

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:

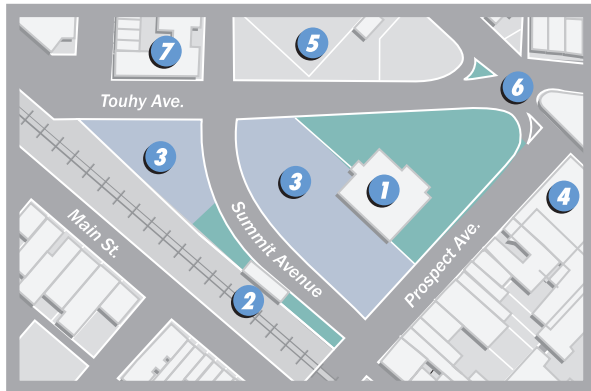
Several illustrative plans for improving and developing Target Area 1 are presented in Figure 6, consistent with the guidelines and recommendations presented above. However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design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

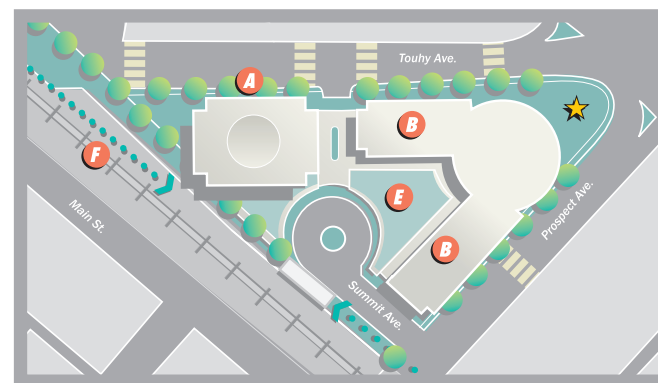
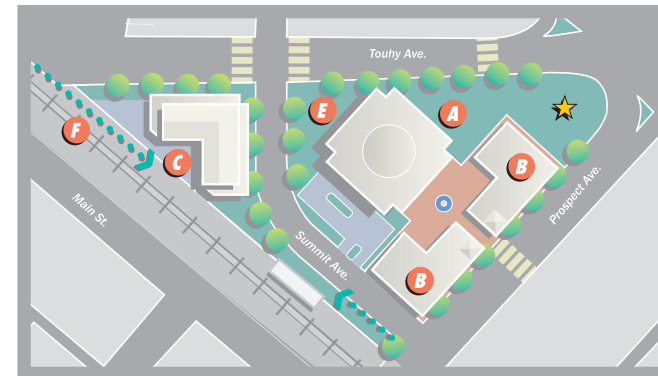
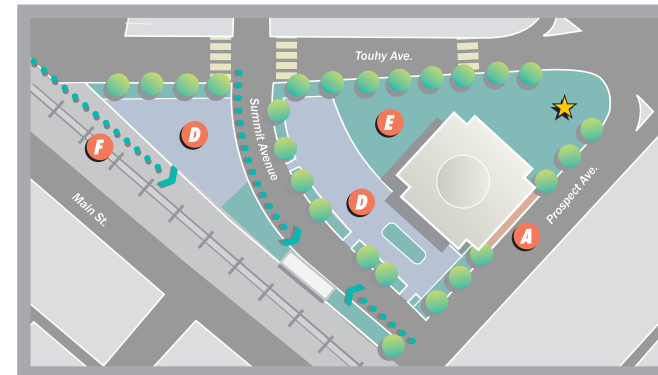


The illustrative plans on this page suggest how Area 1 might be redeveloped for a mix of new uses and facilities.

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.

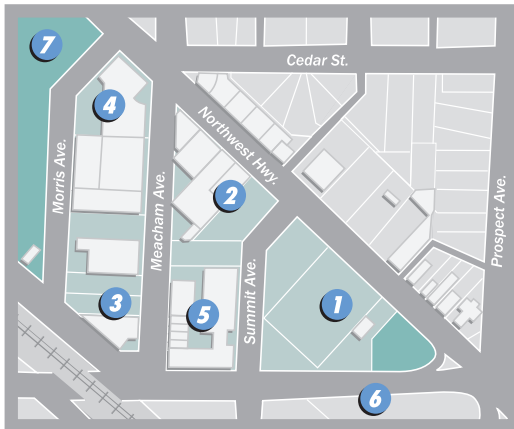
However, it should be emphasized that these plans are for illustrative purposes only, and are not intended to limit or constrain final design solutions for this key block.



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.

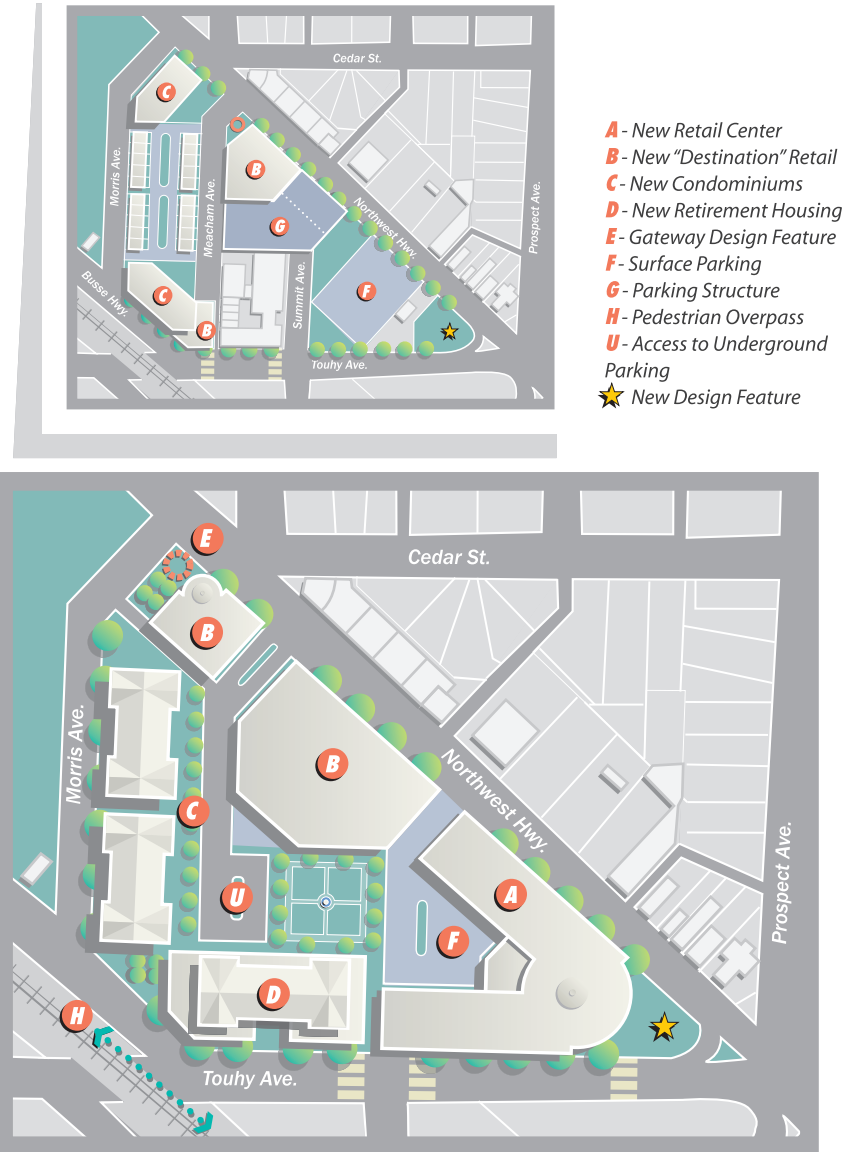


Figure 7: Target Area 2 Bredemann/Reservoir Area



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.



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, underutilization, 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

