

Based on the background analysis and detailed market assessment – as well as input from the technical advisory committee, community stakeholders, and the public – two concept plans were created to illustrate the Village’s redevelopment options. The first concept plan was based on moderate reinvestment and surface parking only, while the second concept plan was based on expanded reinvestment and included structured parking. On April 10th, the Planning Zoning and Development Commission discussed the concept plans, and recommended the second concept plan for the Village Board’s consideration. On April 17th, the Village Board approved the second concept plan as the Preferred Concept Plan for further implementation analysis (see Figures 6 and 7).

A significant feature of the Preferred Concept Plan is its potential for long-term reinvestment in new commercial and residential uses, which will help create a more vibrant downtown district and increase ridership demand for the Elmwood Park Station. In particular, the Preferred Concept Plan accommodates 139,000 square feet of net new commercial uses and 452 housing units in the downtown area.

This level of development will affect local circulation and access patterns under the Plan. Parking structures become more feasible, and reduce the need for surface parking lots. When multiple curb cuts for site access are eliminated or consolidated, the need for the median turning lane may also be eliminated. On-street parking then can be re-instated along both sides of Grand Avenue, which will create a larger parking supply and a more consistent circulation pattern.

The new development and circulation patterns create urban design opportunities. By fully utilizing the limited property along Grand Avenue, new development will create a “street wall” with buildings abutting the sidewalks. A street wall not only provides window-shopping opportunities, but also provides a sense of enclosure for pedestrians. Likewise, parking garages will help minimize surface lots and curb-cuts, which reduces auto and pedestrian conflicts and provides a more pleasant sidewalk environment. When Grand Avenue is re-designed to have consistent travel and parking lanes, urban design elements can be installed such as new street trees, lights, and sidewalks.

Ultimately, the Village seeks to create a vibrant business district that is integrated with the Elmwood Park Station. The Preferred Concept Plan presents a new and bold vision to develop Grand Avenue and Conti Parkway as “Downtown Elmwood Park.”



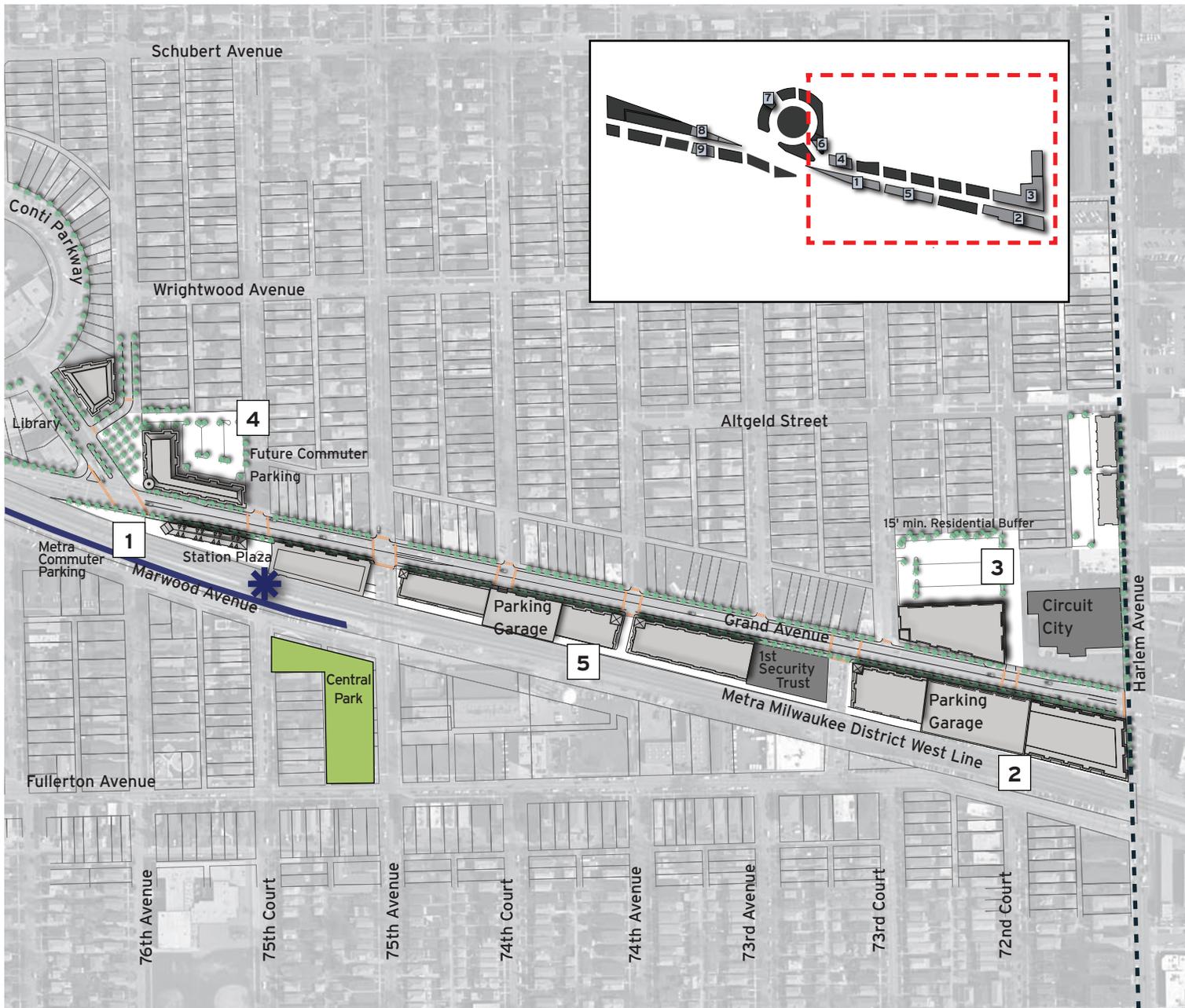


FIGURE 6

**Preferred
Concept Plan:
Sites 1 to 5**

July 2006

Elmwood Park Metra Station

AREA 1

- (1) 6,500 s.f. Commercial
- (1) 12,600 s.f. Mixed-Use (Retail/Condo)
 - 45 Units @ 1,500 s.f. per Unit
- Parking, 60 Structured spaces
- Station Plaza with bus pull-out

AREA 2

- (2) Mixed-Use (Commercial/Condo)
 - 16,000 s.f. with 40 Units
 - 40,000 s.f. with 100 Units
- (1) Mixed-Use (3-Story Pkg.Structure/Retail)
 - 12,500s.f. Ground Floor Retail
- Parking, 395 Structured spaces

AREA 3

- 40,000 s.f. Grocery
- (2) Mixed-Use (Retail/Condo)
 - 7,000 s.f. per building
 - 12 Units per building @ 1,500 s.f. per Unit
- Parking, 190 Surface spaces

AREA 4

- (1) Mixed-Use (Retail/Condo)
 - 18,000 s.f. Retail
 - 45 Units @ 1,500 s.f. per unit
- Parking, 90 Surface (for commuters) and 45 Structured spaces

AREA 5

- (3) Mixed-Use (Retail/Condo)
 - 10,500 s.f. with 27 Units
 - 20,000 s.f. with 54 Units
 - 13,500 s.f. with 35 Units
- (1) Mixed-Use (shared-use parking structure)
 - 11,000 s.f. Retail
- Parking, 432 Structured spaces



FIGURE 7

Preferred
Concept Plan:
Sites 6 to 9

July 2006

 Elmwood Park Metra Station

AREA 6

- (1) Mixed-Use (Retail/Condo)
- 8,000 s.f. Retail
- 24 Units @ 1,500 s.f. per unit
- Parking, 24 Structured spaces

AREA 7

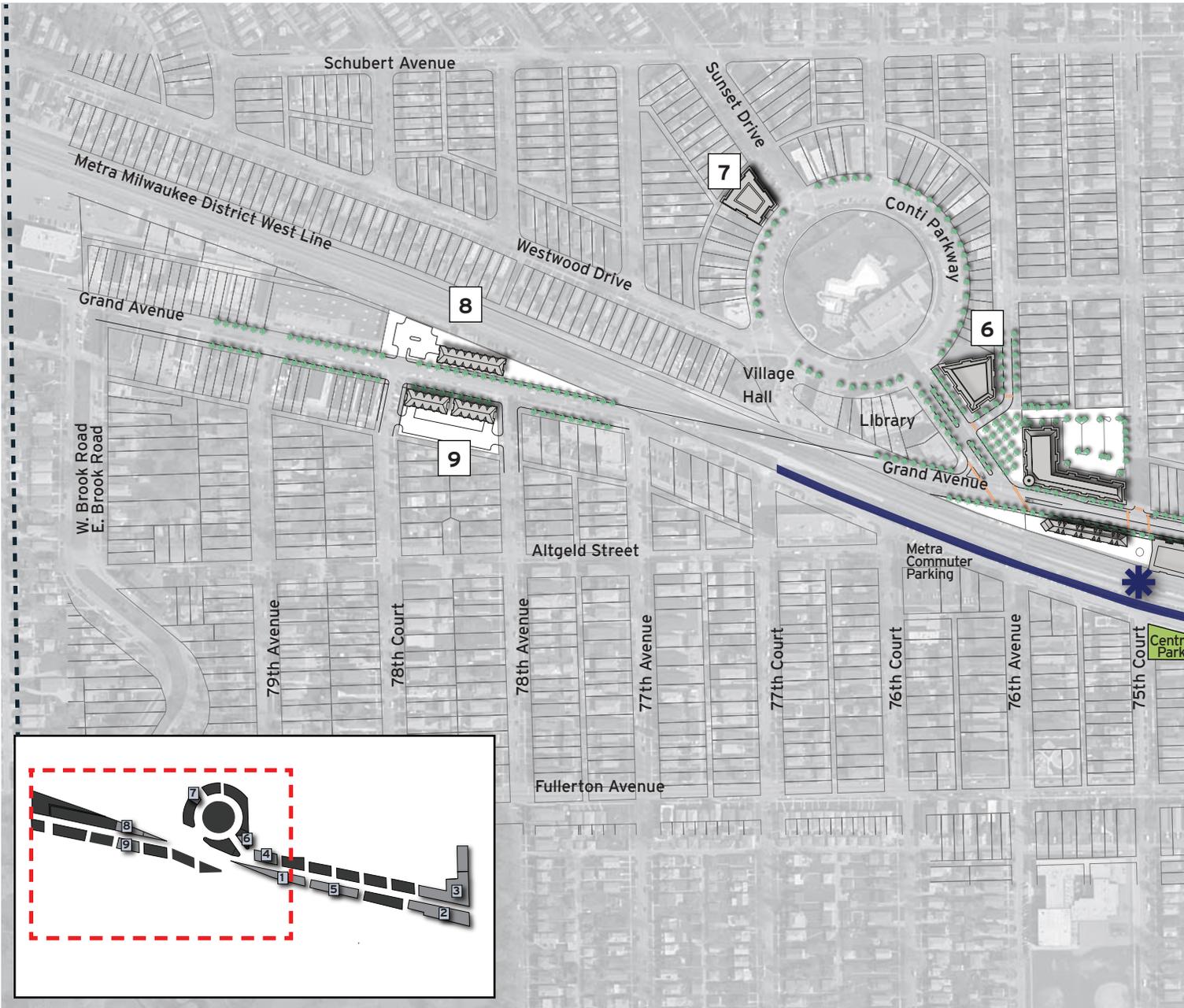
- (1) Mixed-Use (Retail/Condo)
- 8,000 s.f. Retail
- 16 Units @ 1,500 s.f. per unit
- Parking, 20 Structured spaces

AREA 8

- (1) Condo Building
- 18 Units @ 1,500 s.f. per unit
- Parking, 18 Structured and 23 Surface spaces

AREA 9

- (2) Condo Building
- 24 Units @ 1,500 s.f. per unit
- Parking, 24 Structured and 21 Surface spaces



The Preferred Concept Plan focuses on redevelopment through the use of structured parking as part of mixed-use projects. This focus would allow the majority of parking needs to be met within a garage, and allow for mid-rise residential buildings and higher residential densities. Increased population on Grand Avenue would not only enliven the downtown district, but should also increase ridership at the Elmwood Park Station. Figures 6 and 7: Preferred Concept Plan highlight key redevelopment sites in the context of Elmwood Park's built environment, and the subsequent section summarizes the potential for each numbered site on the Figures. It should be noted that the Plan is conceptual only and development sites may be able to accommodate different building and parking configurations based on developer interest and financing options.

Redevelopment Sites

The following descriptions highlight key characteristics of the redevelopment sites and future development potential.

1) South side of Grand Avenue, between 75th and 76th Avenues

- The redevelopment concept for this site provides approximately 12,600 square feet of retail and 45 condominium units in a five-story mixed-use building, with underground parking, at the corner of 75th & Grand Avenues. There is another 6,500 square feet of commercial space provided in a single-story building.
- The structured parking within the multi-use building would provide approximately 60 spaces. On-street parking also would supply approximately 25 parking spaces, which could be metered to serve the retail uses.
- Structured parking should be accessed primarily from Grand Avenue. A secondary entrance could also be provided on 75th Avenue.
- Primary site access would be from sidewalk entrances and reserved loading spaces within the on-street parking area.
- Transit facility improvements would include a bus pull-out and shelter located in a public plaza along Grand Avenue. East of 76th Avenue, five on-street parking spaces would be assigned as a kiss-n-ride location with 15-minute parking restrictions.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities along the property's frontage on Grand Avenue, a gateway park at the station's west end, and a public plaza flanked by ground-level retail.



2) South side of Grand Avenue, from Harlem to 73rd Avenues

- The redevelopment concept provides for a four-story mixed-use building at Grand and Harlem Avenues with approximately 40,000 square feet of ground-floor retail and 100 condominiums on the upper three floors. The concept also provides for a four-story mixed-use building at Grand and 73rd Avenues with 16,000 square feet of retail and 40 condominiums above. Between these two buildings a three-story parking garage with 12,500 square feet of ground-floor retail is proposed.
- The parking garage would provide approximately 395 parking spaces. Retail uses would require approximately 204 spaces, and the residential uses would need 210 spaces. On-street parking could also provide 30 spaces.
- The primary access to the garage would be from Grand Avenue, with the provision of a signal at 72nd Court. Another access point would be from a side entrance on 73rd Avenue for the garage and loading areas.
- Transit facility improvements would include a bus shelter near the intersection of Grand and Harlem Avenues.
- Urban design improvements would include pedestrian amenities along Grand Avenue, and a gateway feature on the corner of Grand and Harlem Avenues.

3) Northwest side of Grand and Harlem Avenues

- The redevelopment concept provides for a 40,000 square foot retail building along Grand Avenue at 73rd Avenue. The concept also includes 14,000 square feet of retail and 24 upper-floor condominiums, equally divided among two mixed-use buildings, along Harlem Avenue.
- Rear yard surface parking would supply approximately 130 parking spaces as shared use parking for the new retail building and Circuit City. The existing front yard parking for Circuit City would remain intact.
- Rear yard surface parking would also supply approximately 60 parking spaces for the mixed-use buildings on Harlem Avenue. On-street parking in front of the mixed-use buildings would also provide 15 spaces.
- The primary vehicle access to this redevelopment site would be from a mid-block entrance along Grand Avenue, with the provision of a signal at 72nd Court.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities along property frontage of Grand and Harlem Avenues.



4) North side of Grand Avenue, between 75th Court and 76th Avenue

- The redevelopment concept includes a four-story mixed use building with 18,000 square feet of retail and 45 upper-floor condominiums.
- Structured parking would provide approximately 45 spaces, while rear yard surface parking would supply approximately 90 parking spaces for commuters. On-street parking would also provide 20 spaces. Retail uses would require approximately 54 spaces and the condominiums would also need 68 spaces.
- The primary access to this redevelopment site would be from sidewalk entrances and the parking lot entrances on 75th Court off of Grand Avenue.
- Transit facility improvements would include a corner bus shelter.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities along Grand Avenue, and an open space at the corner of 76th and Grand Avenues with design elements to visually connect the Elmwood Park Station with Conti Parkway.

5) Existing Super Low Foods site location on Grand Avenue at 74th Avenue

- The redevelopment concept includes a four-story mixed use building with 13,500 square feet of retail and 35 condominiums at 75th and Grand Avenues. There is another four-story mixed use building with 10,500 square feet of retail and 27 condominiums at 74th and Grand Avenues. A five-story parking garage with 11,000 square feet of retail is proposed between these buildings. On the southeast corner of 74th and Grand Avenues, a three-story mixed use building provides 20,000 square feet of retail and 54 condominiums.
- The parking garage would provide approximately 432 parking spaces. The total retail uses would need about 174 spaces and the residential uses would need 165 spaces. Elmcrest Catering's parking demand would include 120 spaces. Therefore, the garage concept has a shortfall of 27 parking spaces only if the retail and catering parking are maximized as separate uses and not designed to accommodate a shared use parking demand policy. On-street parking could provide an additional 45 spaces.
- If the Village pursues the parking structure for various uses, including future commuter parking needs, a public/private partnership could be formed between an interested private developer and multiple public agencies, including the Village, IDOT, Metra, etc.
- The primary access to this site would be from a side entrance on 74th and 75th Avenues for the garage and loading areas. A traffic light is proposed for 74th and Grand Avenues. (Note: The Village's secondary water supply main is located under the 74th Avenue portion of this site and should be considered in the redevelopment process).



- Urban design improvements would include a continuous sidewalk with pedestrian amenities along Grand Avenue.

6) Corner site at Sunset Drive and 76th Avenue

- The redevelopment concept includes 8,000 square feet of ground-floor retail and 24 upper-floor residential units in a four-story mixed-use building. The building scale should match the scale of the four-story apartments on the opposite side of Sunset Drive to create “bookend” buildings at the gateway of Conti Parkway.
- Structured parking would supply approximately 24 parking spaces. Due to the width of Sunset Drive, approximately 10 on-street parking spaces could be accommodated for the ground-floor retail uses.
- The primary access to this site would be from side entrances off Conti Parkway and 76th Avenue.
- In order to accommodate better circulation in this area, 76th Avenue is proposed for realignment with Sunset Drive to create a perpendicular intersection.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities along Sunset Drive.

7) Corner site at Sunset Drive and Conti Parkway

- The redevelopment concept includes 8,000 square feet of ground-floor retail and 16 upper-floor residential units in a three-story mixed-use building. The building scale should match the scale of the three-story mixed-use building at the Westwood Drive and Conti Parkway intersection to create “bookend” buildings for this commercial concentration along Conti Parkway.
- Structured parking would supply approximately 20 parking spaces. On-street parking along Conti Parkway could also serve the retail and residential uses.
- The primary access to this site would be from the alley off Sunset Drive.
- Urban design improvements would include the potential for other sidewalk cafés or restaurants along this section of Conti Parkway, which has a 20-foot wide sidewalk appropriate for outdoor dining.

8) North side of Grand Avenue, between 77th Court and 78th Court

- The redevelopment concept includes a three-story condominium building with 18 dwelling units.
- Structured parking would supply approximately 18 spaces and surface parking would sup-



ply approximately 23 spaces.

- The primary access to this site would be from the parking lot entrance off Grand Avenue at 78th Court.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities and a parkway with trees, as well as an open space area at the triangular end of this site.

9) South side of Grand Avenue, between 78th Avenue and 78th Court

- The redevelopment concept includes two condominium buildings, each containing 12 dwelling units.
- Structured parking would supply approximately 24 spaces and surface parking would supply approximately 21 surface spaces.
- The primary access to this site would be from side entrances off 78th Avenue and 78th Court.
- Urban design improvements would include a continuous sidewalk with pedestrian amenities and a parkway with trees.

