is located along the western edge of Uptown and is bordered by small retail, office and service uses on the north and east; and Cumberland Park and single-family homes on the south and west.

Zoning. The Touhy Avenue and Fairview frontages are zoned *B-1: Retail and Office*, which permits a wide range of retail, service and office uses. Residential uses are permitted above the first floor. The southern portion of Area 4 is zoned *R-1: Single Family Residential*.

1996 Comprehensive Plan. The 1996 Plan designates the blocks between Prairie Avenue and Cumberland Avenue as a *Potential Redevelopment Area*. The Plan recommends that the area be redeveloped for a compatible mix of uses, possibly with multi-family residences overlooking Cumberland Park and offices adjacent to Touhy Avenue. The Plan designates the blocks east of Prairie as *Business*.

Traffic access and circulation. Area 4 has relatively good vehicular accessibility. It has some frontage along Touhy Avenue and Cumberland Avenue, both of which are arterial streets. Garden Street is classified as a collector street. Due

to the presence of the railroad overpass, visibility to Area 4 from the east is restricted, and the intersection of Touhy and Main Street is difficult to negotiate for motorists and pedestrians.

Pedestrian facilities and amenities. Area 4 occupies a peripheral Uptown location and it has not been extensively improved for pedestrian use. The Touhy Avenue frontage is not “pedestrian-friendly,” and Cumberland Avenue also carries relatively heavy traffic. Pedestrian linkages between the parking lots in Area 4 and nearby stores and shops are not well defined.

Parking. Area 4 is an important parking location. It is the site of approximately 280 public off-street parking spaces that serve commuters and nearby stores and businesses. SBC/Ameritech owns much of the private off-street parking within Area 5, and these spaces are not heavily used during most time periods.

Image and appearance. Area 4 occupies a highly visible location at the western gateway to Uptown, and it also serves as a “transition” between the commercial area and nearby neighborhoods. However, while most existing buildings are structurally sound, deferred main-

tenance, obsolete buildings, under-utilization, and a “tired” and “dated” appearance characterize most properties. The large parking lots in Area 4 are not attractively screened or landscaped, and few streetscape improvements have been undertaken.

Market potential. Area 4 was not specifically addressed in the recently completed *Uptown Market Analysis*. Because of its location, the area would appear to have good potential for new residential development and for a mix of retail, service and office uses along the Touhy Avenue frontage.

Current plans for improvement or development. There are no known plans for improvement or development within Area 4.

Improvement and Development Recommendations:

While existing uses may remain for the immediate future, it is recommended that Target Area 4 eventually be redeveloped for a mix of commercial and multi-family residential uses, together with parking to support the Uptown area. Although several existing uses might be retained, a major portion of Area 4 should be assembled and redeveloped.

Area 4 should also be upgraded as a more attractive western gateway to the Uptown area.

Area 4 is an ideal location for new multi-family residential development because of its proximity to Cumberland Park, and its transitional location between the Uptown commercial area and the single-family neighborhood to the south.

The Touhy Avenue frontage is also a desirable location for more intensive commercial development. Although there may not be market support for large-scale new commercial development at the present time, Area 4 should be viewed as a long-range “expansion area” for Uptown commercial uses.

Redevelopment within Area 4 could be undertaken in a series of phases, as market opportunities arise. However, it should be guided by an area-wide master development plan to ensure the coordination of building sites, parking, and pedestrian amenities.

Land-Use:

- Commercial uses should be located along the Touhy Avenue and Main Street frontages. While a full range of retail, office and service uses should be permitted, convenience uses that serve and support the day-to-day needs of

residents within and around Uptown should be promoted.

- Commercial uses might also “turn the corner” at Cumberland Avenue and extend south to Garden Street.
- Office and service uses would be appropriate on the upper floors of commercial buildings within Area 4.
- Multi-family residential uses should be located in the southern portion of Area 4, generally along and near Garden Street. Both townhouses and condominiums would be appropriate in this area.

Existing Sites and Buildings:

- The existing SBC/Ameritech building might remain, although its parking should be consolidated and more attractively screened and landscaped. The small commercial properties immediately adjacent to SBC/Ameritech along Fairview should be redeveloped.
- The existing office building on Garden Street just east of Fairview Avenue might also be retained. This design and character of this building, together with its front setback and site landscaping, provide an attractive transition between the commercial

area and the neighborhood to the south.

- If the existing commercial uses along Main Street between Touhy and Prairie are retained in the immediate future, sites and buildings should be upgraded through repairs, façade and signage improvements, and additional landscaping.
- If Target 4 is redeveloped, the City should work with the Park Ridge Historical Society to find a suitable relocation site for this important existing Uptown use.

Building Height:

- New buildings along Touhy Avenue and Main Street should be two to three stories in height.
- Multi-family buildings along Garden Street east of Prairie Avenue, which would directly face single-family uses, should be limited to two stories in height.
- Multi-family buildings up to five stories in height could be acceptable in other parts of Area 4. Setbacks above the second floor should be encouraged.

New Residential Development:

- Residential units should be designed and oriented to have views toward Cumberland Park.
- New housing construction should reflect the traditional

scale and character of Uptown in terms of masonry building materials, color, and mass and proportion.

- New residential buildings should be aligned with and “face” the street.
- While new residential buildings may be set back from the sidewalk, setbacks should be held to a minimum and should be consistent along each block front.
- If residential buildings are set back from the sidewalk, landscaping and decorative fencing should be encouraged along the front property line to maintain the streetwall in these locations.

New Commercial Development:

- New commercial and mixed-use buildings should be compatible with the scale and character of traditional Uptown buildings in terms of color and materials, mass and proportion, and fenestration.
- New buildings along Touhy Avenue and Main Street should be positioned at the front property line and should occupy the full width of the lot.
- The façades of new buildings should be aligned with and “face” both Touhy Avenue and Main Street.

- If office or service uses are constructed along or near Garden Street, they should be designed to serve as a “transition” between the commercial area and the neighborhood to the south. New buildings should be set back from the sidewalk, with attractive landscaping in front of the buildings.
- A small new plaza or open space should be developed at the corner of Touhy and Cumberland Avenues to provide an attractive new gateway to Uptown.
- Surface parking lots should be located behind buildings; parking in front of buildings or at corner locations should not be permitted.
- Area 4 should continue to be the site of the Farmers Market. If area-wide redevelopment takes place, the Farmers Market might be conducted within the large surface parking lot suggested for the interior portion of the area.
- Parking and service areas should be screened from view along sidewalks, roadways and neighboring residential properties through the use of low masonry walls or evergreen plantings and decorative fencing.

Pedestrian Amenities:

- Streetscape improvements and pedestrian amenities, including generous sidewalks, street trees and pedestrian light fixtures, should be provided along Touhy Avenue to visually relate this block to the Uptown area.
- Garden Street and other roadways that serve multi-family developments should be characterized by a “residential” streetscape, whereby sidewalks, street lights, street trees and parkway treatments reflect similar features in the adjacent neighborhoods.
- Prairie Avenue should be upgraded for pedestrian use and as a linkage between new residential development and the commercial area to the north.

Circulation and Parking:

- Third Avenue should eventually be vacated to create a larger site for new mixed-use redevelopment.
- Parking should be located in the interior portions of the blocks between Fairview and Cumberland Avenues. A small parking structure might eventually be considered in this area to serve new development and to support other Uptown stores and businesses.
- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages are provided, they must be located behind residential buildings and should have access via alleys or side streets.

Illustrative Plans:

Two illustrative plans for improving and developing Target Area 4 are presented in Figure 9, consistent with the guidelines and recommendations presented above. However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design solutions for this area.



Area 4 encompasses the blocks generally bounded by Touhy Avenue, Main Street, Fairview Avenue, Garden Street, and Cumberland Avenue. It contains a mix of commercial and residential properties and off-street parking. It is located at the western "gateway" to Uptown Park Ridge.

Selected Existing Uses:

- 1 - SBC / Ameritech
- 2 - Park Ridge Historical Society
- 3 - Cumberland Park
- 4 - Walgreen's
- 5 - Napleton Lincoln-Mercury



The illustrative plans on this page suggest how Area 4 might be redeveloped for a mix of commercial and residential uses, together with parking to support the Uptown area.

Below Right. This example shows approximately 70,000 square feet of commercial space on the ground floor of new buildings along Touhy Avenue and Main Street, with offices on the upper floors. Parking, including a parking structure, is located in the interior of Area 4. A small "gateway" design feature is provided at the southeast corner of Touhy and Cumberland.

Approximately 50 condominium units are located along the Garden Street frontage, facing Cumberland Park. The residential building west of Prairie Avenue is three stories in height, and the building east of Prairie, which faces single-family homes, is two stories.

Top Right. This example suggests more limited new commercial development along Touhy Avenue; a larger "gateway" park at Touhy and Cumberland; and more extensive new residential development in the southern portion of Area 4, including townhouses along Garden Street and Prairie Avenue.



- A** - New Commercial Development
- B** - New Condominium Development
- C** - New Townhouse Development
- D** - Existing Uses to Remain
- E** - Gateway Design Feature
- F** - Surface Parking
- G** - Potential Parking Structure

Figure 9: Target Area 4 Southwest Sector



Sites and Buildings

Sections 1 and 2 of the *Uptown Plan* present recommendations for the development districts and target areas that comprise Uptown Park Ridge. The recommendations for each district include a list of guidelines related to building and site design that are specific to that particular district.

This section provides a more complete listing of design guidelines and objectives for Uptown sites and buildings.

The guidelines and objectives address the improvement of existing properties as well as new construction, and are focused on promoting high-quality and compatible improvements and developments that will complement and enhance the traditional scale and character of Uptown.

While the guidelines are specific enough to ensure design compatibility, they are also flexible enough to allow for individual creativity on the part of property owners, architects, and builders. Several of the design guidelines are illustrated in Figure 10, at the conclusion of this section.

The Need for Design Guidelines

Uptown buildings have traditionally been small in scale, with retail uses located on the ground floor and office or residential uses located on the upper floor(s).

Most Uptown buildings are of masonry construction, have attractive entryway treatments and large display windows on the street level, and are characterized by earth tones in the red, buff, cream, and gray color ranges. Many have attractive brick and stone façade detailing, particularly on the upper floors.

As Uptown continues to evolve in the years ahead, it is important that improvements and new developments be compatible with the traditional scale and character of Uptown.

While architectural styles need not be the same, Uptown buildings, particularly those within the same block, should be generally compatible in terms of building height, massing, proportion, materials, and color.

Use and Application of the Design Guidelines

The guidelines and objectives presented here should be used by the City to promote high-quality and compatible improvements and new developments within the Uptown Study Area.

They should be considered a “supplement” to the City’s previously adopted *Urban Design Guidelines*.

The guidelines and objectives should be used by City staff, the Planning and Zoning Commission, and the Appearance Commission in reviewing plans and proposals for new Uptown projects and improvements.

Architects, property owners and developers should also use the guidelines as a reference as they prepare plans for new Uptown development projects.

Guideline 1: Building Height

Uptown is composed primarily of two- and three-story buildings. New construction should respect the existing scale of Uptown and avoid extreme differences in building height.

- Two- and three-story buildings should predominate throughout the Uptown area.
- New buildings must be at least two stories in height. New one-story buildings are too low to maintain the urban character and “streetwall” effect (see *Guideline 2*) and should be discouraged, except in a few transitional locations specifically referred to in Section 2.
- Buildings up to five stories in height could be acceptable in selected development districts, provided they are in character with the surrounding area. Upper story “setbacks” above the second floor should be strongly encouraged.
- The Pickwick Theater should continue to be the visual focal point of Uptown. The height of new buildings should not compete with or detract from the visual prominence of this important community icon.

Guideline 2: Building Placement and Orientation

Much of Uptown is characterized by continuous rows of commercial buildings constructed at the front

property line. This development pattern creates a distinctive “streetwall” effect that adds visual interest, enhances the pedestrian environment, and establishes a “human” scale within the Uptown area.

- In most Uptown commercial districts, new construction should be positioned at the front property line. On corner lots, new buildings should be built out to both property lines.
- In a few of the peripheral and transitional commercial districts referred to in Section 2, buildings can be set back from the sidewalk; however, setbacks in these areas should be held to a minimum, and setbacks should be consistent along each block front.
- New construction in most commercial districts should occupy the entire width of the lot to avoid gaps between buildings and discontinuities in the streetwall.
- Buildings throughout Uptown should face the street; the placement of buildings at odd or irregular angles to the street should be avoided. However, corner buildings might take advantage of their prominent locations with angled or recessed

corner entrances or other small setbacks.

- Arcades may be used, provided that the upper levels of the building line up with the streetwall, and the columns of the arcade are aligned with the façade of the building.
- Where building setbacks, side yards and surface parking lots exist along Uptown streets, the streetwall should be maintained through the use of landscaping, pedestrian amenities, and decorative walls or fencing.

Guideline 3: Bulk and Proportion

Older commercial buildings within Uptown have relatively small footprints and are located on lots with narrow widths. While many contemporary commercial uses require larger spaces, new construction should respect the existing scale, massing, and proportion of traditional Uptown buildings.

- Where new buildings exceed the traditional 20- to 30-foot width of Uptown buildings, the façades should be visually divided into bays, similar to the width of traditional Uptown buildings.
- Rooflines, cornice treatments, and the design and placement of columns, pilasters, and windows should be used to visually divide larger buildings and help

maintain the traditional scale and proportion of Uptown.

Guideline 4: Architectural Style

Uptown has been developed over a period of many years and its buildings reflect a variety of architectural styles. While the City should not attempt to dictate architectural style, it should promote new construction that complements the traditional building fabric.

- New buildings need not be historic replicas, but should offer high-quality and compatible interpretations of the predominant styles now present within Uptown.
- Regardless of style, new buildings should use traditional masonry materials and should reflect the predominant scale, height, massing, and proportions of traditional Uptown buildings.
- The distinguishing features of Uptown’s older buildings, particularly decorative cornices and significant façade detailing, should be retained, repaired, and restored as required.
- Buildings with architectural or historical interest should be restored to their original condition wherever possible; false fronts and other incompatible façade

treatments should be removed to reveal original architectural features and characteristics.

- Improvements and additions to buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.

Guideline 5: Building Materials

The building materials most common within Uptown are earth-toned brick and stone in the red, buff, cream, and gray color ranges. Ceramic tile and terra cotta are also used as ornamentation around doors, windows, and cornices.

- New buildings should be constructed of traditional masonry building materials such as brick or stone; these materials should be used on all sides of the building.
- On existing buildings with architectural or historical interest, original materials should be maintained and restored.
- While “exterior insulation finish systems” (EIFS) might be used in limited quantities as an accent material, they should not be permitted as a primary building material within Uptown.

- Rough sawed wood, aluminum siding, rustic shingles and shakes, and plastic or metal panels should not be permitted.

Guideline 6: Doors & Entrances

Doors on Uptown buildings should be attractive and inviting to pedestrians, and add visual interest to the street. However, doors should be appropriately sized and in scale with a building's façade.

- The front doors of new buildings should reflect the scale, placement, and proportions of traditional Uptown buildings; recessed entrances should be encouraged.
- Main entrances should be at the front of the building and should face the sidewalk; corner buildings might take advantage of their prominent locations with angled corner entrances.
- New doors on existing buildings with architectural or historical interest should be compatible with the original style and character of the façade.

Guideline 7: Windows

Display windows on the ground floor of commercial buildings are a distinguishing feature of Uptown. They allow passersby to see merchandise within a building from the sidewalk. Windows on the up-

per floors of traditional Uptown buildings are smaller and less prominent, but often have attractive detailing and decorative trim.

- Large ground-floor display windows should be strongly encouraged in new commercial construction.
- Windows on the upper floors of new buildings should appear to be "punched" openings within a solid wall, rather than as continuous rows of windows separated only by their frames; curtain-wall window treatments are not appropriate within Uptown.
- Upper floor windows should be recessed, not flush with the surface of the building; bay windows are also acceptable, provided they are in character with the architectural style of a building.
- Windows on new "infill" buildings should have similar size and proportions and should be aligned with the window openings of adjacent existing buildings.
- Window glazing should be clear or slightly tinted; dark, mirrored, or reflective glass should not be permitted.

- Where existing windows are important architectural features in a building's façade, window size and configuration should be maintained; window openings should not be covered over or boarded up.

Guideline 8: Rooflines & Parapets

The rooflines of new buildings should be similar to the rooflines of traditional Uptown buildings in terms of shape, alignment, and architectural detailing.

- The roofs of most commercial buildings should be flat or shallow-sloped. Gable roofs, which are acceptable within residential areas, should be discouraged within most Uptown commercial districts.
- Roof parapets should be encouraged to create an interesting building profile and to hide vents and other rooftop equipment.
- In buildings with architectural or historical interest, the original roofline and cornice treatment should be maintained and restored.
- Sloped mansard, shake, or shingle roofs should not be permitted on Uptown commercial buildings.

Guideline 9: Color

Color should be used to unite the elements of a façade and to highlight architectural features. However, the colors on individual buildings should complement and be compatible with the predominant hues of nearby buildings.

- The predominant colors for Uptown buildings should be relatively muted and subtle. The natural brick and stone colors of red, buff, cream, and gray should predominate. Darker or lighter hues could be used as accent trim.
- Ceramic tile, terra-cotta, brick, stone, and glass surfaces should not be painted.

Guideline 10: Signs

Signs not only communicate the nature of individual businesses, but also influence the overall image and character of the Uptown area.

- Exterior signs should be limited to business identification and description; advertising signs should be discouraged.
- The size, material, color, and shape of signs should complement the architectural style and scale of the building.

- Wall-mounted signs should be encouraged throughout Uptown; wall signs be designed as an integrated component of the building façade, and should not cover important architectural details.
- Raised, individual letters mounted directly on the building, as well as signs that use light colors for lettering and darker colors for backgrounds, should be encouraged.
- When a building contains multiple storefronts, signage for all businesses should be compatible in design and consistent in placement.
- Large ground signs and pole signs should be discouraged throughout Uptown.

Guideline 11: Awnings & Canopies

Awnings and canopies protect shoppers from the elements, and are an inexpensive way to add color and visual interest to the street. Awnings are retractable, while canopies are permanent.

- Awnings and canopies should be integrated into the façade and should be in character with the architectural style of the building.
- The color of awnings and canopies should complement and

enhance the overall color scheme of the building façade.

- Awnings should be made of a canvas or durable fabric material that can be easily cleaned.
- Back lit awnings and canopies, shingle and mansard canopies, and metal and plastic awnings should not be permitted within Uptown.

Guideline 12: Lighting

The lighting of a building’s façade can help identify stores and businesses, promote a sense of safety and security, and highlight prominent Uptown buildings and building features.

- Building lighting should be subtle and understated; light fixtures should be designed and oriented to produce minimal glare and spillover onto nearby properties.
- Most exterior lighting sources should be concealed; where concealment is not practical, light fixtures should be compatible with overall storefront design.
- Down-lighting should be encouraged on all commercial buildings; spot-lighting should be limited to Uptown landmarks and other major features.

- Metal halide lighting creates a warm atmosphere and should be encouraged; if neon lighting is used, colors should be compatible with and complement the façade of the building.

Guideline 13: Rear Yards & Façades

The rear portions of all properties should be clean, attractive, and well maintained, particularly where these areas are visible to the public.

- The backs of existing commercial buildings should be repaired, repainted, and upgraded as required; new buildings should have attractive rear façades that are “comparable” to front façades.
- Secondary rear entrances to stores and shops should be encouraged in blocks where public parking or pedestrian walkways are located behind the buildings.
- Trash receptacles, dumpsters and service areas should be located inside the primary building or be fully enclosed in small masonry structures.
- Outdoor storage and service facilities should be screened from view along sidewalks and roadways through the use of low masonry walls or evergreen plantings.

Guideline 14: Parking Lots

Off-street parking lots should be designed and located so that they do not disrupt the traditional pedestrian scale and orientation of Uptown.

- Parking lots should be located behind buildings or at mid block; parking in front of buildings or at corner locations should be avoided throughout Uptown.
- Access to parking lots should be provided from alleys or side streets wherever possible; curb cuts and access drives should be minimized, particularly along pedestrian shopping streets and arterial routes.
- Parking lots should be screened from view along sidewalks and roadways through the use of low masonry walls or evergreen plantings and decorative fencing.
- Parking lots should have curbed perimeters; landscaped islands and clearly marked pedestrian pathways should be encouraged within the interior of parking areas.
- All parking lots should be paved and well marked; lots that are used during evening hours should be adequately illuminated.

Guideline 15: Parking Structures

As Uptown continues to evolve in the years ahead, one or more new parking structures will likely be needed to serve various parts of the area. In general, parking structures should look like other Uptown buildings and should comply with all of the design guidelines presented here.

- Underground parking should be encouraged wherever possible in order to conserve land for buildings and open spaces.
- Parking structures should be encouraged in the interior portions of larger blocks in order to retain frontage properties for new mixed-use development.
- The ground floors of parking structures along Uptown streets should be used for stores, restaurants, or service establishments.
- Window-style fenestration should be encouraged on the upper floors of parking structures.
- Parking garage roof lines and floor level articulations that are visible from the street should be parallel to the street; ramping and inclines should occur within the structure or on the interior of the block.

Guideline 16: Residential Areas

The *Uptown Plan* recommends several sites for new condominium and townhouse development. Each of these areas should be characterized by high-quality design and construction, and sites should be attractively landscaped to serve as a “transition” between the commercial area and adjacent neighborhoods.

- The height of new multi-family buildings that directly border or face single-family uses should be limited to two stories in height.
- New multi-family buildings up to five stories in height could be acceptable in certain Transitional Residential Areas (see Section 2), provided they do not adversely impact nearby uses or areas. Setbacks above the second floor should be encouraged.
- New housing construction should reflect the traditional scale and character of Uptown Park Ridge, particularly in terms of masonry building materials, colors, and mass and proportion.
- While new residential buildings may be set back from the sidewalk, setbacks should be held to a minimum, and setbacks should be consistent along a block front. New buildings should be

aligned with and “face” the street.

- Landscaping and decorative fencing should be used to maintain the “streetwall” along streets that border multi-family areas.
- Multi-family sites should be attractively landscaped, particularly front setbacks and the perimeter of parking and service areas.
- Multi-family areas should be characterized by a “residential” streetscape, whereby sidewalks, street lights, street trees, and parkway treatments reflect similar features in the adjacent neighborhoods.
- Where possible, parking to serve multi-family uses should be located inside the primary buildings; if garages are provided, they must be located behind the residential buildings and should have access via alleys or side streets.

Note on Historical Structures

While many of the guidelines and objectives focus on new construction, an emphasis should be placed on maintaining and preserving existing Uptown buildings with architectural or historical interest.

To help promote the preservation of buildings with architectural or historical interest, it is recommended that the City:

- a) Conduct a more complete inventory of existing Uptown buildings to determine specific structures that have local architectural or historical interest;
- b) Consider establishing a local historic district within the Core of Uptown to provide additional protection for key buildings; and
- c) Consider providing financial and/or technical assistance to rehabilitate, reuse or otherwise improve buildings with architectural or historical interest.

The objective should not be to preclude new development or redevelopment—which is essential to a viable and healthy downtown—but rather to encourage property owners and developers to preserve and properly rehabilitate locally significant buildings whenever possible.

Several of the Uptown building design guidelines are illustrated below. The elevation, which depicts the Main Street frontage between Prospect and Fairview Avenues, shows how existing buildings might be improved and new development might take place, consistent with the guidelines set forth in the Uptown Plan.

Improvement of Existing Buildings:

- Original building materials and architectural elements are restored and enhanced;
- Storefronts are upgraded, including more visible and accessible entrances and display windows along the sidewalk;
- Upper-floor windows are repaired and restored;

- More compatible colors are applied to window and door trim, transom panels, etc.
- Signage is improved, including more consistency in placement, color, and style;
- Colorful awnings are used to visually unify buildings within the same block; and
- False fronts, wood canopies, and other incompatible facade treatments are removed.

New Construction:

- New two-story building complements the height of nearby existing buildings;
- New building is located at the front property line to maintain the "streetwall" along Main Street;
- New building occupies the full width of the lot, with no "gaps" between buildings;

- New building is constructed of masonry materials and is characterized by earth-tone colors that complement existing structures;
- New building has a flat roof line, with decorative cornice treatment;
- Vertical bays are used to subdivide the new building to reflect the scale and proportion of traditional Uptown buildings;

- Large display windows are located on the ground floor along Main Street;
- Recessed doorways reflect traditional Uptown buildings;
- Upper-story windows reflect the windows on nearby buildings in terms of size, placement, and proportion; and
- The placement, color and style of awnings and signs complement nearby buildings.



Figure 10: **Building Design Guidelines**

Streetscapes & Open Spaces

This section presents recommendations for streetscapes, open spaces, and other design features within Uptown Park Ridge. It includes:

- a) An overview of urban design issues and objectives addressed in the Plan; and
- b) A listing of recommended projects and actions for improving and enhancing Uptown as an attractive and “hospitable” shopping, living, and leisure-time environment.

This section focuses on projects and improvements within the public rights-of-way. It complements the design recommendations related to Uptown sites and buildings presented in Section 3 of this report.

Issues and Objectives

Key urban design issues and objectives addressed in the *Uptown Plan* are highlighted below.

Image and Character. Uptown has a visual image and character very different from other commercial areas in Park Ridge. This is partly due to the size and configuration of the commercial area, the attractive streets and pedestrian amenities, the distinctive pattern of blocks and

parcels, and the presence of several attractive open space areas.

Existing urban design features are highlighted in Figure 11.

The Plan strives to accommodate continued improvement and development, while maintaining and enhancing the established urban design qualities that give Uptown its special identity.

Development Pattern. Uptown is characterized by a grid pattern of streets modified by the diagonal alignment of the Union Pacific Railroad and several diagonal street corridors.

The intersection of the grid and the diagonals has resulted in several triangular blocks which “fall away” from the six-corners intersection, the highest elevation in the area. The triangular blocks at six-corners have great visual prominence and in many ways are the focal points of Uptown.

The Plan strives to emphasize the prominence of the six-corners intersection as the heart of Uptown, and address the unique opportunities and constraints afforded by the area’s pattern of streets and blocks.

Streetscape. Existing streetscape features within Uptown include street trees, light fixtures, paving materials, and street furniture.

While attractive streetscape improvements have been undertaken in several parts of Uptown, these have been implemented incrementally and are not consistent throughout the area.

The Plan promotes a consistent “family” of streetscape facilities to be applied in various parts of Uptown, and establishes guidelines for the type, location, and placement of streetscape features within the public rights-of-way.

Pedestrian Facilities. Because of its size, scale and mixed-use character, Uptown has become a pedestrian-oriented commercial area. The primary pedestrian routes within Uptown are the sidewalks. In addition, several secondary pedestrian ways have been developed between buildings and in other locations.

However, Uptown’s pedestrian environment is compromised by the railroad corridor, heavy traffic, some unusually wide intersections, and the irregular pattern of blocks and parcels.

The Plan strives to minimize the obstacles and barriers to pedestrian circulation and further enhance Uptown as a pedestrian environment.

Open Spaces. Three public parks are located within and around Uptown. In addition, several public and institutional facilities have open space areas that add visual interest to the Uptown area, provide opportunities for relaxation and community events, and permit views and vistas across the area.

The Plan promotes the improvement of existing Uptown open spaces and the development of new parks and plazas in key locations.

It should be noted that open space, as referred to in the Plan, includes park land; plazas; paved areas for sitting or gathering; small green spaces; landscaped areas around buildings; etc. However, open space does not necessarily include all land areas without buildings. For example, open space does not include vacant land, surface parking lots, streets and sidewalks, outdoor storage areas, etc.

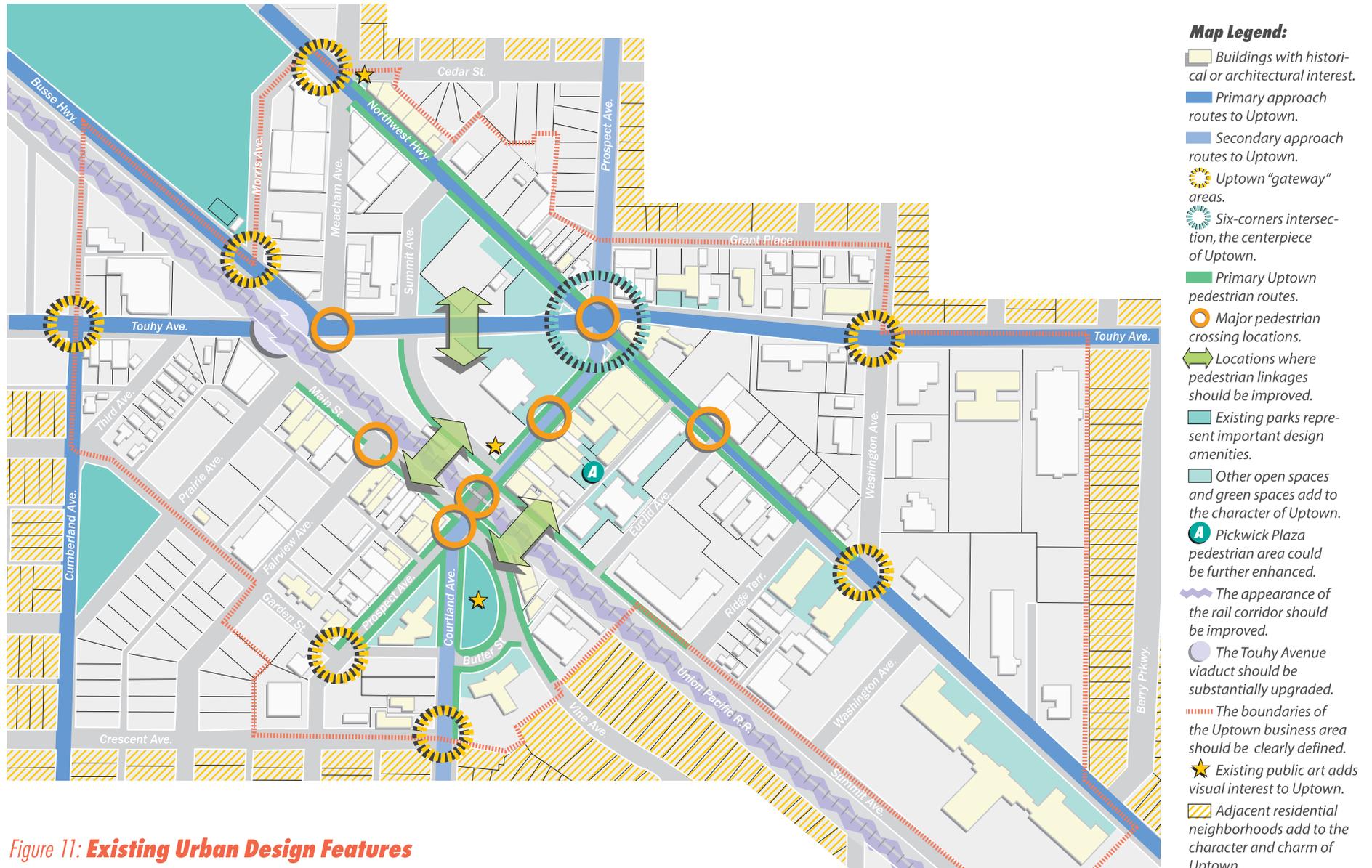


Figure 11: Existing Urban Design Features

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Railroad Facilities. Railroad facilities, including commuter parking lots, the commuter station, the viaduct, and the retaining wall along Main Street, all affect the image and character of Uptown.

The Plan strives to improve the design and appearance of the various railroad facilities in the future.

Plan Recommendations

Recommendations for urban design improvements within Uptown Park Ridge are presented below, including streetscape facilities, pedestrian amenities, open spaces, and other features.

URBAN DESIGN TREATMENT

The recommended *Urban Design Treatment* for Uptown Park Ridge is illustrated in Figures 12. Key features of the system are summarized in Table 1, which appears at the conclusion of this section.

The Urban Design Treatment provides an area-wide framework for specific improvements such as streetscapes, open spaces, pedestrian linkages, gateway features, and other urban design amenities.

The Urban Design Treatment responds to the existing context of Uptown, the development districts and target areas described in Sections 1 and 2, and the transportation corridors that pass through the

area. It reflects the different roles of Uptown streets and roadways, and strives to accommodate the needs of vehicular traffic, pedestrians, and bicyclists. It establishes treatment guidelines for streets and pedestrian routes, and describes landscape, paving materials, and lighting treatments.

The Urban Design Treatment calls for three general levels of streetscape improvements within the Uptown area, as indicated in Figure 13. These include:

- **High Aesthetic Character.** These streetscapes would be applied to Prospect Avenue, Northwest Highway, Touhy Avenue, and other heavily traveled and highly visible Uptown streets. They would consist of special modular clay and/or concrete paving units, cast iron tree grates, raised stone planters, street trees, ornamental gaslights, decorative benches, and trash receptacles.
- **Moderate Aesthetic Character.** These streetscapes would be applied to Fairview Avenue, Prairie Avenue, Euclid Avenue, and other secondary shopping and service streets. They would consist of special modular clay and/or concrete paving units used as trim elements in combination with standard concrete pavements, or

possibly exposed aggregate type pavements. Other features would include street trees, ornamental gaslights, decorative benches, and trash receptacles.

- **Basic Aesthetic Character.** These streetscapes would be applied to Washington Avenue, Courtland Avenue, Ridge Terrace, and other peripheral and transitional streets. They would consist of standard concrete pavements possibly with special jointing patterns, street trees in grass parkways, roadway lights and, in selected areas, ornamental pedestrian scale lights, and decorative trash receptacles.

Specific elements of the recommended Urban Design Treatment are described below.

Six-Corners Intersection:

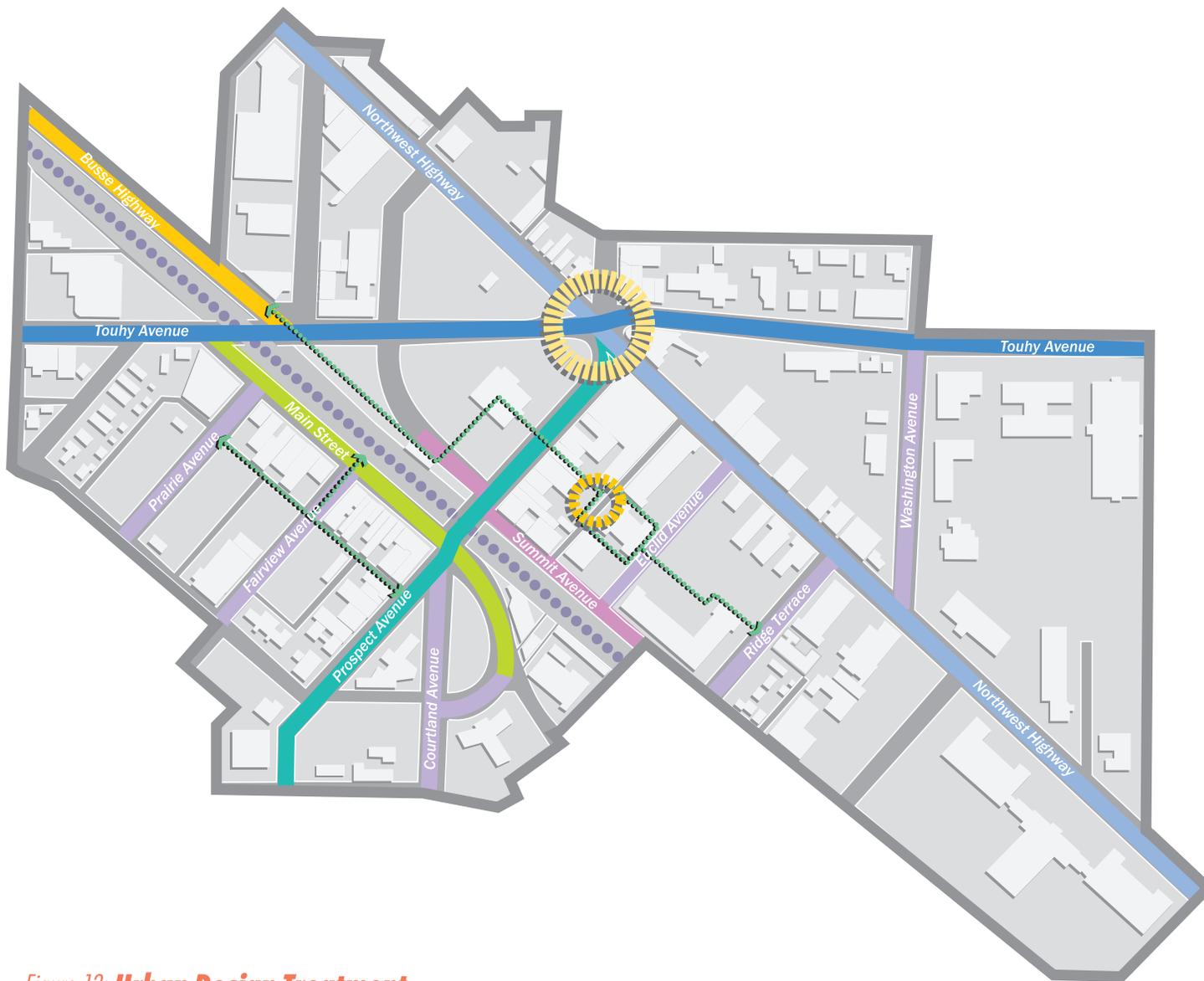
The six-corners intersection is the centerpiece of Uptown and it should receive special treatments that reflect this key role. Recommendations include:

- Provide clay-brick and/or stone-type pavers throughout the intersection, perhaps incorporating a medallion design in the center and designated pedestrian crossing areas.

- Introduce architectural elements at the intersection, such as pylons and special lighting.
- Improve pedestrian circulation through traffic signal timing, vehicular control techniques, and articulation of pedestrian crossing areas in the roadway pavement.
- Replace the planter and sign in front of the Pickwick Theater with high-quality “stone” planters, landscape, and a distinctive new pylon sign. The style of the pylon should be similar to the style used for the proposed Main Street railroad wall treatment, which is discussed later in this section.
- Maintain and enhance the park-like settings of the Library and reservoir blocks. These open spaces should be retained and enhanced, even if new mixed-use development takes place in these blocks.

Touhy Avenue:

Touhy Avenue is a major arterial street. It should have an imposing streetscape that symbolizes its important transportation status. However, it should also connect the north and south sides of Uptown and preserve the open space character at six-corners.



The **Urban Design Treatment** provides an area-wide framework for specific improvements and enhancements such as streetscapes, open spaces, pedestrian linkages and amenities, gateway features, and other special design elements.

The Urban Design Treatment responds to the existing context of Uptown, as well as future land-use and development recommendations. It establishes guidelines for key streets and pedestrian routes, and describes the preferred landscape, paving, and lighting treatments.

- Touhy Avenue
- Prospect Avenue
- Northwest Highway
- Main Street
- Busse Highway
- Summit Avenue
- Prairie, Fairview, Euclid, Ridge Terrace, and Washington Avenue
- Secondary Pedestrian Way
- ☀ Six-corners intersection
- ☀ Pickwick Plaza
- UPRR corridor

(See text for a description of the recommended design treatment along each Uptown street)

Figure 12: **Urban Design Treatment**

Uptown Plan ● City of Park Ridge, Illinois

Trkla, Pettigrew, Allen & Payne ● Land Design Collaborative ● Parsons Transportation Group ● Dale Helmich Ltd. ● August 2002



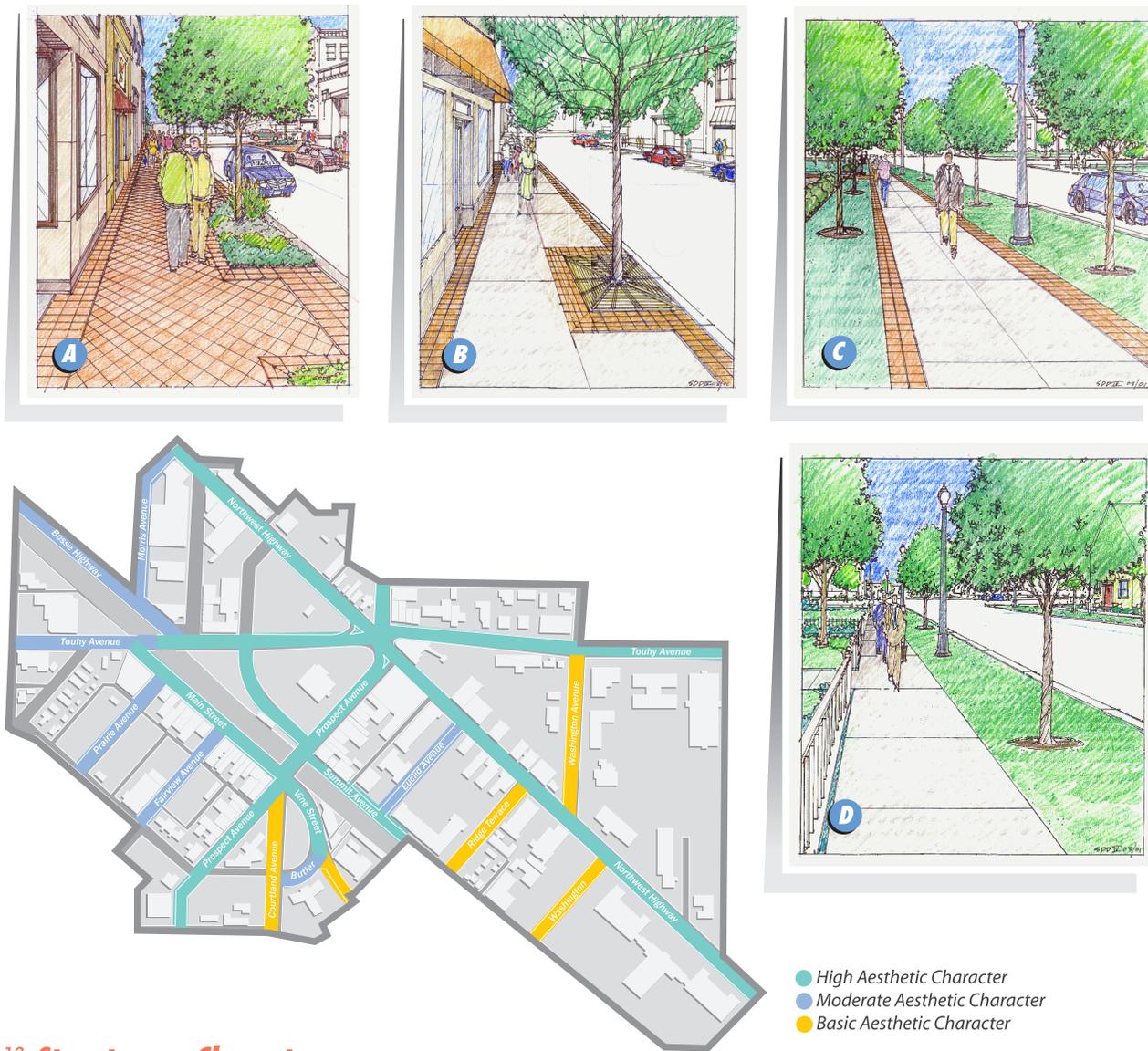


Figure 13: **Streetscape Character**

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The Urban Design Treatment calls for three general levels of streetscape improvement within the Uptown area, as indicated in the map at left.

High Aesthetic Character: These streetscapes are comprised of special modular clay and/or concrete paving units used exclusively, as shown in Sketch A: Prospect Avenue, or in combination, as shown in Sketch B: Northwest Highway. Other street features would include cast iron tree grates, raised stone planters, street trees, ornamental gaslights, decorative benches, and trash receptacles.

Moderate Aesthetic Character: These streetscapes incorporate special modular clay and/or concrete paving units used as trim elements in combination with standard concrete pavements, or possibly exposed aggregate type pavements, as illustrated in the Sketch C: Touhy Avenue. Other street features would include street trees, ornamental gaslights, decorative benches, and trash receptacles.

Basic Aesthetic Character: These streetscapes consist of standard concrete pavements possibly with special jointing patterns, as illustrated in Sketch D: South Prairie Avenue. Other street features would include street trees in grass parkways, roadway lights and, in select areas, ornamental pedestrian scale lights and decorative trash receptacles.

Recommendations for Touhy Avenue include:

- Develop a formal row of street trees leading to six-corners from Washington Avenue. This treatment should also extend from Cumberland Avenue east to the UPRR viaduct.
- Between the UPRR viaduct and the six-corners intersection, the formal character of the street tree treatment should be modified to accommodate the informal landscape of the adjacent open spaces, while still reflecting the formal streetscape of the roadway.
- Lighting along Touhy Avenue should be auto-oriented and roadway in scale, but should not exceed 20 to 25 feet in height. Ornamental gaslight fixtures could be used in the open space areas as supplemental lighting.
- Ensure that sidewalks meet accessibility standards. Increase sidewalk width east of six-corners along the Bank One property by redesigning the bank's landscape and possibly narrowing the road pavement.
- Sidewalk treatments should be high-quality pavements, such as clay-brick and/or precast custom concrete or stone panels used as

accents and on blocks adjacent to new development.

- Enhance pedestrian crosswalks with special pylons, vehicular barriers, and roadway paving materials.

Prospect Avenue:

Prospect is an important pedestrian street between six-corners and Crescent Avenue. Recommendations include:

- Streetscape elements should be of the highest quality, possibly including stone-type planters with special ornamental inserts, special clay-brick pavers, and stone paving accents from building to curb.
- Landscape should include uniform street trees selected for their displays in all four seasons. Seasonal flowers and shrubs should be selected for displays of flowers and fall/winter color. This treatment should be consistent on both the north and south sides of the railroad crossing.
- Ornamental gaslights should be retained along Prospect Avenue.

Northwest Highway:

Between Morris Avenue and Washington Avenue, Northwest Highway should be enhanced as a pedestrian shopping street with continuous commercial frontage. It should ac-

commodate both pedestrian and vehicular traffic. Recommendations include:

- Streetscape treatment should be comprised of regular spaced street trees in grates and sidewalks of clay-type paving matching Prospect Avenue. As an alternative, standard concrete sidewalks could be trimmed with the brick-type pavers used on Prospect Avenue.
- Roadway lighting should be combined with ornamental pedestrian-scale lights. The existing gaslights should be considered for use along Northwest Highway.

Main Street:

The segment of Main Street between Prospect and Touhy Avenues has unique potential because of its location along the wall of the railroad corridor. Recommendations include:

- Streetscape treatment should be similar to that recommended for Prospect Avenue, with gaslights, special paving and landscape. As an alternative, standard concrete sidewalks could be trimmed with the brick-type pavers used on Prospect Avenue.
- Improvements to the railroad wall should include entry icons placed at Prospect Avenue and

Touhy Avenue. A formal stairway for commuters should be provided at Fairview Avenue. At the ends of the wall at Prospect Avenue and Touhy Avenue, the character and elements of the stairway should be repeated to designate this as a special pedestrian area and crossing, as illustrated later in this section.

Busse Highway:

The portion of Busse Highway that extends northwest along the UPRR right-of-way should be improved with a basic streetscape treatment. Recommendations include:

- Roadway lights should provide lighting for vehicles and pedestrians. However, special features and/or pedestrian-scale lighting should be considered to complement new development in Target Area 2, particularly on the east side of the street.
- The UPRR embankment should be landscaped with native grasses and flowers which will reduce maintenance and improve the appearance of the corridor.

Summit Avenue:

The portion of Summit Avenue between Prospect and Ridge Terrace (and potentially east to Washington Avenue) should be developed in a character to match the Uptown

streetscapes of Prospect and Main Street.

Street trees and special pedestrian pavements should be provided with gaslights between Prospect and Euclid Avenues and between Prospect and the Metra Station. If the Library block is redeveloped in the future, improvements should be extended west to Touhy Avenue.

Other Uptown Streets:

Prairie Avenue, Fairview Avenue, Euclid Avenue, Ridge Terrace, Washington Avenue, Courtland Avenue, and Butler Street should be developed with more standard streetscape amenities. Roadway lighting, street trees, grass parkways, and standard sidewalks, possibly with clay-brick trim, should be considered in these locations.

Pickwick Plaza:

While Pickwick Plaza is not an active pedestrian area, it does accommodate special activities and functions as a respite for pedestrians. Recommendations include:

- In areas where pedestrians are intended to walk and congregate, replace the existing decorative pavements with treatments that match those on Prospect Avenue.

- Improve landscaping and lighting by adding seasonal flower plantings and relocating the pedestrian lights.
- Consider introducing a special design feature, such as a sculpture or decorative fountain, to provide a focal point for the plaza.

Secondary Pedestrian Systems:

Secondary pedestrian ways include routes that are not along sidewalks or in street rights-of-way. They include “short cuts” that people take to reach their destinations.

There are two routes in Uptown that could be considered secondary pedestrian ways:

- a) The first route links the Library block with Pickwick Plaza. This pedestrian way crosses Prospect Avenue midway between Northwest Highway and Summit Avenue, and then passes through an arcade between commercial buildings to the plaza. At the plaza, the pedestrian way connects with the alley to provide linkages to Summit Mall and to the sidewalks along Northwest Highway and Summit Avenue. This portion of the pedestrian way should be upgraded with plaza improvements and more clearly defined mid-block walk-

ways to both Summit Avenue and Northwest Highway.

In addition, pedestrians can continue west of the Library through the parking lot to the commuter station platform. At this point, they can then cross the tracks to Fairview Avenue, or continue along the platform over the viaduct across Touhy Avenue to Busse Highway

- b) The second route, which is not as clearly defined, provides pedestrian access along the alley at the rear of buildings on Main Street between Prospect and Touhy Avenues. This alley connects the core of Uptown to destinations and parking lots south of the railroad. The addition of decorative pavements, landscape, banners, and lights would reinforce the pedestrian use of this alley.

These two secondary pedestrian ways should be “formalized” and more clearly defined by installing walkways, lighting, and other amenities.

As new development takes place within Uptown, opportunities for additional secondary pedestrian walkway systems should be explored.

Railroad Facilities:

The Union Pacific Railroad (UPRR) has various “faces” within the Uptown area. Along the north side, near the station, the corridor is urban in character. Along Main Street, it has a “service alley” character. As it moves northwest and southeast of Uptown, the appearance of the railroad embankment becomes unkempt.

Recommendations include:

- Maintain the station drop-off function at Summit Avenue, and enhance the character of the streetscape to match Prospect Avenue.
- Enhance the Main Street railroad wall as described previously.
- Improve the Prospect Avenue crossing to allow easier pedestrian access to the north and south sides of the tracks. Consider widening the pedestrian areas and using architectural elements such as pylons to designate the crossing.
- Enhance the Touhy Avenue viaduct and pedestrian stairway as a complement to the stairway at the Main Street entry. A new viaduct treatment on Touhy Avenue should become a strong architectural element and an icon for Uptown.

- Redesign of the viaduct should retain its traditional scale and character, and enhance the drama of entering the Uptown area. Vehicular and pedestrian access can be improved without sacrificing this important entry-way experience.
- Landscape the railroad right-of-way and embankments with low maintenance plantings of native grasses and flowers. Consider a higher level of landscape treatment in the core of Uptown, particularly near the station and viaduct.

Materials and Other Features:

Recommended guidelines for streetscape materials and other features are presented below.

Materials. Materials used for street-scape improvements should be representative of the history and character of Uptown Park Ridge. Although cast stone products, concrete pavements, and cast aluminum products could be acceptable if carefully chosen, the preferred materials are natural clay products, terra cotta, native stone, or similar natural materials.

Landscaping. Landscaping should be tailored to a specific location and purpose.

According to the *Uptown Visual Preferences Survey*, the use of landscaping to screen objectionable views is preferred over fencing and other structural devices. Plantings should be natural in form, with informal beds of plants used to block or focus views.

Street trees should be selected based on species, form, and planting size. Larger caliper trees should be installed on key streets and corridors and to match established tree plantings.

Lighting. Lighting has a significant impact on the daytime character and nighttime charm of a downtown area. While safe levels of lighting must be provided in all vehicular and pedestrian areas, particular attention should be given to places where people and vehicles are in conflict.

To be in scale with Uptown buildings, roadway lighting should be a maximum of 20 to 25 feet in height. While the style of roadway fixtures should be conservative in character and visually unobtrusive, Touhy Avenue might have a more distinctive light fixture to distinguish its importance.

Other lighting in the Uptown area should consist of the traditional gaslight fixture in highly active pedestrian areas. A new pedestrian-scale fixture of less distinctive character should be considered along secondary sidewalks, open spaces and pedestrian ways.

Pylons and pylon lights should be used for ornamental purposes and not for illumination purposes. The pylon lights would be guideposts only, with decorative light panes such as blue or amber, glowing with color.

Other Urban Design Features:

Other urban design features should be compatible with the architecture, history, and traditional character of the Uptown area. Familiar Uptown images should be adapted to provide imagery for special features.

For example, the sketches in Figure 14 indicate how a number of Uptown “icons” might be adapted to special urban design features. However, it should be emphasized that these sketches are for illustrative purposes only. They include:

- a) A staircase treatment at Fairview Avenue and Main Street;
- b) A pylon and street sign study; and

- c) Planters and directory kiosks.

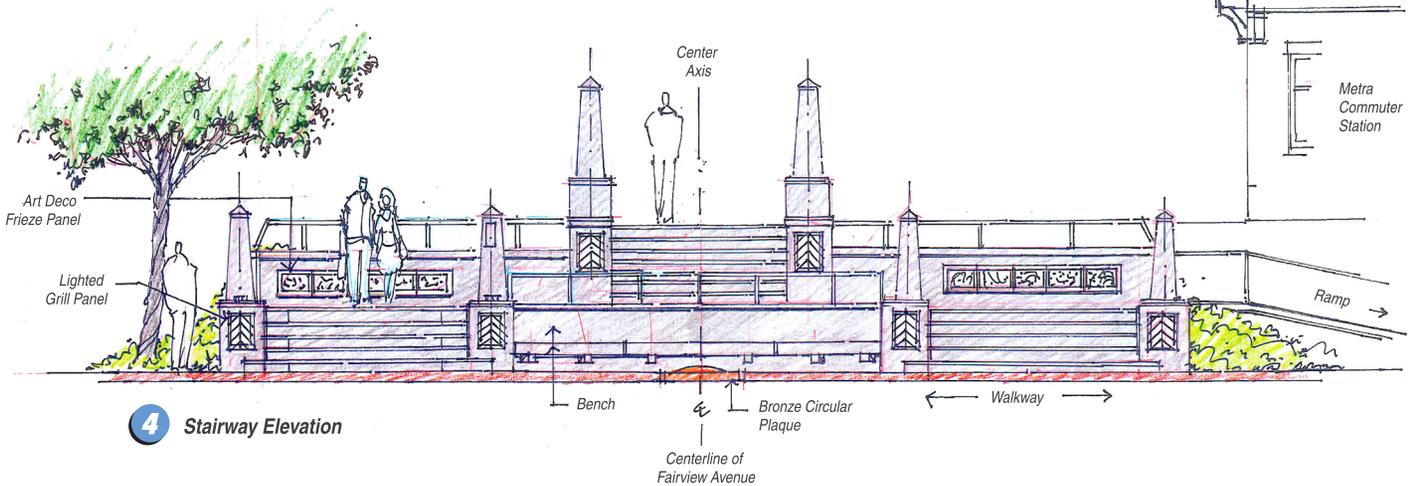
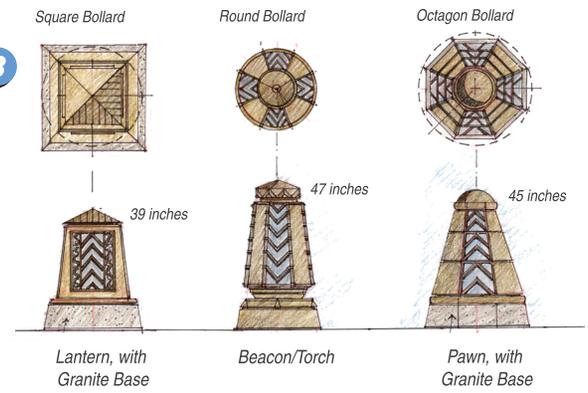
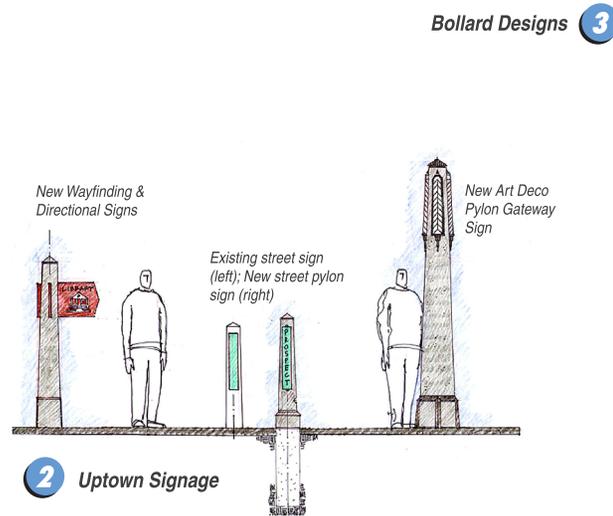
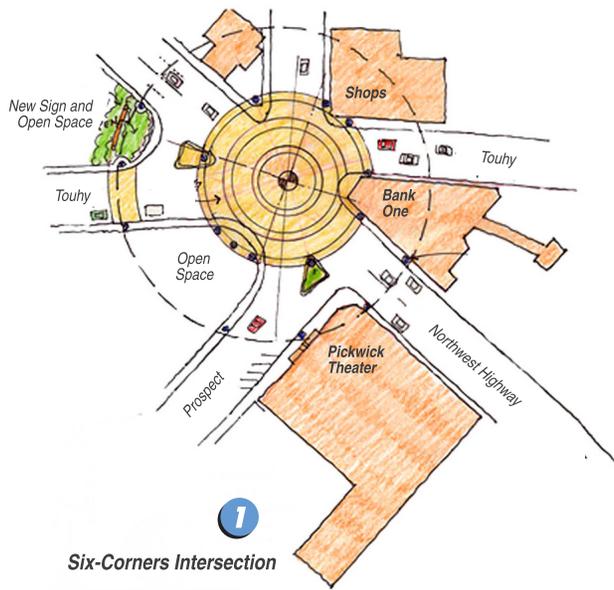
The sources for these sketches are Uptown’s traditional street sign pylons, the Pickwick Theater, and terra cotta detailing on traditional Uptown buildings.

The sketches portray one way that a “family of furnishings” might be developed, based on historical features in the Park Ridge community. However, other design styles could also be developed with equal aesthetic validity.

For example, the decorative paving concepts employ a combination of brick-type unit pavers, decorative concrete pavers, and standard concrete sidewalks.

As an alternative, a standard brick-type paver could be consistently used throughout the Uptown area. The same paver could be used on the walks that radiate outward from the proposed brick paved six-corners intersection, including those along Touhy and Prospect Avenues and Northwest Highway.

Establishing and refining the precise style and theme for Uptown urban design features should be explored in more detail as a follow-up to the Uptown planning study.



The sketches on this page illustrate how several traditional Uptown “icons” might be adapted to various urban design and streetscape features, including:

- 1** - Enhancement of the six-corners intersection;
- 2** - Uptown pylons and street signs;
- 3** - Alternative bollard designs;
- 4** - Staircase design treatment at Fairview Avenue and Main Street.

It should be emphasized that these sketches are for illustrative purposes only, and are not intended to represent final design solutions

Figure 14: Urban Design Vignettes

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Table 1: **Recommended Urban Design Treatment:** Uptown Park Ridge, Illinois

STREET LOCATION	TREE SIZE	TREE TYPE	LANDSCAPE TREATMENT	LIGHT FIXTURES	SPECIAL PAVING and FURNITURE	RECOMMENDED CHARACTER
Touhy Avenue:						
East of Prospect Avenue	6" Caliper	Ash, Maple, or similar	Street trees, turf, shrubs and flowers, possibly shared on private property	Roadway with gaslights at Bank	Special decorative sidewalk paving	High level of aesthetic character, high-quality features, paving, large street trees and gaslights at bank with ornamental roadway lights. Widen walk at back of curb.
Between Prospect Avenue and the Railroad	6" Caliper	Ash, Maple, or similar	Street and park trees and turf	Ornamental roadway with gaslights in open space	Special decorative sidewalk paving	High level of aesthetic character. Retain open space as major contribution to character of core area. Plant large street trees; consider mixed species and locate to complement park character.
Between the Railroad and Cumberland Avenue	4-6" Caliper	Ash, Maple, or similar	Trees, turf, shrubs and flowers, possibly shared on private property	Roadway	Standard sidewalk accented with decorative sidewalk paving	Moderate level of aesthetic character. Sidewalk alignment and width should be made uniform and provide alignment for trees and lights to strengthen the image of the corridor.
Prospect Avenue:						
Between Touhy Avenue and Grant Place	4-6" Caliper	Linden, Pear or similar	Street trees, turf, shrubs and flowers, planters	Ornamental gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character, high-quality features, paving, large street trees and gaslights with ornamental roadway lights.
Between Touhy Avenue and the Railroad	4-6" Caliper	Linden, Pear or similar	Street trees, and flowers, planters, turf, shrubs west side	Ornamental gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character, high-quality features, paving, large street trees and gaslights and raised stone planters.
Between the Railroad and Crescent Avenue	4-6" Caliper	Ash, Maple, or similar	Street trees grass parkways on east side Trees, turf, shrubs and flowers with planters on west side	Roadway with gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character, high-quality features, street furniture, paving, large street trees and gaslights west side. East side should be park like; at church more moderate treatment. West sidewalks wide south of alley due to building set back will accept special furniture, planters, etc.
Northwest Highway:						
Between Touhy Avenue and Morris Avenue	4-6" Caliper	Ash, Maple, or similar	Park trees and turf and grass parkway on west side Street trees, flowers, planters on east side	Roadway with gaslights both sides	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character on north/south side commercial block faces, trees and lights. South side should have park and open space landscape character. North sidewalk width should allow for special furniture, planters, etc.

STREET LOCATION	TREE SIZE	TREE TYPE	LANDSCAPE TREATMENT	LIGHT FIXTURES	SPECIAL PAVING and FURNITURE	RECOMMENDED CHARACTER
NW Highway (continued)						
Between Touhy Avenue and Washington Avenue	4-6" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway with gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character, high-quality features, street furniture, paving, large street trees and gaslights. Promote coordinated landscape treatments on adjacent property.
Washington Avenue:						
Between Touhy Avenue and Northwest Highway	4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway	Standard sidewalk accented with decorative sidewalk paving	Basic level of aesthetic character with parkway trees in grass parkway. Promote coordinated landscape treatments on private business frontages.
Between Summit Avenue and Northwest Highway	3-4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway	Standard sidewalk accented with decorative sidewalk paving, particularly at corners	Basic level of aesthetic character with parkway trees in grass parkway. Promote coordinated attractive landscape treatments on private frontages.
Summit Avenue:						
Between Prospect Avenue and Ridge Terrace	4" Caliper	Ash, Locust, Linden, or similar	Street trees in grates and flowers	Roadway with gaslights	Standard sidewalk accented with decorative sidewalk paving	High level of aesthetic character, high-quality features, street furniture, paving, large street trees, and gaslights.
Between Prospect Avenue and Touhy Avenue	4" Caliper	Ash, Locust, Linden, or similar	Street trees and flowers, use of planters and plant beds, turf, shrubs	Roadway with gaslights	Standard sidewalk accented with decorative sidewalk paving	High level of aesthetic character, high-quality features, street furniture, paving, large street trees, and gaslights. Promote attractive parking lot screening and station park landscape.
Busse Highway:						
Northwest of Touhy Avenue	3-4" Caliper	Ash, Maple, or similar	Street trees with native railroad embankment plantings	Roadway	Standard sidewalk accented with decorative sidewalk paving	Moderate level of aesthetic character and features, standard paving, street trees, and roadway lights. Promote attractive landscape on embankment and along park on north side.
Morris Avenue:						
Between Touhy Avenue and Northwest Highway	3-4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway	Standard sidewalk accented with decorative sidewalk paving	Moderate level of aesthetic character and features, street furniture, paving, large street trees, and gaslights.

STREET LOCATION	TREE SIZE	TREE TYPE	LANDSCAPE TREATMENT	LIGHT FIXTURES	SPECIAL PAVING and FURNITURE	RECOMMENDED CHARACTER
Main Street:						
Between Prospect Avenue and Touhy Avenue	4" Caliper	Ash, Locust, Linden, or similar	Street trees and special decorative planters along Railroad wall	Roadway with gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character, high-quality features, street furniture, paving, large street trees, and gaslights south side. Redesign retaining wall treatment at railroad to provide stairs to mid-track crossing.
Vine Street:						
Between Prospect Avenue and City Hall	4" Caliper	Ash, Locust, Linden, or similar	Park trees, turf and grass parkway on west side Street trees in grates on east side	Roadway with gaslights	Special decorative sidewalk paving, ornamental street furniture	High level of aesthetic character on north side, with trees and lights. South side should have park and open space character.
Southeast of Butler Street	4" Caliper	Ash, Locust, Maple, or similar	Street trees and grass parkways	Roadway	Standard sidewalk accented with decorative sidewalk paving near Butler Street crosswalks	Basic level of aesthetic character, residential streetscape character with grass parkways and standard concrete walks.
Fairview Avenue:						
Between Main Street and Garden Street	3-4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway, but possible new pedestrian scale light alternate to gaslight	Standard sidewalk accented with decorative sidewalk paving, particularly at corners	Moderate level of aesthetic character with parkway trees in grass parkway. Promote coordinated attractive landscape treatments on private business frontages.
Prairie Avenue:						
Between Main Street and Garden Street	3-4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway, but possible new pedestrian scale light alternate to gaslight	Standard sidewalk accented with decorative sidewalk paving, particularly at corners	Moderate level of aesthetic character with parkway trees in grass parkway. Promote coordinated attractive landscape treatments on private business frontages.
Courtland Avenue:						
Between Prospect Avenue and Crescent Avenue	3-4" Caliper	Ash, Maple, or similar	Street trees, grass parkways	Roadway with gaslights	Standard sidewalk accented with decorative sidewalk paving, particularly at corners	Basic level of aesthetic character with parkway trees in grass parkway. Promote coordinated attractive landscape treatments on park frontages.

STREET LOCATION	TREE SIZE	TREE TYPE	LANDSCAPE TREATMENT	LIGHT FIXTURES	SPECIAL PAVING and FURNITURE	RECOMMENDED CHARACTER
Butler Street:						
<i>Between Vine Avenue and Courtland Avenue</i>	<i>3-4" Caliper</i>	<i>Ash, Maple, or similar</i>	<i>Park-like landscape on west side and at City Hall</i>	<i>Roadway with gaslights</i>	<i>Standard sidewalk accented with decorative sidewalk paving, particularly at corners and in front of City Hall</i>	<i>Moderate level of aesthetic character with trees in lawn areas. Promote coordinated attractive landscape treatments in park and City Hall front yard area.</i>
Euclid Avenue:						
<i>Between Summit Avenue and Northwest Highway</i>	<i>3-4" Caliper</i>	<i>Ash, Maple, or similar</i>	<i>Street trees, grass parkways</i>	<i>Roadway</i>	<i>Standard sidewalk accented with decorative sidewalk paving, particularly at corners</i>	<i>Moderate level of aesthetic character with parkway trees in grass parkway. Promote coordinated and attractive landscape treatments on private frontages.</i>
Ridge Terrace:						
<i>Between Summit Avenue and Northwest Highway</i>	<i>3-4" Caliper</i>	<i>Ash, Maple, or similar</i>	<i>Street trees, grass parkways</i>	<i>Roadway</i>	<i>Standard sidewalk accented with decorative sidewalk paving, particularly at corners</i>	<i>Basic level of aesthetic character with parkway trees in grass parkway. Promote coordinated attractive landscape treatments on private frontages.</i>

Traffic and Parking

This section presents traffic and parking recommendations for Uptown Park Ridge. It includes a brief overview of existing conditions followed by recommendations regarding:

- a) Improving vehicular access and circulation;
- b) Enhancing transit and pedestrian circulation;
- c) Providing adequate on-and off-street parking;
- d) Minimizing traffic and parking encroachment in adjacent neighborhoods; and
- e) Establishing more effective “wayfinding” within Uptown.

Existing Conditions

Existing traffic and parking conditions within the Uptown Study Area are summarized below. Key features are highlighted in Figure 15.

Access and Circulation:

Uptown Park Ridge is served by an established grid pattern of streets that is modified by the presence of the Union Pacific Railroad and several diagonal streets.

The existing street system includes arterial, collector and local streets that provide access to Uptown from the surrounding City and region, and accommodate the movement of vehicles and pedestrians within and through the area. Uptown is also served by Metra commuter rail and several Pace and CTA bus routes.

Street system. Uptown is located at the junction of several major streets, including Touhy Avenue, Northwest Highway, Busse Highway, and Cumberland Avenue. The Illinois Department of Transportation (IDOT) has jurisdiction over Touhy, Busse and Northwest Highway, all of which are classified as arterial streets. Cumberland Avenue south of Touhy is also classified as an arterial. Prospect, Meacham, Courtland, Garden and Washington Avenues are under City jurisdiction and are classified as collector streets.

Traffic volumes within Uptown have not increased significantly in recent years, and have, in fact, decreased slightly during some years. The limited traffic growth is due in part to the fact that Park Ridge is a mature community and few major

land-use changes have occurred in the recent past. Another contributing factor is the limited continuity of the street system, particularly the north-south streets. Several streets, such as Cumberland Avenue, end or are downsized as they approach the Uptown area, and many motorists find alternative paths through the community to avoid congestion in the Study Area.

While traffic congestion within Uptown is most affected by through traffic movements, some congestion is due to the activity generated by local restaurants and retail establishments, nearby employment facilities, and church and school functions.

The volume of traffic that passes through Uptown is also affected by the characteristics and operational conditions of Touhy Avenue before it reaches the “six-corners” intersection at Prospect and Northwest Highway. Touhy Avenue is restricted east of six-corners by a two-lane cross-section and some on-street parking. To the west, traffic signals at Cumberland and Meacham Avenues limit the volume of through traffic. The lack of turn lanes on some approaches and

protected-turn arrows also contribute to the congestion.

Other factors that complicate traffic circulation within Uptown include narrow street cross-sections, angular streets and irregular intersections, the surge effect of traffic exiting parking areas, and the presence of the railroad corridor.

Union Pacific Railroad. The Union Pacific Railroad (UPRR) traverses the Uptown area with a grade-separated crossing at Touhy Avenue and an at-grade crossing at Prospect Avenue. The rail corridor is a three-track system that accommodates both local and express service through Uptown.

The at-grade crossing at Prospect Avenue causes traffic delays and contributes to the poor traffic operations at the six-corners intersection. The limited number of rail crossings makes travel difficult during peak periods.

The existing UPRR viaduct over Touhy Avenue is in poor condition, and its narrow width limits the number of traffic lanes that can be provided. In addition, the underpass is not “hospitable” for pedestrians or bicyclists.



Figure 15: Existing Transportation System

Uptown Plan • City of Park Ridge, Illinois



Trkla, Pettigrew, Allen & Payne • Land Design Collaborative • Parsons Transportation Group • Dale Helmich Ltd. • August 2002

Metra has a long-range improvement plan for the viaduct and the City is currently seeking approval to upgrade lighting under the bridge.

Transit service. Metra's Union Pacific Northwest Line provides commuter rail service to and from Downtown Chicago. The commuter station is located north of the tracks, just west of Prospect Avenue. Bus service is provided by both Pace and the Chicago Transit Authority (CTA).

Pedestrian circulation. While Uptown is a pedestrian-oriented area, high-volume intersections, the presence of the railroad corridor, and significant through traffic make some streets difficult for pedestrians to cross. The lack of pedestrian crossing lights at several key intersections contributes to pedestrian discomfort in some locations.

Bicycle facilities. Bicycle facilities within Uptown are quite limited. Some bicycle parking is provided near the library and at the commuter station, but there are no designated bike trails or lanes and few other bicycle parking facilities.

Parking:

Adequate and convenient parking is essential to the success of Uptown. Parking enables access to stores and businesses by customers that drive, and accommodates em-

ployees who do not have access to transit.

Uptown is served by a system of public and private off-street parking lots and on-street parking spaces. Key features of the existing system are illustrated in Figure 16.

Parking supply. The Uptown area is served by over 3,000 parking spaces. This includes on-street and off-street facilities that accommodate visitors, business patrons, employees, residents, and commuters.

Parking occupancy patterns suggest that Uptown does not have a significant parking shortage, but that it may have a parking distribution problem. This may be attributable to the location of some parking areas, their accessibility at night, and the lack of convenient pedestrian linkages between parking lots and key Uptown destinations.

Regulation and control. The existing Uptown parking system is relatively complex and has been extensively managed over the years to tailor parking regulations to meet community needs and desires. The City currently has 11 different off-street regulations (not including the various permit types), and more than 20 on-street regulations. Some regulations pertain to only a handful of spaces.

In addition, the City's "zone parking" system divides the Uptown Core into two zones. People are not allowed to park for more than two hours per day in designated 2-hour spaces in each zone. This system is designed to reduce the number of employees who use close-in parking spaces.

The multiple regulations and the parking zone system can be quite confusing to patrons, particularly infrequent visitors to Uptown.

Parking occupancy. Field investigations were conducted to observe parking patterns in the Uptown area. While parking areas were not typically full as a whole, some areas appeared to have parking shortages.

The Uptown Lot and the lot at the Summit Mall were generally full during the lunch, early afternoon, and evening hours. The commuter lots and on-street spaces were occupied during the day, but were nearly empty at night. Main Street had unused parking spaces during the day, but the western end was full near the restaurant during the evening. Very few vehicles were ever seen parking in the SBC/ Ameritech lot on the northwest side of Prairie Avenue.

Design and appearance. Because parking lots are so numerous and so prominent, their design and appearance are quite important. While some parking lots in Uptown are attractively edged with landscaping or decorative fencing, other lots are not.

A few parking lots are located along Uptown's primary shopping streets; these lots interrupt the "streetwall" effect created by the building facades and also weaken the continuity of the shopping experience.

Most on-street parking is parallel parking, which provides a buffer between the pedestrian and vehicular traffic. Angled parking also exists along a few streets, including Prospect Avenue and Main Street.

Issues and Objectives

The key traffic and parking issues and objectives addressed in the *Uptown Plan* are highlighted below.

Traffic congestion. The Plan strives to manage traffic circulation along Uptown streets in order to minimize traffic congestion. Although it may not be possible to completely eliminate congestion, it should be possible to reduce congestion at key locations and prevent congestion from increasing as new development takes place.

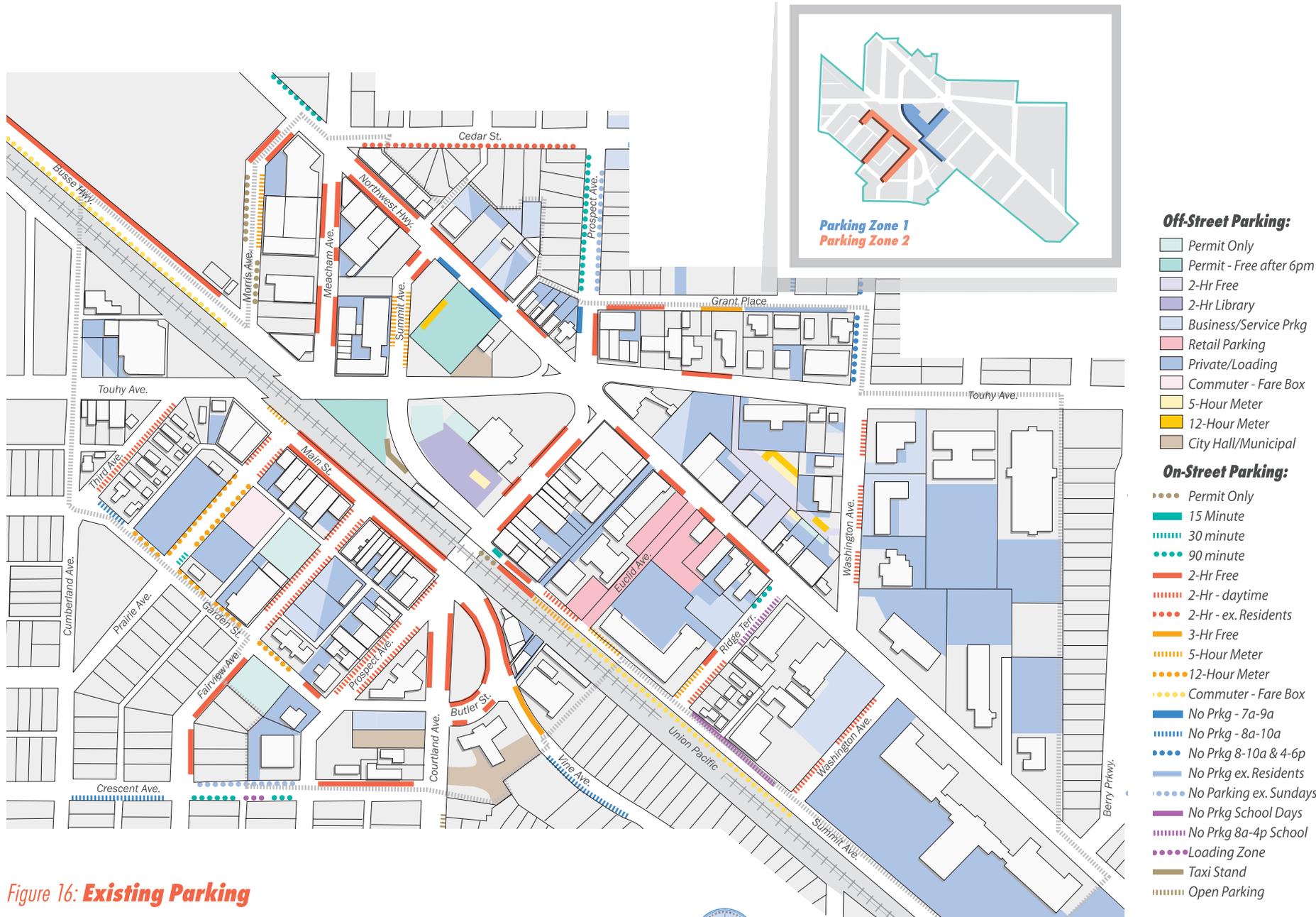


Figure 16: Existing Parking



Regional and through traffic. The Plan strives to accommodate necessary regional traffic movements through the Uptown area, while diverting some through-traffic away from or around the area. The Plan addresses alternative north-south regional routes and options for east-west regional traffic.

Speed of traffic. The Plan suggests a system of traffic progression and appropriately spaced traffic controls and access drives that will promote slower, more constant traffic speeds along Uptown streets, particularly Touhy Avenue.

Site access. The Plan promotes adequate site access for all new and existing developments, without compromising traffic operations or conflicting with Uptown's pedestrian orientation.

Pedestrian circulation. The Plan strives to provide safe and convenient pedestrian controls and well-marked pedestrian crossings, and to minimize pedestrian/vehicle conflicts, particularly near the "six-corners" intersection.

Point and area parking. Most residents and users of Uptown perceive a parking shortage. The issue appears to be a shortage of "point" parking in key locations rather than an overall parking shortage.

"Point" parking spaces are spaces that are provided at the demand location. They include on-street and off-street spaces adjacent to the destination.

"Area" parking entails off-street lots and some on-street spaces located within a convenient walking distance of the destination. Area parking lots and garages are often designated for employees, commuters and other long-term users. The Plan promotes a balance between point and area parking within the Uptown area.

Distribution of parking spaces. The Plan promotes the relocation of parking facilities to serve certain users—such as commuters—in order to provide a better distribution of parking throughout the Uptown area.

Parking management and control. The Plan promotes a simplified system of managing and controlling on- and off-street parking that will be more easily understood by motorists and pedestrians.

Parking structures. The Plan recommends several strategically located parking structures in order to serve existing and future uses, and to conserve land areas for new commercial, residential and mixed-use development.

Impact on adjacent neighborhoods. The Plan strives to improve Uptown traffic flow while also protecting adjacent neighborhoods. Adequate capacity at key intersections and parking facilities will discourage motorists from looking for alternatives in the adjacent neighborhoods.

Wayfinding. Signage and "wayfinding" are important components of the Uptown access and circulation system. These features can help motorists, pedestrians, and bicyclists find the Uptown area, available parking facilities, and major activity areas and destinations. The Plan promotes improved signage and wayfinding in order to reduce congestion and promote multi-purpose trips within the Uptown area.

Plan Recommendations

This section presents recommendations for improving access and circulation and parking within and around Uptown Park Ridge.

It includes long-term strategies for addressing issues and concerns, as well as short-term solutions to current problems.

Several recommended projects and actions are highlighted in Figure 17.

Access and Circulation:

Several projects and actions should be considered to improve access and circulation within the Uptown area. Some of these options could be combined in various ways, depending on community preferences and opportunities for new development and redevelopment.

Recommendations include:

- **Cumberland Avenue extension under the Union Pacific Railroad (UPRR).** To address the issue of north-south connectivity, Cumberland Avenue should be extended to the north under the tracks to connect with Busse Highway. This project would require changing the vertical elevation of Busse Highway and Cumberland Avenue in the vicinity of the proposed connection to facilitate the new roadway under the tracks.

This project would allow traffic traveling north to use Cumberland to access Busse and avoid using Touhy Avenue. This would reduce through traffic and turning movements on Touhy at both Busse and Meacham, and would allow more signal time to accommodate pedestrians.

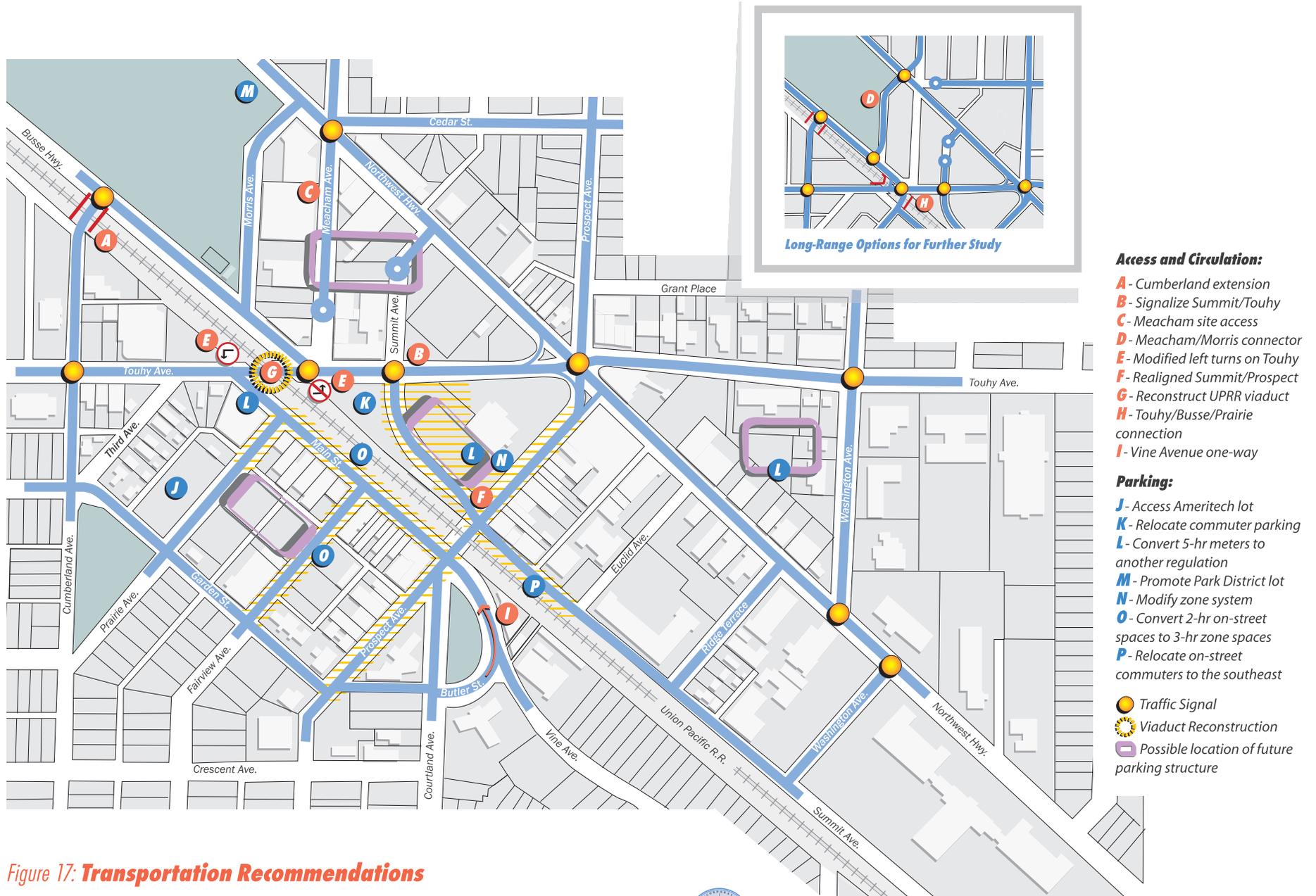


Figure 17: **Transportation Recommendations**



- **Summit, Meacham and Morris Avenues.** The *Uptown Plan* designates the area bounded by Touhy Avenue, Northwest Highway and Morris Avenue (Target Area 2) as a top-priority redevelopment site. The Plan recommends that much of this area be assembled and combined to allow for coordinated new development. If this larger area is redeveloped, the Plan recommends that both Summit and Meacham be closed to through traffic north of Touhy Avenue.

The final development plan for Target Area 2 will ultimately define the future roles of Summit, Meacham and Morris Avenues north of Touhy. In addition, future decisions regarding the Library Block (Target Area 1) will affect Summit Avenue south of Touhy.

However, because of the close proximity of these streets and the impact of the three intersections on traffic operations along Touhy Avenue, it is recommended that at least one of these streets be closed at Touhy Avenue.

- a) **Summit/Touhy Intersection.** Consideration should be given to vacating at least a portion of Summit Avenue between Northwest Highway and Touhy Avenue. Several connection options could be developed to provide access to properties north of Touhy. If the Library Block is redeveloped, a new access road would likely be provided south of Touhy as well.

- b) **Summit Avenue Pedestrian-Only Crossing.** If vehicular access is not maintained along Summit Avenue, a Touhy/Summit traffic signal should be installed to provide for pedestrian movements only. The signal would be activated when pedestrians were present and provide a controlled, at-grade solution to crossing Touhy Avenue.

- c) **Meacham Access.** As a part of future redevelopment of Target Area 2, it is recommended that Meacham Avenue be closed at Touhy Avenue. If site access is required along Meacham in the future, it should be provided from Northwest Highway.

- d) **Meacham/Morris Connector.** If Meacham Avenue is vacated and the Bredemann and Napelton Cadillac sites are redeveloped, the City should consider relocating the existing Meacham/Northwest Highway intersection to connect with Morris Avenue. Morris would then be reconfigured as a two-lane, two-way street with parking along both sides. At its terminus with Busse Highway, a new traffic signal would be installed. The traffic signals would be coordinated into a single system.

This project would “buffer” traffic on Morris from Hinkley Park and the new residential development recommended for this area. It would also: a) allow for consolidation of the properties along Meacham Avenue, b) eliminate an inefficient connection with Touhy Avenue, and c) provide better site access from the adjacent streets.

These improvements should be considered even if large-scale redevelopment does not take place in Target Area 2.

- **Modified left turns at Touhy-Busse-Main.** The configuration of the Busse Highway and Main Street intersections at Touhy Avenue, together with the presence of the railroad overpass, do not allow for left turns to be made onto both streets. Therefore, left turns are allowed at Busse, but not at Main Street.

If the Cumberland Avenue extension is developed as previously recommended, the City should consider diverting the left turns that currently occur at Busse Highway to the Cumberland intersection. Touhy Avenue would then be modified to permit a westbound left-turn lane onto Main Street during off-peak periods. This project would provide improved access to the Main Street commercial area and divert some traffic away from the six-corners intersection.

- **Realignment of Prospect-Summit intersection.** The intersection of Summit and Prospect Avenues should be realigned to create a more direct route along Summit as it crosses Prospect. In addition to aligning the traffic lanes, the sidewalks and pedestrian crossings should be more clearly articulated, and improved lighting and signing should be

installed. While the three-way stop configuration is somewhat difficult to negotiate, the Plan does not recommend installing traffic signals at this intersection.

- **Replacement of the UPRR viaduct.** The City should work with Metra and the Union Pacific Railroad to prepare plans for replacement of the existing UPRR viaduct at Touhy Avenue.

A new viaduct structure would help accomplish multiple objectives within the Uptown area. It would: a) improve through traffic and turning movements in the vicinity of the railroad, b) enable more comfortable and convenient pedestrian connections between the east and west sides of the railroad, c) improve site access and visibility, and d) enhance the appearance of Uptown's most highly visible gateway location.

The design, appearance, and physical size of the new viaduct should be of special concern. To the extent possible, the new viaduct structure should reflect the traditional scale, character, and building materials that predominate within Uptown Park Ridge.

To "open up" the area around the viaduct and provide more visibility and connectivity, consideration might be given to extending the length of the viaduct from 100 feet to approximately 200 to 300 feet. This would create a much expanded area at the street level beneath the viaduct. Expansion of the viaduct would allow for wider sidewalks, more traffic separation, and better sight lines to adjacent land uses. In addition, the more "spacious" feeling under the viaduct would be more comfortable for pedestrians.

It is essential that the City of Park Ridge be an active participant in the planning and design of the new viaduct structure.

- **Touhy/Busse/Prairie connection.** If the UPRR viaduct is expanded to approximately 300 feet as discussed above, additional studies should be undertaken to explore the desirability of removing the existing Touhy/Busse/ Meacham and Touhy/Main intersections and developing a new intersection at Touhy/Busse/Prairie. For example, the new intersection might have four approaches at Touhy Avenue. Right-turn lanes from Busse to Touhy would be provided. Crossing Touhy

southbound, Busse would connect to an extended Prairie Avenue. At the intersection of Prairie Avenue with Main Street, the following movements would be allowed: southbound through and left turns from Prairie to Main, northbound right turns from Prairie to Main, and left and right turns from Main to Prairie. One traffic signal would be provided at Touhy Avenue. All movements at Touhy would be permitted.

- **Vine Street.** To help reduce congestion and minimize turning conflicts at the intersection of Vine Street with Prospect Avenue, the section of Vine between Prospect and Butler Street should become one-way northbound, creating a one-way loop around Hodges Park. This configuration would also allow for some additional on-street parking to be provided along this section of Vine Street.
- **Third Street.** The Plan recommends that the southwest portion of Uptown (Target Area 4) eventually be redeveloped for a mix of commercial and residential uses. If redevelopment takes place, Third Avenue would be closed.

- **Traffic Speeds.** The City should continue to explore measures that could help reduce the speed of traffic as it passes through the Uptown area. These might include: a) trees and buildings placed closer to the street; b) additional on-street parking at certain locations; c) special roadway surfaces; and d) additional provisions for pedestrian crossings.

Parking:

While surface parking lots will continue to exist in certain locations, most new parking within Uptown should be provided in conveniently located and attractively designed parking structures. Parking structures, as referred to in the Plan, include both underground parking and above-ground parking garages.

It is recommended that the City promote underground parking wherever possible in order to preserve land areas for new buildings and public open spaces.

Where underground parking is not practical, parking garages should be provided in the interiors portions of Uptown blocks, and the height of the garages should be no higher than the buildings around the periphery of the block.

Although the precise number and distribution of parking spaces will be affected by the amount and type of new development that ultimately takes place, several actions should be undertaken to improve parking facilities within Uptown.

Recommendations regarding the design and appearance of parking facilities are presented in Section 3.

Off-street parking. Recommendations include:

- Construct new surface parking lots, parking structures (above or below grade), and combined, shared-use parking facilities at strategic locations.
- Relocate commuter parking from the Library Block to nearby facilities within reasonable walking distance of the Metra station.
- Convert some five-hour parking meters along Main Street to 12-hour meters. Convert some five-hour parking meters in the Library and Parking Court lots to 2-hour and 3-hour unmetered spaces. Existing 5-hour meters are underutilized, except by some employees.
- Purchase or lease the existing Ameritech parking lot west of Prairie Avenue for commuter and long-term parking.

- If the Library is rebuilt or relocated, develop a new parking facility with approximately 400 to 450 parking spaces. It is recommended that the parking in this block should be placed underground.
- Promote use of the Park District lot along Northwest Highway as a commuter and long-term parking facility.
- Provide a new parking facility as part of the Bredemann/ Reservoir area (Target Area 2) redevelopment. This parking (located underground if possible) should be accessible from multiple locations and should have sufficient spaces to serve new development and nearby stores and businesses.
- Provide a new parking structure in the Triangle Block (Target Area 3). This structure should have at least two parking levels, with employee parking on the upper level and patron parking on the lower level. This structure should provide for at least 200 to 300 additional parking spaces within the block.

On-street parking. Recommendations include:

- Review the “parking zone” system within the Uptown Core; consider changing the system to permit vehicles to leave a zone only for a four-hour period. This would accommodate patrons who want to visit during the day and return in the evening, but would still limit employee parking.
- Convert some existing 2-hour zone parking to 3-hour parking to allow more time for multi-purpose trip making.
- Convert underutilized 2-hour zone parking to 2-hour free parking.
- Work with Union Pacific to study the possibility of relocating some of the on-street commuter parking along Summit Avenue east of Prospect Avenue and converting these spaces to two-hour or three-hour free parking.

Drop-off and loading areas. Recommendations include:

- Provide commuter drop-off areas in locations that will minimize Uptown traffic congestion.
- Consider the development of some on-street loading zones in locations where access to off-street facilities is difficult.

Transit Service:

The following recommendations focus on promoting access to Uptown by transit patrons, identifying bus stop locations, and providing amenities for transit patrons.

- Provide additional passenger information at the Metra station to promote Uptown businesses and provide visitor maps of the area.
- Continue to enhance the Metra station environs and the railroad right-of-way to provide a high-quality environment for commuters and visitors entering the community.
- Highlight the convenience of transit service and bus stop locations through signs and promotional materials.

Pedestrian and Bicycle Circulation:

While pedestrian circulation is discussed in more detail in Section 4, several projects and actions related to pedestrian and bicycle safety and convenience are highlighted below.

- If redevelopment takes place in Target Areas 1 and 2, the City should promote a grade-separated pedestrian bridge adjacent to the UPRR viaduct that would extend over Touhy Avenue.

- Provide enhanced crosswalks at existing mid-block pedestrian crossing locations along Prospect Avenue and Northwest Highway. To highlight crossing locations, special pavements, curb extensions or enhancements, and should be considered.
- Provide pedestrian crosswalks and walk lights at all signalized intersections where pedestrian crossings are to be encouraged.
- Develop a City-wide bicycle plan to define preferred corridors for bicycle access and identify facility needs along those routes.
- Provide additional bicycle parking at the Library and other locations where bicycle access is to be encouraged. Bicycle parking at the Metra station should include long-term parking with storage lockers and covered parking.
- Maintain parking restrictions within reasonable walking distance of the Metra station to discourage on-street commuter parking in residential areas.
- Simplify morning on-street parking restrictions to limit parking from 7AM to 10AM where it is currently restricted.
- Provide employee parking facilities within reasonable walking distance of employment centers.
- Provide pedestrian information signs and kiosks to direct and encourage pedestrians to walk to nearby uses and activity areas.
- Develop a more prominent identification system for parking facilities, including advance-notice signs for motorists and location signs for pedestrians.
- Consider a parking lot “banner” program to help visitors identify the type and location of parking lots through colorful banners in each municipal lot.

More Effective “Wayfinding:”

A more effective ‘wayfinding’ system should be developed to assist patrons and visitors locate important features in Uptown. Recommendations include:

Adjacent Neighborhoods:

The *Uptown Plan* strives to improve traffic flow while also protecting adjacent neighborhoods. Recommendations include:

- Provide reasonable capacity at key intersections to limit attempts by motorists to look for alternative routes that pass through adjacent neighborhoods.
- Develop a “gateway” signage program along key approaches to announce entry into Uptown and to notify motorists of nearby destinations.
- Provide an informational program for directing motorists to key parking facilities and activity areas.
- Provide maps and wayfinding resources to assist motorists in locating parking lots and understanding the regulations that control those facilities.

Implementation

The *Uptown Plan* provides a guide for physical improvement and development within Uptown Park Ridge over the next 10- to 20-year period. It is the product of considerable effort on the part of the Uptown Advisory Task Force, City staff, and others in the Park Ridge community. This final Plan represents the consensus of all involved. The *Uptown Plan* should be part of an ongoing effort to improve this important part of the Park Ridge community. Formal adoption of the Plan is only one step in the process, not the last. Continuing action to implement and update the Plan is necessary for the City's recent planning efforts to have lasting impact. This section presents the recommended *Implementation Action Agenda*, which is intended to help the City organize and initiate the Plan implementation process.

OVERVIEW of the ACTION AGENDA

The *Action Agenda*, which is presented in Table 2, highlights the implementation aspects of the *Uptown Plan's* major improvement and development recommendations.

The *Action Agenda* consists of several components:

- a) A summary of the major projects and actions that should be undertaken to improve and enhance the Uptown area in the future;
- b) The suggested priority and scheduling of each major project, based upon a 20-year "horizon" and four implementation phases;
- c) An indication of the public and private sector responsibilities for initiating and participating in each project; and
- d) The potential funding sources and assistance programs that might be available for implementing each project.

Each component of the *Action Agenda* is briefly described below.

Projects and Actions:

The *Action Agenda* provides a summary of the major improvement and development recommendations set forth in the *Uptown Plan*. Recommendations are grouped into the following categories:

- Administrative actions;
- Codes and Ordinances;
- The Library Block;

- The Bredemann/Reservoir Area;
- The Triangle Block;
- The Southwest Sector;
- Other land-use and development projects;
- Urban design;
- Traffic and circulation;
- Parking; and
- Marketing and promotion.

It should be emphasized that this is only a summary of the recommendations included in the *Uptown Plan*. Other sections of the report provide a more complete listing and description of the various planning and design recommendations.

Priority and Schedule:

The Plan provides a long-range program for improvement and development within Uptown Park Ridge. The Plan cannot be accomplished all at once; projects and actions will have to be scheduled over a period of years. The *Action Agenda* suggests a 20-year "horizon" for completion of the Plan.

The implementation schedule should be flexible, and should be modified and updated to reflect changing needs, conditions and preferences. In general, the schedule should be reviewed and updated once a year.

The *Action Agenda* suggests four priority phases for project implementation:

- **Priority 1** projects should be undertaken immediately following completion of the *Uptown Plan*.
- **Priority 2** projects should be undertaken within the next five years.
- **Priority 3** projects should be undertaken during the next five to ten years, although some may actually begin immediately.
- **Priority 4** projects should be undertaken during the next ten- to twenty-year period.

However, the implementation of some projects may change, depending on market conditions, the availability of funding, or local preferences and priorities.

Roles and Responsibilities:

In order for the *Uptown Plan* to be successful, it must be based on a strong partnership between the City, other public agencies, the local business community, various neighborhood groups and organizations, and the private sector.

Key participants in the Uptown implementation process should include the following:

City of Park Ridge. The City must assume the leadership role in implementing the new *Uptown Plan*. In addition to carrying out many of the public improvement projects called for in the Plan, the City will administer a variety of financial and technical assistance programs available to local businesses, property owners, and developers. The City should also cooperate with and support local agencies and organizations, and ensure that all codes, ordinances, and enforcement procedures support and complement the new Plan.

While many City departments, boards, and commissions will take part in Plan implementation, several key participants are highlighted below.

- **City Council.** The City Council has the responsibility for formally adopting the *Uptown Plan*. Council must also approve several major new policy directions suggested in the Plan. In addition, Council will be called upon from time to time to authorize the expenditure of dollars and other resources required to implement various components of the Plan.
- **Planning and Zoning Commission.** As the primary review body for new development within Park Ridge, the Planning and Zoning

Commission will play a central role in ensuring that all new development projects adhere to the policies and guidelines established in the *Uptown Plan*.

- **Appearance Commission.** A major objective of the Plan is to ensure that all improvements and developments complement and enhance the existing scale and character of Uptown. In working directly with architects and developers, the Appearance Commission can play an important role in achieving this objective by fostering the site and building design guidelines set forth in the new Plan.
- **Department of Community Preservation and Development.** The day-to-day monitoring, coordination, and administration of the *Uptown Plan* will be the responsibility of the Department of Community Preservation and Development. This department will also pursue many of the follow-up actions called for in the Plan, such as revision of the Zoning Ordinance and other development codes.
- **Library Board.** In cooperation with the City, the Library Board will play a key role in determining the future of the Public Library building.

- **Uptown Advisory Task Force.** The Task Force was specifically established to study improvement and development opportunities within Uptown Park Ridge. In so doing, the Task Force has become quite knowledgeable about conditions and potentials within the area. The City should consider maintaining the Task Force in some capacity in order to make use of this insight and understanding in the future.

Other Participants. Even though the City will assume the leadership role in Plan implementation, other agencies, organizations, and institutions will also participate in many projects. For example, these will include:

- **Local agencies and service districts.** The active participation and support of agencies and service districts such as the School Districts and the Park District will be essential to the successful implementation of many recommendations included in the Plan.
- **Other governmental agencies.** Certain projects and actions require the participation and assistance of other governmental agencies and organizations such as Metra, the Union Pacific Railroad, and the Illinois Department of Transportation (IDOT).

- **Non-governmental organizations.** Several non-governmental organizations should also become active participants and supporters of the Uptown implementation process, including the Park Ridge Historical Society, the Fine Arts Society, the Brickton Art Gallery, the Pickwick Theater Council, the Cultural Arts Society, and the Farmers Market.
- **The Economic Development Corporation and Chamber of Commerce.** These business organizations can play an important role in marketing and promoting the Uptown area, and in organizing improvement and redevelopment efforts within the commercial and business sector. They can also offer technical assistance for certain types of projects, and can help ensure that the needs of the business community are brought to the attention of the City.
- **Local businesses and institutions.** Individual businesses and institutions should continue to maintain their own properties while conforming to the overall guidelines and objectives of the Plan. Existing businesses and institutions might also sponsor special events, activities, or improvement projects—such as a banner program—which will

benefit Uptown and the community as a whole.

- **Financial institutions.** Local lenders can provide active and direct assistance, particularly with respect to upgrading existing properties and facilitating redevelopment. Lenders can offer special programs for building improvements and repairs, and can also finance redevelopment projects within the Uptown area.
- **Builders and developers.** Private builders and developers can be recruited to rehabilitate existing buildings and undertake new construction that conforms to the Plan and enhances the overall quality and character of Uptown Park Ridge.
- **The Park Ridge community.** It should be emphasized that Uptown serves—and is an integral part of—the nearby neighborhoods and the Park Ridge community as a whole. All residents and neighborhood groups should be encouraged to participate in the ongoing Uptown planning and implementation process, and should be given the opportunity to provide input and voice their opinions on major improvement and development decisions.

The Action Agenda indicates the role of the City in initiating and

monitoring each project, as well as the other agencies and organizations that might participate in project implementation.

However, this is only a “representative” listing of major participants; many others may be involved in certain projects and actions.

Funding Sources and Implementation Techniques:

While many of the recommended projects and actions called for in the *Uptown Plan* can be implemented through administrative and policy decisions or can be funded through established municipal programs, other projects will require special technical and/or financial assistance.

At the present time, the City of Park Ridge provides a full range of municipal services within the Uptown area, as well as funding for public infrastructure improvements throughout the community. The City also provides some financial and technical resources for community development.

The *Uptown Plan* recommends a continuation and strengthening of the City’s proactive role in promoting, coordinating, and facilitating desirable improvement and new development.

For example, the City might offer technical assistance and support to

property owners or developers of projects that meet the guidelines and foster the objectives of the *Uptown Plan*.

The City might also establish new assistance programs for Uptown businesses and property owners, such as a commercial façade improvement program.

In blocks where the City owns land, the City should coordinate with adjacent and nearby property owners to assemble larger, more desirable sites for new development. The City should assist in the preparation of developer “Requests for Proposals” (RFPs), and assist in the review and evaluation of proposals for key projects.

In general, the *Uptown Plan* should be implemented without placing significant new burdens on the taxpayers of the Park Ridge community.

To achieve this objective, the City should explore new economic development tools and techniques, as well as funding and assistance programs available from the state and federal governments. The City should also promote active participation and support from prospective developers, property owners, and other private-sector entities.

A sampling of the tools, programs, and techniques for implementing

Uptown improvement and redevelopment are briefly described below. The potential application of these tools, programs, and techniques to specific projects is highlighted in *Table 2: Action Agenda*.

GENERAL FUNDING SOURCES AND TOOLS:

Park Ridge has a number of general sources of revenue that can be applied to any corporate purpose, including various community improvement projects. The largest of these is the general purpose property tax, which primarily funds the City’s General Fund. Others include state income tax rebates; motor fuel tax funds; public utility taxes; hotel/motel tax; sales tax revenue; retailers’ occupational tax; plus various fees, fines, and other receipts.

Municipal bonds may also be considered for special projects that may require more long-term financing. One type of bond that could be considered for Uptown improvement or development projects is the Tax Exempt Bond. These bonds are issued to finance improvements which are to be paid for by special assessments against benefited properties. Bond obligations are payable only from the special assessment receipts, are backed by general taxes, and usually carry higher interest rates.

TARGET AREA IMPROVEMENT AND REDEVELOPMENT:

The *Uptown Plan* calls for large-scale improvement and redevelopment within four designated Target Areas. The implementation of planning recommendations within the Target Areas may eventually require a wide range of projects and actions, including land assembly, clearance, relocation, new building construction, infrastructure improvements, urban design enhancements, etc. Several economic development tools that the City may wish to consider for implementing Target Area improvement and development are highlighted below. Each of these tools is based on the principle of establishing geographic boundaries for a “redevelopment area” in order to accomplish coordinated and comprehensive improvement and development.

These economic development tools are commonly used to improve and enhance downtowns or other established business districts. Individually and in combination, they provide flexibility for financing and technical assistance for the “hard” and “soft” components of Uptown improvement and development.

Tax Increment Financing. Tax Increment Financing (TIF) is a mechanism used to carry out revitalization and redevelopment activities on a local basis. TIF allows a community to capture the increase in local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project.

To carry out a TIF project, the municipality designates an area for revitalization and redevelopment, and establishes specific boundaries for the project area. The base equalized assessed valuation (EAV) of all properties within the area is determined as of the date of TIF adoption. Thereafter, all relevant property taxing districts continue to collect property taxes based on levies against the base EAV for a time period not to exceed 23 years.

The increased real estate tax revenues generated by all new private development and redevelopment projects, and all appreciation in the value of existing properties which result in higher property values, are used to pay for public improvements within the project area.

Tax increment financing does not generate tax revenues by increasing tax rates, but rather through the temporary capture of increased tax revenues generated by the en-

hanced valuation of properties resulting from the municipality’s redevelopment activities.

TIF funds can be used for:

- Acquisition, clearance, and other land assembly and site preparation activities.
- Rehabilitation of existing buildings in poor condition.
- Incentives to attract or retain private development.
- Marketing of development sites.

Other redevelopment activities are also possible under TIF, including:

- Infrastructure improvements such as road repairs and utility upgrades.
- Correction or mitigation of environmental problems.
- Job training, workforce readiness, and other related educational programs.
- Staff time and professional fees related to the project, such as legal, planning, and architectural services.

While Uptown Park Ridge is generally an active and well-maintained commercial area, some portions contain obsolescent sites and buildings and/or deteriorating physical conditions. These features, coupled with the age of most Uptown structures, may support designation of a

portion of Uptown as a TIF district under the eligibility criteria set forth by State law for a “conservation area.”

TIF has proven to be an exceptional economic development tool. Many communities have successfully used TIF funds to finance public improvements and other economic development incentives through the increased property tax revenue the improvements help generate.

It should be emphasized that TIF will only be viable if significant new building development or redevelopment is expected to occur. In most cases, advance private investor commitment to a development project is an important prerequisite to establishing a TIF district.

Special Service Areas. The Special Service Area (SSA) program is an economic development tool that utilizes a real estate property tax levy to fund “special services” in a targeted area where property owners elect to tax themselves for these services. SSA services and programs are in addition to—and go beyond—the normal programs and services provided by the City.

SSA districts typically encompass downtowns and business districts, but can include residential areas as well. SSAs have been used by communities throughout Illinois to accomplish a range of improvement

comply with a range of improvement activities, including:

- Parking structures and parking lots,
- Streetscape improvements, such as lighting, sidewalks, landscaping, etc.
- Seasonal decorations,
- Litter control,
- Security services,
- Snow removal,
- Storm sewers, and
- Marketing, promotion, tenant search, and commercial attraction activities.

SSA services and improvements are funded through the tax revenues generated by the special service tax. The revenue is usually derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries.

When introducing an SSA, supporters must convince the SSA taxpayers of the merits of the proposed services and the additional taxes.

SSAs could be used to fund a wide variety of enhancement projects within each of the four Target Areas.

TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS:

A number of federal and state funding sources are available for transportation and infrastructure improvements in Uptown Park Ridge.

Based on the types of improvements recommended in the new *Uptown Plan*, the funding sources that will most likely be applicable are programs of the Transportation Equity Act for the 21st Century (TEA-21), and Illinois Tomorrow.

TEA-21

The Transportation Equity Act for the 21st Century, which includes the ITEP, CMAQ and STP Programs, was appropriated in 1998 as a successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) and is currently funded for five years.

While the details of project eligibility vary from program to program, they all generally require that a project have a local sponsor (the City of Park Ridge), and some evidence of local support of the project. Brief descriptions of the component programs of TEA-21 are highlighted below.

It should be noted that these transportation and infrastructure programs might be applied in combination with one or more funding sources described under other funding categories.

Illinois Transportation Enhancement Program (ITEP). This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from the Transportation Equity Act for the 21st Century (TEA-21). Among the projects that are eligible for this funding include bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). The CMAQ program is also part of TEA-21 and it focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects, and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs.

Surface Transportation Program (STP). These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.

Other TEA-21 Programs and Resources. Other programs that may have potential for Park Ridge include:

- a) *Section 1112: Recreational Trail Programs*, which provides funding for both recreational and non-motorized trail facilities (80% Federal, 20% local);
- b) *Section 1401: Hazard Elimination Program*, that provides funding for the elimination of bicycle and pedestrian hazards, roadway projects, and some traffic calming measures (80% Federal, 20% local); and
- c) *Transit Enhancement Activity*, which is focused on improving access to mass transit, including bicycle parking and storage facilities (95% Federal, 5% local).

In addition, RTA and Metra also provide funding programs for commuter station renovation and/or reconstruction, as well as for commuter parking.

Illinois Tomorrow

The Governor's Illinois Tomorrow initiative is an umbrella initiative which pulls together a variety of state programs under a common focus: To encourage the creation, expansion, and restoration of livable communities in Illinois.

Illinois FIRST. The Illinois FIRST (The Fund for Infrastructure, Roads, Schools, and Transit) program is a five-year investment aimed largely at repairing and improving the state's existing infrastructure. More than \$8 billion is focused on reducing traffic congestion and expanding mass transit for commuters and travelers in Illinois. It features:

- \$4.1 billion allocation for bus, rail, and other mass transit infrastructure needs;
- \$3.7 billion to improve the state's highways and bridges; and
- \$100 million for inner city passenger service, local rail freight operations and high-speed rail.

Bike Paths and Pedestrian Facilities. The State has awarded approximately \$120 million to nearly 140 community bicycle path pro-

jects. The Illinois FIRST program, the Illinois Department of Transportation, and the Illinois Department of Natural Resources generate the funding for bicycle path projects.

The DNR grants are available to any local government with statutory authority to acquire and develop land for public recreation. The grants are funded from a percentage of motor vehicle title transfer fees and provide up to 50% of an approved project's total cost. Grants through DNR to develop bike paths are limited to \$200,000 and there is no cap for acquisition projects.

Local Infrastructure Projects. This program focuses on the pressing infrastructure needs of Illinois communities. From sewer improvements to drinking water upgrades, from fire trucks to community centers, Illinois FIRST provides hundreds of millions of dollars in infrastructure improvements to help communities improve their quality of life.

Other Implementation Tools and Techniques:

Several other tools and techniques should also be considered to implement various Uptown projects and improvements, as highlighted below.

ZONING AND OTHER MUNICIPAL CODES:

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

The current Park Ridge Zoning Ordinance was adopted in 1975. In general, current zoning reflects the existing land-use pattern within the Uptown area.

Immediately following adoption of the *Uptown Plan*, the City should undertake a review and update of the Zoning Ordinance to ensure that it supports and complements the new Plan.

Zoning issues that need to be explored include:

- Permitted and special uses within the various Uptown zoning districts should be reviewed for consistency with the land-use policies established in the Plan. For example, the B-2: General Commercial zoning district permits a mix of uses that would not be consistent with the Plan's redevelopment recommendations for the Bredemann/Reservoir Area.
- The City may wish to consider a new zoning district or "overlay" district that encompasses the

commercial portions of Uptown in order to better enforce the full range of planning, design, and character guidelines that have been established for the area.

- The desirability of maintaining the B-5: CBD Planned Development district should be reviewed. For example, it may be more desirable to establish a special planned development review process that applies to the entire Uptown area, which would eliminate the need for this specific district.
- The City currently requires site plan review for projects exceeding 20,000 gross square feet. The City may wish to consider reducing this threshold to include projects of 5,000 or 10,000 square feet, since projects of this size can have a significant impact on the Uptown area.
- The possibility of using zoning to help implement some of the site and building design guidelines established in the Plan should be explored. For example, building setback requirements might be used to maintain the "streetwall" effect in key locations. Additional controls to govern the scale and character of Uptown buildings, such as floor area ratio, upper story setback planes, and related tools, might also be considered.

- Parking regulations and requirements should also be reviewed in light of the new policies and guidelines established in the *Uptown Plan*, particularly if the City decides to construct or promote new parking structures within the area.

In addition to zoning, Park Ridge has a number of other codes and ordinances that govern land and building development, including the Building Code and the Subdivision Regulations. These codes should also be reviewed and updated as needed.

Of special note is the City's Urban Design Guidelines. The Design Guidelines, which should be revised to incorporate the additional policies and guidelines established in the *Uptown Plan*, should become a key tool for implementing the design and character recommendations established in the Plan.

HISTORIC PRESERVATION:

While the Plan calls for new development and redevelopment in several locations, a major objective is to preserve and enhance the existing scale, character, and ambiance of Uptown Park Ridge.

In particular, the Plan recommends that the City develop a strategy for maintaining and preserving build-

ings with architectural or historical interest.

Several programs and resources are available to assist communities in historic preservation efforts. For example, the Certified Local Government Program, which was established by the National Historic Preservation Act Amendments of 1980, gives municipalities the opportunity to participate as a partner in state and federal historic preservation activities after they have been "certified."

To become certified, a local government must have a historic preservation ordinance, establish a preservation review commission, have an active local survey program to identify historic resources, and provide for public participation. Once certified, local governments are eligible to apply for matching grants through the Illinois Historic Preservation Agency to implement their preservation programs.

A typical local historic preservation ordinance empowers a municipal government to create a historic preservation commission, establish local historic districts and landmarks, and review rehabilitation projects. Incentives such as tax abatements may also be based on local historic status.

MARKETING AND PROMOTION:

While the *Uptown Plan* focuses on physical improvement and development, it is also important that the Uptown area be aggressively marketed and promoted as a diverse and high-quality shopping, entertainment, and business environment that is easily accessible and equally attractive to residents, employees, and visitors to the community.

The City, in cooperation with the Economic Development Corporation, the Chamber of Commerce, and other Uptown business interests, should consider new and expanded marketing and promotional efforts that could support and reinforce the *Uptown Plan*.

Marketing and promotional efforts should focus on:

- a) Increasing public awareness of Uptown's current assets and amenities, as well as its upcoming improvements and new developments;
- b) Bringing more people to the area on a regular basis;
- c) Retaining and strengthening existing business operations;
- d) Recruiting appropriate new stores and businesses; and
- e) Developing a long-range strategy for sustaining the eco-

nomical health and vitality of the area.

In addition, marketing and promotional efforts should continue to promote Uptown as the social and civic heart of Park Ridge and as a recognizable symbol of the community. They should also advocate Uptown as a profitable, attractive, and desirable location for new stores and businesses.

Marketing and promotional actions to be considered might include:

- *Convening a marketing "summit meeting" to establish a comprehensive and coordinated marketing plan for Uptown.* All participating promotional entities should reach consensus on a position statement, guiding principles, and annual goals and objectives for the marketing plan.
- *Undertaking an "image enhancement program" that would build upon and be coordinated with the urban design improvements called for in the Uptown Plan.* This program might include a new logo, a new slogan, and/or other features that could help deliver a consistent message and a collective image of Uptown to the community and surrounding region.

- *Evaluating and supplementing the special events and cultural activities that currently take place within Uptown.* The Sidewalk Sale, Christmas Open House, Easter Egg Hunt, Farmers Market, 5-K Run, summer concerts, and various events at the Pickwick Theater help attract visitors and potential customers to Uptown on a regular basis. The Library, civic groups, and nonprofit organizations might be recruited to sponsor additional events and activities in the area.
- *Promoting additional retail development through increased marketing to business prospects and potential developers.* Marketing efforts should emphasize: a) Uptown's affluent and growing customer base; b) its available sites and buildings; c) its multiple assets and attractions; d) its upcoming improvement and development projects; and e) the commitment of local government to the Uptown area. For a community like Park Ridge, a national search for new anchor stores and destination retailers should be continued.
- *Encouraging individual stores and businesses to continue to promote and enhance their own business operations.* While area-wide marketing and promotional efforts can provide valuable assistance, the ultimate responsibility for attracting, serving, and retaining a customer base must rest with each individual business owner.

Table 2 - **Implementation Action Agenda: Uptown Park Ridge, Illinois**

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Administrative Actions:</p> <p>To ensure that the new Plan becomes an effective guide for conservation, improvement, and development within the Uptown area, the City of Park Ridge should undertake the following actions:</p> <ul style="list-style-type: none"> • Priority 1: Adopt the Uptown Plan as an amendment to the City's official Comprehensive Plan. • Priority 1: Begin to review all public and private improvement and development proposals for conformance with the policies and guidelines presented in the Plan. • Priority 1: Establish a process for reviewing the Uptown Plan on an annual basis • Priority 1: Pursue the other projects and actions listed in the Action Agenda. 	<p>While these are primarily City responsibilities, effective use of the Uptown Plan will require ongoing support and cooperation from the EDC, the Chamber, local institutions and service agencies, and the private sector.</p>	<p>These are administrative actions and policy decisions by the City, and should require no new funding.</p>
<p>Codes and Ordinances:</p> <p>To ensure that all local codes and ordinances support and complement the Uptown Plan, the City of Park Ridge should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 1: Review permitted and special uses within the various Uptown zoning districts for consistency with the land-use policies established in the Plan. • Priority 1: Consider establishing a new zoning district or an "overlay" district to enforce the full range of planning, design, and character guidelines for the Uptown commercial area. • Priority 1: Consider establishing a special planned development review process that applies to all projects within the Uptown area. • Priority 1: Evaluate new ways of using zoning to help implement the site and building design guidelines established in the Plan. • Priority 1: Review parking regulations and requirements in light of the new policies and guidelines established in the Uptown Plan. • Priority 1: Incorporate the site and building design guidelines established in the Uptown Plan into the City's Urban Design Guidelines. 	<p>Although revision of codes and ordinances is a City responsibility, input and participation will be required from local residents, businesses, and civic organizations such as the EDC and the Chamber.</p>	<p>While these are primarily administrative actions and policy decisions, some local funding will be required to update various codes and ordinances.</p>
<p>Target Area 1: Library Block</p> <p>Immediately following adoption of the Uptown Plan, the City of Park Ridge should undertake the following projects and actions with regard to the Library Block:</p> <ul style="list-style-type: none"> • Priority 1: Work with the Library Board to determine if the existing Library building is to be retained or if a new Library building is to be constructed on this block. • Priority 1: Once a decision on the Library building is made, prepare a detailed development plan for the block, based on the policies and guidelines set forth in the Uptown Plan. 	<p>Primarily the responsibility of the City and the Library Board, with input and participation from the overall Park Ridge community.</p>	<p>While these are primarily administrative actions and policy decisions, some local funding will be required to for follow-up planning and design work.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Target Area 1 (continued)</p> <p>If the existing Library building is retained, the City should undertake the following projects and actions to improve and upgrade existing facilities within the block.</p> <ul style="list-style-type: none"> • Priority 2: Prepare and implement improvement plans for the Library building. • Priority 2: Enhance and more extensively landscape the existing open space at six-corners. • Priority 2: Undertake more extensive landscaping throughout Target Area 1. • Priority 2: Improve the streetscape around the periphery of Target Area 1, particularly along Touhy Avenue. • Priority 2: Realign Summit Avenue at Prospect Avenue to allow for a safer and more direct vehicular crossing. • Priority 2: Study the possibility of reorganizing and redesigning the existing parking lots to improve internal circulation and increase the number of parking spaces. 	<p>Primarily the responsibility of the City and the Library Board, with participation and support from the EDC, the Chamber, local lenders, the Uptown business community, and local residents.</p> <p>Metra and RTA should participate in any decisions regarding commuter parking and the commuter station area.</p>	<p>Improvement of the Library Block may be undertaken as part of a larger Tax Increment Financing (TIF) district or Special Service Area (SSA). Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Tomorrow.</p> <p>Metra and RTA funding for commuter parking.</p>
<p>If the existing Library building is to be replaced, the City should undertake the following projects and actions to promote high-quality and compatible redevelopment of Target Area 1.</p> <ul style="list-style-type: none"> • Priority 2: Construct a new Library building within the block that will become a major new civic landmark within the Park Ridge community. • Priority 2: Enhance and more extensively landscape the existing open space area at six-corners, perhaps including new seating areas and a new visual focal point. • Priority 2: Consider the possibility of new retail, restaurant, and entertainment development on the block, provided it is compatible with the Library function. • Priority 2: Provide sufficient off-street parking to serve new uses in the block, and to provide parking support to the nearby Uptown area. • Priority 2: Explore the possibility of providing underground parking in Target Area 1, which would preserve land areas for buildings and public open spaces. 	<p>Primarily the responsibility of the City and the Library Board, with participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, and local residents.</p> <p>Metra and RTA should participate in any decisions regarding commuter parking and the commuter station area.</p>	<p>Improvement of the Library Block may be undertaken as part of a larger Tax Increment Financing (TIF) district or Special Service Area (SSA). Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Tomorrow.</p> <p>Metra and RTA funding for commuter parking.</p>
<p>Target Area 2: Bredemann/Reservoir Area</p> <p>To facilitate long-term, area-wide redevelopment of Target Area 2 for a mix of new retail, office, service and residential uses, the City of Park Ridge should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 1: Conduct an eligibility study to determine the feasibility of establishing a Tax Increment Financing District within this portion of Uptown. • Priority 1: Prepare an area-wide redevelopment plan for Target Area 2, including access and parking, which would permit coordinated new development to occur over a period of years. • Priority 1-2: Begin working with existing property owners to facilitate redevelopment. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support will also be required from the EDC, the Chamber, local lenders, the Uptown business community, and local residents.</p>	<p>While these are primarily administrative actions and policy decisions, some local funding will be required to for follow-up planning and design work.</p> <p>Zoning may need to be revised or updated to ensure desirable new development.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Target Area 2 (continued)</p> <p>To promote redevelopment of specific properties within Target Area 2, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 1: Prepare a developer RFP for the Bredemann properties; the RFP should promote mixed-use commercial and residential development, and should target destination retailers, such as a small food store, book store, etc. • Priority 1: Consider combining with the Bredemann properties within nearby “collateral” properties to enhance redevelopment potential. • Priority 2: Work with Napleton Cadillac to determine if an acceptable relocation site can be found within the City of Park Ridge. • Priority 2-3: If the Napleton Cadillac property becomes available for redevelopment, formulate a strategy to promote high-quality new condominium development in this area. • Priority 2: Continue to explore the financial feasibility of relocating the existing underground reservoir to an alternative site around the periphery of Uptown. • Priority 2-3: If relocation of the reservoir proves to be financially feasible, promote redevelopment of this property for a high-quality new retail center focused around six-corners. • Priority 2: Work with the owners of Summit Square Retirement Hotel to upgrade the existing building to become more compatible with the overall appearance and character of Uptown. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, private developers, and local residents.</p> <p>If this area is to include commuter parking, participation from Metra and RTA will also be required.</p>	<p>Tax Increment Financing (TIF) and/or Special Service Area (SSA) may be used to promote large-scale redevelopment; relocation of the underground reservoir would most likely be an eligible project under TIF.</p> <p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Tomorrow.</p> <p>Metra and RTA funding for commuter parking.</p> <p>The City should also promote private developer participation in implementing many of these projects.</p>
<p>To prepare for and support redevelopment within Target Area 2, the City should undertaken the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2-3: Enhance and more extensively landscape the existing open space area at six-corners, perhaps including new seating areas and a new visual focal point. • Priority 2: Improve the streetscape around the periphery of Target Area 2, particularly along Touhy Avenue and Northwest Highway. • Priority 2: Develop a small new “gateway” design feature at the intersection of Morris Avenue and Northwest Highway. • Priority 2: Provide sufficient off-street parking to serve new uses in Target Area 2, and to provide parking support to the nearby Uptown area. • Priority 2: Explore the possibility of providing underground parking in Target Area 2, which would preserve land areas for buildings and public open spaces. • Priority 2: Prepare for the possible closure of all or portions of the Summit and Meacham Avenue rights-of-way to enhance opportunities for new development. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area. (continued on next page)</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, private developers, and local residents.</p> <p>If this area is to include commuter parking, participation from Metra and RTA will also be required.</p>	<p>These improvements and enhancements may be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA). (continued on next page)</p> <p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Tomorrow.</p> <p>Metra and RTA funding for commuter parking.</p> <p>The City should also promote private developer participation in implementing many of these projects.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
Target Area 3: Triangle Block		
<p>To improve and upgrade existing conditions within Target Area 3, the City of Park Ridge should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Work with existing property owners to improve and enhance commercial façades along the Northwest Highway frontage. • Priority 2: Improve streetscape and pedestrian amenities around the periphery of Target Area 3, particularly along Northwest Highway and Touhy Avenue. • Priority 2: Reorganize and redesign the existing parking lots in the interior portion of Target Area 3 to improve internal circulation and increase the number of parking spaces. • Priority 2-3: Encourage small-scale new infill development on underutilized parcels along Northwest Highway. • Priority 2: Develop small new “gateway” design features at the intersections of Touhy/Washington and Northwest Highway/Washington. • Priority 2: Explore the possibility of providing a new parking structure in the interior portion of Target Area 3, which would provide parking support to surrounding areas. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, private developers, and local residents.</p>	<p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ).</p> <p>New façade assistance program.</p> <p>These improvements and enhancements may also be undertaken as part of a larger Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p> <p>Zoning may need to be revised or updated to ensure desirable new development.</p>
<p>If opportunities arise in the future, the City should be prepared to undertake the following actions to guide and coordinate area-wide development of Target Area 3:</p> <ul style="list-style-type: none"> • Priority 3-4: Work with existing property owners and prospective developers in formulating detailed redevelopment plans for Target Area 3, according to the policies and guidelines set forth in the Uptown Plan. • Priority 3-4: Review possible implementation strategies to facilitate redevelopment within Target Area 3, including Tax Increment Financing. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, private developers, and local residents.</p>	<p>These improvements and enhancements may be undertaken as part of a larger Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p> <p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ).</p> <p>The City should also promote private developer participation in many of these projects.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
Target Area 4: Southwest Sector		
<p>To improve and upgrade existing conditions within Target Area 4, the City of Park Ridge should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Work with existing property owners to improve and enhance commercial buildings along the Touhy Avenue and Main Street frontages. • Priority 2: Improve streetscape and pedestrian amenities around the periphery of Target Area 4, particularly along Touhy Avenue. • Priority 2: Reorganize and redesign the existing parking lots in the interior portion of Target Area 4 to improve increase the number of available parking spaces. • Priority 2: Develop a small new “gateway” design feature at the intersection of Touhy and Cumberland Avenues. • Priority 2: Explore the possibility of providing a new parking structure in the interior portion of Target Area 4, which would provide parking support to surrounding areas. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, the Park Ridge Historical Society, private developers, and local residents.</p>	<p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ).</p> <p>New façade assistance program; zoning may need to be updated.</p> <p>These improvements and enhancements may also be undertaken as part of a larger Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p>
<p>If opportunities arise in the future, the City should be prepared to undertake the following actions to guide and coordinate area-wide redevelopment of Target Area 4:</p> <ul style="list-style-type: none"> • Priority 3-4: Work with existing property owners and prospective developers in formulating detailed plans for new commercial development along the Touhy Avenue frontage, according to the policies and guidelines set forth in the Uptown Plan. • Priority 3-4: Work with existing property owners and prospective developers in formulating detailed plans for compatible new multi-family residential development near Cumberland Park, according to the policies and guidelines set forth in the Uptown Plan. • Priority 3-4: Review possible implementation strategies to facilitate redevelopment within Target Area 4, including Tax Increment Financing. • Priority 3-4: Work with the Park Ridge Historical Society to find a suitable relocation site for this important Uptown use. • Priority 3-4: Find a suitable relocation site for the Farmers Market. 	<p>Primarily the responsibility of the City, in cooperation with existing property owners in the area.</p> <p>Participation and support from the EDC, the Chamber, local lenders, real estate brokers, the Uptown business community, the Park Ridge Historical Society, private developers, and local residents.</p>	<p>These improvements and enhancements may be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p> <p>Resources for public improvements include Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ).</p> <p>The City should also promote private developer participation.</p>
Other Land-Use and Development Projects		
<p>In order to strengthen and enhance Uptown as a diverse and exciting mixed-use environment, the City of Park Ridge should undertake the following projects and actions.</p> <ul style="list-style-type: none"> • Priority 2: Strive to attract one or more new “anchor” stores and “destination” retailers to the Uptown area. • Priority 2: Encourage additional restaurant and entertainment uses that can complement the Pickwick Theatre and other existing uses. 	<p>Participation by EDC, the Chamber, local lenders, real estate brokers, the business community, institutions, school districts, private developers, neighborhood organizations, and residents.</p>	<p>While these are primarily administrative actions and policy decisions, some local funding will be required for marketing and promotion.</p> <p>(continued on next page)</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
Land-Use and Development (continued)		
<ul style="list-style-type: none"> • Priority 2: Encourage mixed-use development projects within the Uptown area that consist of retail and service uses on the ground floor and either office or residential uses on the upper floors. • Priority 2: Continue to permit multi-family residential uses on the upper floors of commercial buildings and on sites around the periphery of Uptown. • Priority 2-3: Work with property owners and prospective developers to promote improvement and/or redevelopment of the other sites and properties highlighted in the Uptown Plan. • Priority 2: Promote cooperation and coordination between various public agencies and institutions in the planning and design of Uptown sites and buildings. • Priority 2: Work with public agencies and institutions to facilitate site and building and site improvements that conform to the Uptown Plan. • Priority 2: Identify projects and improvements that can benefit multiple agencies and organizations, such as shared parking facilities, common open space areas, etc. 		<p>New façade assistance program; zoning may also need to be updated in certain parts of Uptown.</p> <p>Many of these improvements and enhancements may also be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p> <p>The City should promote private developer participation in implementing many of these projects.</p>
<p>To help maintain and protect adjacent residential neighborhoods, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 1: Maintain the current boundaries of Uptown; do not permit expansion of commercial uses into the adjacent neighborhoods. • Priority 2: Implement the traffic and parking recommendations called for in the Uptown Plan that will also help protect adjacent neighborhoods. 	<p>Primarily a City responsibility, with ongoing support and cooperation from the EDC, the Chamber, the business community, the school districts, local residents and neighborhood organizations.</p>	<p>Except for the traffic and parking projects highlighted elsewhere, these are administrative actions and policy decisions by the City, and should require no new funding. Zoning may need to be updated or revised.</p>
Urban Design (also see Target Area projects and actions)		
<p>To promote high-quality and compatible building and site design within Uptown, the City should undertake the following actions:</p> <ul style="list-style-type: none"> • Priority 1: Utilize Plan’s building and site design guidelines to direct all new public and private improvements and developments within the area. • Priority 2: Establish a façade improvement program to assist Uptown business and property owners upgrade their properties in accordance with guidelines established in the Plan. 	<p>Cooperation and participation by the EDC, the Chamber, local lenders, real estate brokers, property owners, and the Uptown business community.</p>	<p>New façade assistance program. Use of codes and ordinances. These improvements may also be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p>
<p>To promote the preservation of buildings with architectural or historical interest, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Conduct a more complete inventory of existing Uptown buildings to determine specific structures that have local architectural or historical interest. • Priority 2: Explore the possibility of developing a local historic preservation ordinance under the auspices of the Certified Local Government Program. <p>(continued on next page)</p>	<p>Cooperation and participation by the EDC, the Chamber, local lenders, real estate brokers, property owners, Park Ridge Historical Society, and the Uptown business community.</p>	<p>While these are primarily administrative actions and policy decisions, some local funding will be required for follow-up surveys and investigations.</p> <p>(continued on next page)</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Urban Design (continued)</p> <ul style="list-style-type: none"> • Priority 2: Consider establishing a local historic district within the Core of Uptown to provide additional protection for key buildings. • Priority 2: Consider providing financial and/or technical assistance to rehabilitate, reuse or otherwise improve buildings with architectural or historical interest. 		<p>Various State and federal grants and funding sources for historic preservation.</p> <p>New façade assistance program.</p>
<p>To improve the image and appearance of Uptown streets and public rights-of-way, the City should undertake the following actions:</p> <ul style="list-style-type: none"> • Priority 2: Establish an overall design theme for design features and amenities that reflects and complements the existing scale and design character of Uptown. • Priority 2: Prepare a detailed streetscape improvement and phasing plan for various parts of the Uptown area, based on the policies and guidelines established in the Plan. • Priority 2-3: Continue to enhance the railroad corridor as it passes through the Uptown area. 	<p>Cooperation and participation by the EDC, the Chamber, Uptown property owners and businesses, RTA, IDOT and Metra.</p>	<p>Illinois Transportation Enhancement Program (ITEP); possible funding assistance from RTA, IDOT, Metra.</p> <p>Some of these improvements may also be undertaken as part of a larger Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p>
<p>To further strengthen Uptown as a pedestrian-friendly environment, the City should undertake the following actions:</p> <ul style="list-style-type: none"> • Priority 2: Improve and upgrade sidewalks and as required. • Priority 2: Enhance the design and safety of pedestrian crosswalks throughout Uptown. • Priority 2: Develop additional mid-block pedestrian crossings within the Uptown Core. • Priority 2: Implement traffic control devices that can assist pedestrians cross Touhy Avenue and other major street corridors. • Priority 2-3: Improve and enhance the at-grade pedestrian crossing along Prospect Avenue. • Priority 2-3: Promote the development of an upper-level pedestrian crossing as part of the Touhy Avenue viaduct replacement project. 	<p>Cooperation and participation by the EDC, the Chamber, Uptown property owners and businesses, RTA, IDOT and Metra.</p>	<p>Illinois Transportation Enhancement Program (ITEP); Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); possible funding assistance from RTA, IDOT, Metra.</p> <p>Some of these improvements may also be undertaken as part of a larger Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p>
<p>To provide for public open space within the Uptown area, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Maintain and enhance the existing open space areas at the six-corners intersection. • Priority 2-3: Promote the provision of new plazas and pedestrian areas as a part of the redevelopment projects within each Target Area. • Priority 2-3: Enhance Pickwick Plaza as an attractive and useful open space amenity. 	<p>Cooperation and participation by the EDC, the Chamber, the Park District, and Uptown institutions, property owners and businesses.</p>	<p>Open space improvements may be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p> <p>Funding for certain projects might be available from the Illinois Department of Natural Resources.</p> <p>Participation by private developers should also be promoted.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
Traffic and Transit (also see Target Area projects and actions)		
<p>To improve north-south traffic movement and reduce traffic congestion along Touhy Avenue, the City should promote the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Extend Cumberland Avenue to the north, under the UPRR tracks, to connect with Busse Highway. • Priority 2-3: If Cumberland Avenue is extended; replace the existing left-turn lanes on Touhy Avenue at Busse Highway with westbound left-turn lanes at Main Street. 	<p>While the City would sponsor these projects, input, participation, and coordination will be required from other agencies and groups including IDOT, Metra, UPRR, RTA, and the Park District.</p>	<p>Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Transportation Enhancement Program (ITEP); other TEA-21 programs; Illinois FIRST; Illinois Local Infrastructure Projects funds; and local funds.</p>
<p>To improve traffic circulation, pedestrian safety, and overall visibility along Touhy Avenue in the vicinity of the Union Pacific Railroad, the City should promote the following projects:</p> <ul style="list-style-type: none"> • Priority 1: Begin working with UPRR, Metra, and other appropriate agencies to replace the existing UPRR viaduct at Touhy Avenue. • Priority 2-3: As a part of the reconstruction project, promote expansion of the viaduct to create more open area under the bridge, which would facilitate vehicular and pedestrian movements and permit realignment of adjacent intersections. • Priority 3-4: As a part of the reconstruction project, promote the provision of a new pedestrian crossing over Touhy Avenue adjacent to the viaduct that would connect Target Areas 1 and 2. • Priority 3-4: If the UPRR viaduct is expanded, consider realigning the intersections of Touhy/Busse/Prairie to create simplified intersections that would improve access and circulation. 	<p>While the City would promote these projects, input, participation, and coordination will be required from other agencies and groups including IDOT, Metra, UPRR, and RTA.</p>	<p>Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); Illinois Transportation Enhancement Program (ITEP); other TEA-21 programs; Illinois FIRST; Bike Path and Pedestrian Facilities Programs; Illinois Local Infrastructure Projects funds; and local funds.</p>
<p>To reduce congestion and traffic conflicts along Prospect Avenue near Vine Street, the City should consider the following project:</p> <ul style="list-style-type: none"> • Priority 2: Convert the northern section of Vine Avenue between Prospect Avenue and Butler Street to one-way northbound. 	<p>This project would be the responsibility of the City, with support from Uptown businesses and residents.</p>	<p>Surface Transportation Program (STP); Congestion Mitigation and Air Quality (CMAQ); and local funds.</p>
<p>To improve pedestrian and bicycle access and circulation in Uptown, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 2: Develop a City-wide bicycle plan to address needs of Uptown and the Park Ridge community as a whole. • Priority 2: Develop additional bicycle parking facilities in Uptown, particularly at locations where bicycle usage is to be encouraged. 	<p>While the City would sponsor these projects, input, participation, and coordination will be required from other agencies and groups including Metra, EDC, the Chamber, Uptown businesses, the Park District, and local residents.</p>	<p>Congestion Mitigation and Air Quality (CMAQ); Illinois Transportation Enhancement Program (ITEP); other TEA-21 programs; Illinois FIRST; Bike Path and Pedestrian Facilities Programs; RTA funding for parking facilities; Special Service Areas (SSA); and local funds.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Traffic and Transit (continued)</p> <p>To promote the use of public transit and to provide information on transit options within the Uptown area, the City should undertake the following:</p> <ul style="list-style-type: none"> • Priority 1: Provide additional promotional information related to Uptown stores and businesses within or near the commuter station and other key transit stops; also provide maps of the Uptown area for commuters and visitors to the area. 	<p>This would be a collaborative effort between the City and RTA, Metra, Pace, CTA, EDC, the Chamber, and local businesses.</p>	<p>RTA; EDC and Chamber promotional funding; local municipal funds.</p> <p>These projects could also be supported by a Special Service Area (SSA).</p>
<p>To improve “wayfinding” within Uptown, the City should undertake the following projects and actions:</p> <ul style="list-style-type: none"> • Priority 1: Consider a parking lot banner program and parking promotion to provide Uptown patrons with more information on parking options and the location of businesses, services, and events in the area. • Priority 2: Consider installing informational kiosks to provide directions to various businesses, services, and parking areas in Uptown. 	<p>This should be a collaborative effort on the part of the City, RTA, Metra, Pace, CTA, the EDC, the Chamber, and local businesses.</p>	<p>RTA; EDC and Chamber promotional funding; local municipal funds.</p> <p>These projects could also be supported by a Special Service Area (SSA).</p>
<p>Parking (also see Target Area projects and actions)</p>		
<p>To improve commuter parking and create additional parking opportunities for the patrons of Uptown stores and businesses, the City should explore the following:</p> <ul style="list-style-type: none"> • Priority 1: Promote use of the Park District lot along Northwest Highway for daily commuter parking. • Priority 2: Work with Ameritech to enable use of the existing parking lot on Prairie Avenue for commuter parking and for special Uptown events. 	<p>While the City should sponsor this project, it would require participation and support from the Park District, private property owners, EDC, the Chamber, and local businesses.</p>	<p>While these are primarily administrative actions, some funding may be required to redesign and stripe parking facilities.</p> <p>RTA parking facility funding, and local funding. If a Special Service Area is established, SSA funds could help support these projects.</p>
<p>If additional commuter parking can be provided elsewhere, the City should consider the following:</p> <ul style="list-style-type: none"> • Priority 2: Convert some of the existing commuter parking on the Library Block for general use. • Priority 2: Work with Metra and the UPRR to investigate the possibility of converting some of the existing on-street commuter parking along Summit Avenue southeast of Prospect Avenue for general Uptown use. 	<p>While the City should sponsor these projects, they would require the participation and support from Metra, UPRR, EDC, the Chamber, the Library Board, and local businesses.</p>	<p>Local funding.</p> <p>If a Special Service Area is established, SSA funds could help support these projects.</p>

Table 2: **Implementation Action Agenda** (continued)

Projects and Actions	Roles & Responsibilities	Possible Tools & Resources
<p>Parking (continued)</p> <p>To improve the management and control of parking spaces, the City should consider the following:</p> <ul style="list-style-type: none"> • Priority 1: Convert some of the existing 5-hour parking spaces to another regulation, which should promote better use of parking spaces that are currently underutilized. • Priority 2: Modify the “zone parking” system to: a) extend the time limit from two hours to three hours, and b) reduce the length of time vehicles must vacate a zone to four hours. • Priority 2: Convert some existing 2-hour on-street parking spaces to 3- hour zone spaces; convert other underutilized 2- hour zone spaces to 2- hour free parking. 	<p>While these projects would primarily be the responsibility of the City, they will require the coordination and participation of the Police Department, EDC, the Chamber, local businesses, and local citizens.</p>	<p>Local funding.</p> <p>If a Special Service Area is established, SSA funds could help support these projects.</p>
<p>Marketing and Promotion</p> <p>The City should cooperate with the Economic Development Corporation and the Chamber of Commerce in considering the following marketing and promotional efforts:</p> <ul style="list-style-type: none"> • Priority 1: Convene a marketing “summit meeting” to establish a comprehensive and coordinated marketing plan for Uptown. • Priority 2: Undertake an “image enhancement program” that could help deliver a consistent message and a collective image of Uptown to the community and surrounding region. • Priority 2: Evaluate and supplement the special events and cultural activities that currently take place within Uptown. • Priority 2: Assist and support existing stores and businesses. • Priority 2: Continue the national search to promote additional retail development, including new anchor stores and destination retailers. • Priority 2: Encourage individual stores and businesses to promote and enhance their own business operations. 	<p>Active support and “team-work” from the EDC, the Chamber, Uptown institutions and organizations, the Uptown business community, the Library Board, volunteer groups, real estate brokers, property owners, and local residents.</p>	<p>Donations and participation from Uptown business and property owners, Uptown institutions, and local lenders.</p> <p>Marketing and promotional efforts may also be undertaken as part of a Tax Increment Financing (TIF) district and/or Special Service Area (SSA).</p>