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I. INTRODUCTION

In March 2005, the City of Wood Dale began a Station Area Study to comprehensively assess the redevelopment and enhancement opportunities within its Town Center area. A major element influencing future development and design opportunities is the three potential future roadway configurations being considered at the Irving Park Road/Wood Dale Road/Metra Milwaukee District West (MD-W) Line intersection in the Town Center area. These three alternatives, including a "no-build" alternative and two potential realignments of Irving Park Road that would result in a grade-separated railroad crossing, are based upon the preliminary recommendations of an Intersection Feasibility Study prepared in 2003 by CTE Engineers.

Utilizing resources available through the Regional Transportation Authority's Regional Technical Assistance Program (RTAP), the City is engaging in an open, community-oriented planning process to understand the ways that each of these alternatives affects land use and development potential in the area. The Study is intended to identify ways to leverage the opportunities presented by each of the alignment alternatives, while building upon and enhancing the existing public transit asset of the Wood Dale Metra Station (Wood Dale Station). HNTB Corporation and Valerie S. Kretchmer Associates are providing planning and real estate market consulting services to the City to complete the planning process.

At the conclusion of the first step in the Study, an *Inventory and Vision Memorandum* was prepared, reviewed and discussed by the Project Team in a public forum held on September 12, 2005. The memorandum summarized community preferences, existing conditions and other key planning considerations for the Wood Dale Station area, highlighted current market conditions and expected market demand impacting the area, and included a brief description of the three potential future roadway alignments being reflected in this Study. The memorandum concluded with a preliminary Vision statement and preliminary Planning Goals.

In this step in the Study, three Alternative Redevelopment Scenarios have been developed and evaluated, to understand the extent to which they achieve the City of Wood Dale's vision for a new Town Center. The three Scenarios presented in this Memorandum have been based upon the three potential future roadway configurations, two of which would have a profound impact on redevelopment potential in the Wood Dale Station area if implemented. The two roadway realignments are referred to in this memorandum as "2" and "2A" for ease of reference to their designation in the Intersection Feasibility Study.

This memorandum discusses Planning Considerations related to the Wood Dale Station area, including a development program and other key planning factors that reflect community preferences and market potentials. It also describes the Evaluation Factors that are used to "measure" the ability of each scenario to meet the community's needs and desires. All three Redevelopment Scenarios are presented and described, and each is assessed relative to the Evaluation Factors.

II. PLANNING CONSIDERATIONS

This section of the memorandum describes a Development Program for the Town Center area, and also summarizes other relevant Planning Factors that have an impact on the Redevelopment Scenarios to follow.

Development Program

The Development Program presented below responds to community preferences for the Town Center area, existing physical conditions, and future development potential as described in the market study prepared during the first step in the Study. This Development Program will be considered a "baseline" against which each Scenario is assessed.

It should be noted that one or more of the Scenarios may exceed the expectations identified in the Development Program. The future development potentials identified in the market study, for example, were projected for a period of approximately ten years. The actual time frame for redevelopment in the Town Center area will exceed ten years. Based upon changing development variables over time (such as national economic cycles, future retailing trends and the potential ability to secure an anchor use for the Town Center) the future development potential of the Town Center area may well exceed current near-term market projections. Market trends beyond ten years are very difficult to predict, and as a result the market potential for the area will be subject to reassessment in the future.

- Retail, Service and Entertainment Uses- Over the next ten years it is expected that approximately 55,000 to 70,000 square feet of new commercial space can be attracted to the Town Center area (at an approximate absorption rate of 15,000 to 20,000 square feet in each of three three-year periods). In addition, as much of the approximately 250,000 square feet of existing uses in these categories should be retained as possible, with relocation as necessary. If a major anchor tenant (or tenants) can be secured, such as a large chain bookstore or family entertainment center use, the potential for new commercial and office uses in the area will likely increase. Commercial uses should be visible and accessible from major roadways, and also conveniently located for Metra riders and local residents. A variety of formats should be accommodated, primarily consisting of small scale storefronts on the ground floor of mixed use buildings that provide residential units or offices on the upper floor(s).

- Office- Over the next ten years it is expected that approximately 22,500 to 30,000 square feet of new small scale professional office space can be attracted to the Town Center area (at an approximate absorption rate of 7,500 to 10,000 square feet in each of three three-year periods). In addition, as much of the approximately 90,000 square feet of existing office uses should be retained as possible, with relocation as necessary. If an anchor office use can be secured, such as a major health care facility, the potential for new commercial and office uses in the area will likely increase. These office uses should be accessible from major roadways, and also conveniently located for Metra users and local

residents. They would ideally be located on the upper floor(s) of mixed use buildings that provide ground floor commercial space.

- Public / Institutional- In each Scenario it is presumed that existing public and institutional uses in the Town Center area will remain, although the potential for relocation of the U.S. Post Office is explored in one Scenario. The City Hall and the existing churches and school within the area are located beyond the anticipated Town Center core for all three alignment alternatives. The Wood Dale Station will also remain, and should become a highly visible focal point of the Town Center in the future.

- Parking- A Town Center should be focused on establishing a pedestrian-friendly and transit-oriented development pattern, with parking areas to serve commercial, office and public uses consolidated and shared wherever possible. This minimizes curb cuts and interruptions of the pedestrian network. Off-street parking areas should be located behind and beside buildings whenever possible. However, parking should be conveniently located in close proximity to these uses, as the Wood Dale Town Center will also serve a significant auto-oriented user population accessing the area from Irving Park and Wood Dale Roads.

  Parking standards for commercial uses in the Town Center area currently result in a blended ratio of roughly one parking space per 320 square feet of leasable space. The three Scenarios assume a ratio of approximately one parking space per 400 square feet of leasable space, which reflects a future reliance on shared parking within the area.

  Existing Metra commuter parking lots will remain, and additional opportunities for dedicated or shared commuter parking north of the Metra MD-W Line will be accommodated where opportunities arise.

- Residential Potentials- The potential for new housing in the Town Center consists of both new condominium units (in either mixed use or residential-only buildings) and new townhouses. The anticipated market absorption rate is approximately 20 to 25 condominium units per year and approximately 20 townhouses per year, for an approximate total of 400 to 450 new multi-family residential dwelling units in the area over the next ten years.

  Although the City currently requires two parking spaces per dwelling unit, the Redevelopment Scenarios presume a lower parking ratio of between one and one and one-half parking spaces per dwelling unit depending upon unit size, to reflect the likelihood that purchasers of Town Center condominiums will be Metra commuters or empty nesters. At least one space per unit is presumed to be provided within the ground floor of the condominium building, with convenient guest parking provided in adjacent surface parking lots.

  Recent planning policies established by the City indicate that five or six story buildings in the core of the Town Center, at a density of up to 30 dwelling units per acre, are acceptable in the community. For comparison purposes, the three-phase mixed use development located on Irving Park Road east of the Town Center area that was recently approved by the City will result in an overall residential density of 31.5 units per acre in six story buildings.

It is also important to note that this recently approved mixed use development could ultimately include 120 condominium units. This single project potentially meets the entire market demand for condominium residential development in Wood Dale for the next five or six years, unless condominium units that are more convenient to the Wood Dale Station and future Town Center core are proposed that meet with a higher level of market acceptance/interest than the currently approved project.

- Community Open Space- Community input in the first step of the Study clearly indicated a strong desire that the Town Center include a major public plaza for community events, to serve as both a functional and visual focal point for the City. In addition, new areas of residential development should accommodate small scale neighborhood oriented park spaces. The Park District and community did not identify specific needs for any additional recreational facilities within the Town Center area, but access to the existing aquatic facility should be maintained and improved where feasible.

- Natural and Storm Water Detention Areas- The study area contains significant flood-prone areas along Salt Creek that should be protected, or mitigated as feasible, as redevelopment occurs. If either Irving Park Road realignment is pursued, significant additional storm water detention areas will be required- approximately 6.7 acres for Alignment Alternative 2 and approximately 7.0 acres for Alignment Alternative 2A, per the Intersection Feasibility Study conducted by CTE Engineers.

- Employment Land Use- Each Scenario presumes that once the ultimate build-out of the Town Center is complete, all of the approximately 75,000 square feet of existing light industrial uses not removed due to a potential roadway realignment will eventually be phased out in favor of multi-family residential uses that are more compatible with the Town Center and adjacent neighborhoods.

Other Planning Considerations

Several other issues were considered and reflected as the Redevelopment Scenarios were developed. These issues, related to public transit, access and circulation, and urban design, are briefly noted below.

- Wood Dale Station Location- In the past, the City has discussed the potential of relocating the Wood Dale Station to a new site east of its current location. However, discussions with Metra regarding signal operations at the at-grade crossing at Irving Park and Wood Dale Roads indicate that moving the station any less than 3,000 feet further east would have no measurable impact on "gate-down" time or crossing signal operations. Moving the station and boarding platforms that far to the east would locate the facilities outside the Wood Dale city limits, and would sever any potential visual or functional relationship to the Town Center. For this reason, the Scenarios have been developed with the Wood Dale Station remaining in its current location, addressing opportunities to enhance access to and visibility of the current station site.

- Future Bus and Para-Transit Services- The DuPage Area Transit Plan 2020 identifies Irving Park Road as a route for future regional bus service, and Wood Dale Road will also likely serve as a route for local shuttle or other transit services in the future. For these reasons, the Scenarios have considered opportunities to establish future facilities for Pace passengers, facilitating inter-modal transfers with Metra and potentially increasing commuter patronage of Town Center businesses. Key locations should be held out of development in the near term to facilitate the future provision of improved public transit access within the Town Center, as noted in the Scenarios.

- Roadway and Streetscape Character- Given existing conditions, and community aspirations for the area, three roadway and streetscape types are anticipated within the Town Center area. This system builds upon planned roadway improvements in each of the three Irving Park roadway alignment options.
  - *Limited Access Highway*- Irving Park Road will function through the Town Center area as a limited access highway if either Alignment 2 or Alignment 2A are implemented. A divided four-lane cross-section with a landscaped median and landscaped buffer areas should be constructed within the 120' wide right-of-way proposed in the Intersection Feasibility Study prepared by CTE Engineers. Access from Irving Park Road to local streets should be consolidated to fewer locations than current conditions provide.
  - *Auto-Oriented Arterial Street*- Wood Dale Road, and Irving Park Road in the "no build" scenario, serve the function of an auto-oriented arterial street, providing regional access to Town Center areas and public transit facilities. It is presumed that this roadway type accommodates four lanes of moving traffic, a center turn lane where needed, and an adequate right-of-way width to accommodate generous parkway landscaping treatments and landscape medians in key locations. While sidewalks are provided and curb cuts are limited, pedestrian access is not the primary function of this street type.
  - *Pedestrian-Oriented Collector Street*- All other streets within the Town Center area function as pedestrian-oriented collector streets. These streets will vary in width and cross-section, and may be public streets or access routes that function as such within private development sites. They should have the following features in common, however, regardless of who constructs and maintains them:
    - ✓ generously sized and continuous sidewalks, with amenities including benches and bicycle parking racks at key locations;
    - ✓ defined pedestrian cross-walks and pedestrian-activated crossing signals where warranted;
    - ✓ storefronts located directly adjacent to the sidewalk;
    - ✓ on-street parallel parking where feasible;
    - ✓ street trees;
    - ✓ pedestrian scaled light fixtures; and
    - ✓ visual enhancements such as planters and pole-mounted banners.

- Pedestrian Underpasses- Each scenario identifies potential locations for a pedestrian underpass or underpasses, to improve pedestrian and bicycle access between the Wood Dale Station and surrounding areas. These underpasses will allow for passage underneath Irving Park Road and/or the Metra MD-W Line for both local residents seeking to access the Wood Dale Station and future Pace bus riders who wish to transfer from buses along Irving Park Road to Metra commuter rail, along with other

users of the area. These underpasses are shown beyond the current limits of commuter parking areas and Metra boarding platforms and facilities.

- Town Center Gateways- Each Scenario identifies special entry areas to the Town Center, through coordinated streetscape treatments and visually consistent architectural design. The limits of the Town Center environment will be demarcated with Town Center gateway entrance treatments at key locations along entry roadways.

III. EVALUATION FACTORS

Each of the three Redevelopment Scenarios to follow will be assessed relative to the Evaluation Factors described below. The Factors are drawn directly from the Vision for Wood Dale Town Center and Town Center Planning Goals that were included in the *Inventory and Vision Memorandum*. Assessing each Scenario based upon consistent Evaluation Factors will facilitate a comparison of the relative opportunities and challenges inherent in each alternative.

Community Cohesion

1. Does the Scenario provide a consistent, positive identity for the City?
2. Does the Scenario facilitate a seamless integration of older and newer areas of the City?

Land Use and Redevelopment

1. How does the overall scale of redevelopment proposed compare to currently identified market potential? (I.E. Does the Scenario provide opportunities for significantly more or less of each type of redevelopment than anticipated?)
   - Approximate square footage of new retail, service and entertainment uses provided?
   - Approximate square footage of new office uses provided?
   - Approximate number of new residential dwelling units provided (by type)?
2. What is the approximate net change in land uses in the Scenario? (I.E. How significant is the displacement of existing commercial and residential uses?)
3. Do the overall densities of new development coincide with community expectations?
4. Is development in a mixed use format accommodated in key locations?
5. Are commercial redevelopment opportunities provided on parcels of significant depth if auto-oriented (ideally at least 300')?
6. Are opportunities for "synergies" between different land uses provided?
7. Are storm water detention and other "uninhabited" open spaces used effectively as visual amenities?
8. Are adjacent single family neighborhoods buffered from the impacts of new development?

Public Transit Facilities

1. Is the Wood Dale Station well integrated with its surroundings?
2. Is the visibility of the Wood Dale Station improved?
3. Has access to the Wood Dale Station been improved for drivers, bus passengers, bicyclists and pedestrians?
4. Has bus service along Irving Park Road and Wood Dale Road been accommodated?

Access, Circulation and Parking

1. Has access and visibility from Irving Park Road been improved for drivers, for both new and existing uses?
2. Has access and visibility from Wood Dale Road been improved for drivers, for both new and existing uses?
3. Is the Town Center area accessible for local residents arriving on foot or on bicycles?

4. Is there ease of access from one quadrant of the Town Center area to another for pedestrians and bicyclists?
5. Are off-street paths and bikeways accommodated, including connections to nearby public facilities and potential future amenities at Salt Creek?
6. Are parking areas well-located for commercial and office uses?
7. Are potential future shared parking opportunities for Metra accommodated?

Urban Design

1. Will the Scenario establish a high quality Town Center character throughout the area?
2. Are buildings of an appropriate scale and design along major auto-oriented roadways?
3. Is there a cohesive pedestrian streetscape environment in the walkable core of the Town Center?
4. Is a well-located public plaza for community use provided?
5. Are advantageous views of the Town Center provided from the Metra MD-W Line?
6. Are potential Metra MD-W Line right-of-way improvements accommodated?
7. Are facade and site (parking areas, signage, landscaping) improvements at existing properties accommodated?

Implementation

1. What time frame does the Scenario likely require for complete build out?
2. Are opportunities for residential development provided in the initial redevelopment phase (as residential development is likely to "lead" retail development)?
3. Is the Scenario conducive to the application of redevelopment finance tools, such as a TIF District, to facilitate implementation?
4. How significant are potential costs for implementation of public realm improvements?

IV. REDEVELOPMENT SCENARIOS

The three Redevelopment Scenarios are presented below. Each scenario is introduced followed by a description of key features. An evaluation of the scenarios follows, using the criteria identified above.

Scenario 1 – The "No Build" Alternative

Redevelopment Scenario 1 identifies future redevelopment, conservation, transportation and urban design enhancement opportunities in the Wood Dale Station area based upon the "no build" alternative, in which the current alignments of Irving Park Road and Wood Dale Road remain unchanged. In the "no build" alternative, the at-grade railroad crossings of Irving Park and Wood Dale Roads with the Metra MD-W Line remain as currently configured.

The key features of Scenario 1 are highlighted below, followed by summaries of the land use, public transit, access and circulation, parking and urban design implications of the Scenario. A summary of the implementation considerations that are relevant to the Scenario are also discussed. The section concludes with an evaluation of Scenario 1, based upon the Evaluation Factors described previously.

Redevelopment Opportunities

The extent to which properties in the Wood Dale Station area might be redeveloped as the Town Center evolves is identified in *Figure 1: Scenario 1 Redevelopment Opportunity Area*. Properties that are considered susceptible to redevelopment exhibit various site improvement issues and limitations. Among them are: limited access, or loss of access due to roadway improvements; site visibility; land use incompatibility; advanced age and/or poor conditions of structures; building or site obsolescence; and underutilized land (where otherwise appropriate for intensification).

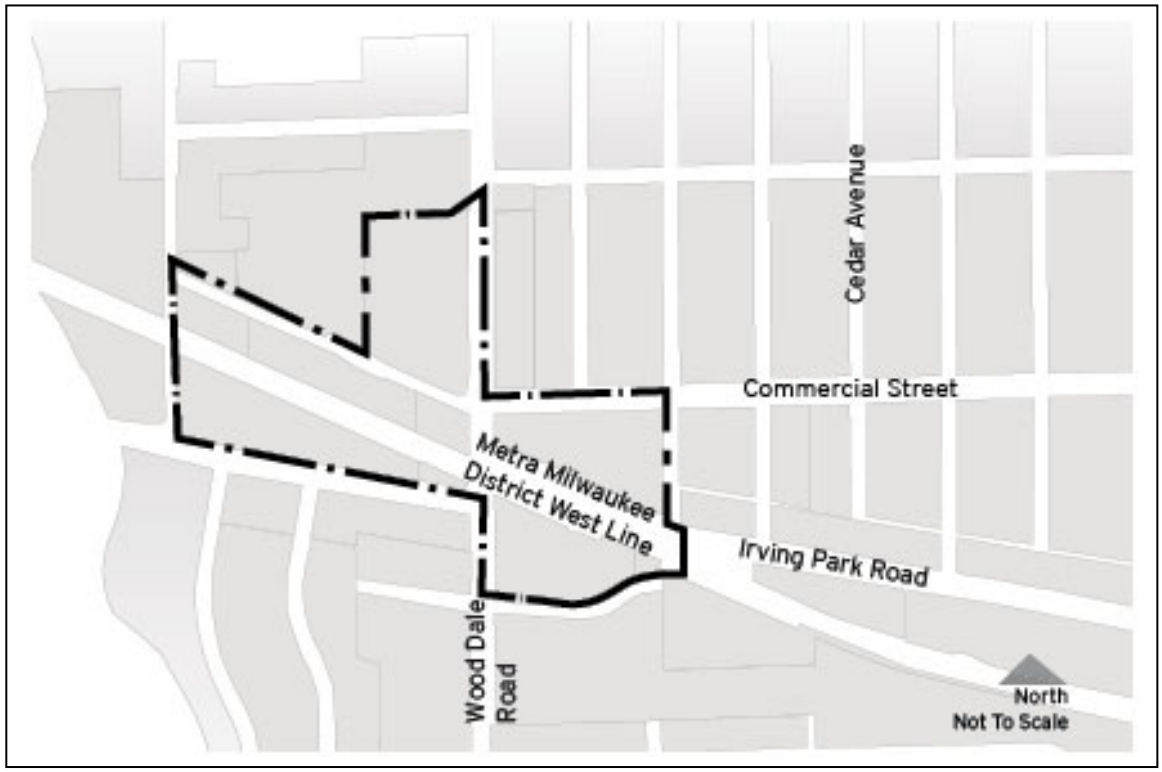
In Scenario 1, the access and visibility characteristics of development parcels in the Town Center area will not change significantly, as the roadway configuration will not be altered. Town Center redevelopment efforts would need to focus primarily on redeveloping existing sites in close proximity to the Wood Dale / Irving Park intersection and the Wood Dale Station despite the access and visibility challenges that the current roadway configuration creates in some areas, to create opportunities for more intensive and transit supportive development. In this Scenario, frontage on the north side of Irving Park Road, west of Wood Dale Road, becomes a key commercial redevelopment area due to its access and visibility.

Overview of Key Scenario Features

The key features of Redevelopment Scenario 1 include:

- A Town Center located primarily along the Wood Dale Road frontage north of Irving Park Road and the Metra MD-W Line at-grade crossing, incorporating a public plaza.

FIGURE 1: Scenario 1 Redevelopment Opportunity Area



- Redevelopment of existing commercial sites along Irving Park Road in close proximity to the Wood Dale Station, to provide more intensive, mixed use opportunities.
- Enhancements to the Wood Dale Station and its immediate surroundings in the current location and the creation of an open space immediately north of the station, to accommodate a pedestrian underpass and future Pace bus drop-off facilities convenient to the Wood Dale Station.
- Select infill redevelopment along the frontage of Irving Park Road further east of the Wood Dale Road intersection, with consolidated access and parking, consistent signage and substantial site landscaping. To accommodate increased commercial parcel depths along the north side of Irving Park Road, it may be worthwhile to consider supporting developer acquisition of adjacent residential properties if appropriate landscape buffers and site access are provided.
- Phasing out existing light industrial uses within the Wood Dale Station area over the long term, providing sites for new transit supportive multi-family residential development.
- Streetscape upgrades along Irving Park and Wood Dale Roads and other key streets, based as appropriate on a "pedestrian-oriented" prototype and an "auto-oriented" prototype.

Land Use

As indicated in *Figure 2: Scenario 1 Land Use Framework*, the following land uses are represented within the Wood Dale Station area in Scenario 1.

Mixed use parcels are indicated in all four quadrants of the Wood Dale Station area surrounding the Wood Dale Road / Irving Park Road intersection. While it will be difficult to create strong physical connections between these areas, they should each be redeveloped in a visually consistent and pedestrian-friendly manner.

Commercial areas that are more auto-oriented in nature are indicated on Wood Dale Road north of Irving Park Road, and on Irving Park Road both east and west of Wood Dale Road. In these areas, selected infill development is anticipated. Opportunities to create cross-connections between parking areas and improved pedestrian access should be leveraged where they arise.

Existing multi-family and single family residential areas remain largely unchanged. Over the long term, opportunities to develop additional multi-family residential along Irving Park Road east of the Wood Dale Station and along Commercial Street west of Wood Dale Road should be pursued. This will provide additional local residents to support Town Center businesses and transit, and help to focus commercial activity within a more concentrated Town Center environment over the long term.

Public and Institutional uses in the Wood Dale Station area are indicated to remain. Community Open Spaces are created in the northwest quadrant, which will incorporate a major public plaza, and at a smaller scale along Irving Park Road north of the Wood Dale Station to accommodate a pedestrian underpass and future Pace bus drop-off facilities.

Public Transit Facilities

As depicted in *Figure 3: Scenario 1 Access and Circulation Framework*, the configuration of the Wood Dale Station, boarding platforms and existing commuter parking areas remains unchanged in Scenario 1. Cosmetic enhancements to the station building and related facilities are anticipated, to highlight the Wood Dale Station as a key feature of the Town Center and to visually relate the station area to streetscape treatments in adjacent areas.

A pedestrian underpass is indicated under Irving Park Road in the immediate vicinity of the Wood Dale Station, but outside the current boundaries of commuter parking and Metra facility areas, to provide improved access to the station area from residential neighborhoods to the north without impacting existing commuter parking. The Framework also includes suggested Pace bus drop-off facilities along Irving Park Road, located as conveniently to the Wood Dale Station as feasible.

FIGURE 2

FIGURE 3

Access, Circulation and Parking

The roadway configuration in Scenario 1 remains largely unchanged from current conditions, as depicted in *Figure 3: Scenario 1 Access and Circulation Framework*. Irving Park and Wood Dale Roads receive upgrades as auto-oriented arterial streets; Commercial Street and Division Street are designated as pedestrian-oriented collector streets. Limited access points to areas of new development are indicated, to minimize curb cuts along arterials.

Traffic and circulation improvements in the area can potentially be achieved by the selective closure of local streets to limit access to Irving Park Road from adjacent residential neighborhoods. This can allow for more effective buffering of these neighborhoods from the impacts of future redevelopment along Irving Park Road and can allow for additional parking and open space areas along the commercial corridor.

Off-street parking needs within the Town Center will be accommodated in shared parking areas located to allow for unimpeded pedestrian movement between commercial businesses, and to allow for improved circulation between businesses, the public plaza and the Wood Dale Station in a pedestrian-oriented environment. Opportunities to provide conveniently located additional commuter parking north of the Metra MD-W Line, shared with other uses, should be explored. Outside of the Town Center core, auto-oriented commercial redevelopment should utilize consolidated parking areas and cross-easements to facilitate effective parking lot flow and minimize curb cuts.

Pedestrian and bicycle circulation should be facilitated through the creation of an uninterrupted network of sidewalks, marked crossings at intersections, pedestrian-activated crossing signals in high traffic locations, and designated on-street bicycle lanes throughout the Town Center. The potential for an off-street pathway adjacent to the Metra MD-W Line at the rear of properties extending east from Wood Dale Road should be pursued with property owners, to facilitate access to the Wood Dale Station for residents of new housing along Irving Park Road east of the station. Potential future connections to public and recreational facilities outside the Town Center will need to be explored in more detail with participating agencies as opportunities arise.

Gateway signage at major entry points and wayfinding signage placed in key locations throughout the Town Center should be visually coordinated, to assist Town Center visitors in locating parking areas and other major destinations.

Urban Design

A conceptual illustration of how redevelopment might occur within the Town Center area is depicted in *Figure 4: Scenario 1 Town Center Concept*. A public plaza is indicated on the northwest corner of Wood Dale Road and Commercial Street, surrounded by commercial buildings. Additional commercial buildings are anticipated to occur in the northeast quadrant, between Irving Park Road and Commercial Street, including upper-floor office space. Multi-family residential redevelopment is recommended extending west along Commercial Street as existing light industrial uses are phased out. Redevelopment along Irving Park Road in the Town Center area should accommodate commercial businesses in mixed use buildings that include condominiums on the upper floors.

FIGURE 4

Streetscape treatments and substantial parking lot landscaping are recommended throughout the core of the Town Center, to provide a visually consistent pedestrian environment. This will also serve to visually relate public streets with key internal access routes within new development areas. Architectural design of buildings throughout the Town Center area, whether single story commercial structures or multi-story mixed use and residential structures, should be coordinated through the use of consistent materials and details.

Development Quantities

The conceptual plan in Figure 4 indicates significant redevelopment of existing commercial areas as mixed use and multi-family residential. Within this core Town Center area, the potential future quantity of new development is summarized in *Table 1: Scenario 1 Development Summary* below.

TABLE 1:
Scenario 1 Development Summary

Commercial	
New Retail, Service, Entertainment	203,000 sf
New Office	114,000 sf
Total New Commercial	322,000 sf
Existing Commercial displaced	(134,000 sf)
NET NEW Commercial	**183,000 sf**
Residential	
New Condominiums*	169
New Townhouses	18

NOTE: all square footages and unit counts approximate
* Does not include 120 condominium units already approved

As previously discussed, the market study identified a market demand over the next approximately ten years for about 100,000 of new commercial development in the Town Center area (70,000 retail and 30,000 office) in the absence of a major anchor tenant. This Scenario presumes that at least two anchor tenants can be secured to occupy the new developments in the northwest and northeast quadrants to boost market demand, and that build-out will occur over fifteen to twenty years. For these reasons, approximately 188,000 sf of net new commercial development is depicted in Figure 4.

The new residential development depicted would likely be absorbed over a period of approximately fifteen to twenty years, considering the condominium units already approved for development along Irving Park Road east of the Wood Dale Station.

Implementation Considerations

Key considerations related to implementation of Scenario 1 are summarized below:

- Preliminary high priority projects in this Scenario include: 1) the public plaza and surrounding retail in the northwest quadrant, and 2) the commercial and office development in the northeast quadrant. This will allow for initial commercial development to occur with minimal displacement of existing businesses, and allow

for relocation of key existing businesses from south of the Metra MD-W Line before redevelopment occurs in other areas.

- Previously approved condominium units may dampen market interest in developing additional multi-family residential in the near term.
- In later years, it may become apparent that the market for townhouses is stronger than the market for condominiums in the Town Center area. In this situation, redevelopment areas at the perimeter of the Town Center could be redeveloped with townhouses in lieu of portions of the mixed use and commercial areas indicated.
- A very general cost estimate of major public realm enhancements as depicted in the Scenario (not including roadway improvements) is as follows:
  - Public plaza- $600,000 to $1,200,000
  - Auto-oriented streetscape- $2,000,000 (along entire length of Irving Park Road through the Town Center area)
  - Pedestrian-oriented streetscape- $2,000,000
- Key implementation issues may include:
  - Continuing challenges related to difficulty in accessing key sites from Irving Park Road, despite their visibility.
  - Facilitating the potential need to make development parcels east of Wood Dale Road along Irving Park Road deeper.
  - Facilitating a case-by-case review of potential street closures in a timely and coordinated manner.
- Metra has no funding that might be allocated for Irving Park Road improvements, for the proposed pedestrian underpass, or for other railroad right-of-way or transit facility enhancements. Any proposed underpass or transit facility improvements will need to be reviewed by Metra, as the City does not own the station facility.

Scenario 2 – Alternative Realignment "2"

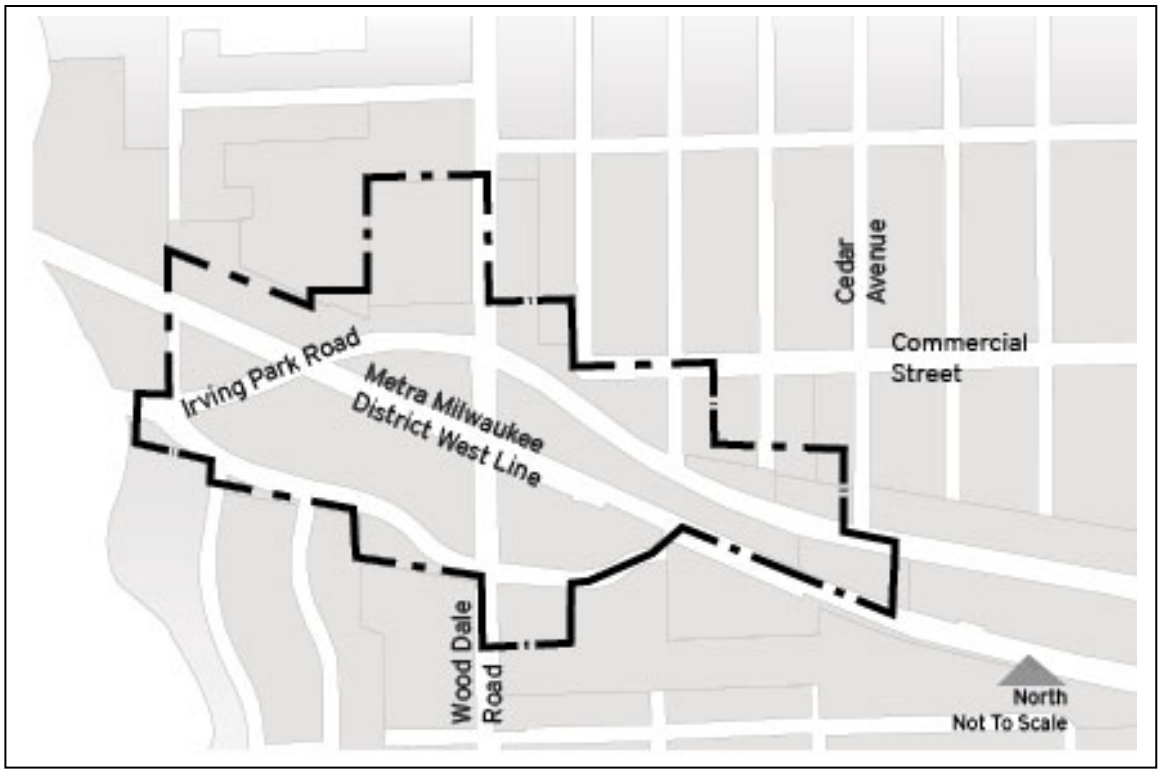
Redevelopment Scenario 2 identifies future redevelopment, conservation, transportation and urban design enhancement opportunities in the Wood Dale Station area based upon construction of Alignment "2", in which Irving Park Road would be realigned to curve north and dip under the Metra MD-W Line west of Wood Dale Road, returning to grade west of a relocated intersection of Irving Park and Wood Dale Roads. East of Wood Dale Road, Irving Park Road would generally follow its current alignment, and the Wood Dale Road crossing of the Metra MD-W Line would remain at grade.

The key features of Scenario 2 are highlighted below, followed by summaries of the land use, public transit, access and circulation, parking and urban design implications of the Scenario. A summary of the implementation considerations that are relevant to the Scenario are also discussed. The section concludes with an evaluation of Scenario 2, based upon the Evaluation Factors described previously.

Redevelopment Opportunities

The extent to which properties in the Wood Dale Station area might be redeveloped as the Town Center evolves is identified in *Figure 5: Scenario 2 Redevelopment Opportunity Area*. Properties that are considered susceptible to redevelopment exhibit various site improvement issues and limitations. Among them are: limited access, or loss of access due to roadway improvements; site visibility; land use incompatibility; advanced age and/or poor conditions of structures; building or site obsolescence; and underutilized land (where otherwise appropriate for intensification).

FIGURE 5: Scenario 2 Redevelopment Opportunity Area



In Scenario 2, the access and visibility characteristics of development parcels in the Town Center area will improve in the areas north of the Metra MD-W Line, as all Irving Park Road traffic will move north of the railroad tracks. However, the segment of existing Irving Park Road between Salt Creek and Wood Dale Road will be significantly impacted. Town Center redevelopment efforts would need to focus primarily on reorganizing the area south of the Metra MD-W Line to create opportunities for more intensive and transit supportive development. In this Scenario, frontage on the north side of Irving Park Road, both east and west of Wood Dale Road, becomes a key auto-oriented commercial redevelopment area due to its improved access and visibility.

Overview of Key Scenario Features

The key features of Redevelopment Scenario 2 include:

- A mixed use Town Center located primarily south of the Metra MD-W Line, incorporating a public plaza.
- Redevelopment of existing commercial sites north of Irving Park Road along Wood Dale Road, to provide auto-oriented commercial opportunities.
- Enhancements to the Wood Dale Station and its immediate surroundings in the current location and the creation of an open space north of Irving Park Road, to accommodate a pedestrian underpass and future Pace bus drop-off facilities convenient to the Wood Dale Station.
- Select infill redevelopment along the frontage of Irving Park Road further east of the Wood Dale Road intersection, with consolidated access and parking, consistent signage and substantial site landscaping. To accommodate increased commercial

parcel depths along the north side of Irving Park Road, it may be worthwhile to consider supporting developer acquisition of adjacent residential properties if appropriate landscape buffers and site access are provided.

- Phasing out existing light industrial uses within the Wood Dale Station area over the long term, providing sites for new transit supportive multi-family residential development.
- Streetscape upgrades along Irving Park and Wood Dale Roads and other key streets, based as appropriate on a "pedestrian-oriented" prototype and an "auto-oriented" prototype. In this Scenario, the new section of Irving Park Road will function primarily as limited access highway, with significant landscape buffering.

Land Use

As indicated in *Figure 6: Scenario 2 Land Use Framework*, the following land uses are represented within the Wood Dale Station area in Scenario 2.

Mixed use parcels are indicated both east and west of Wood Dale Road south of the Metra MD-W Line, located to accommodate mixed use development accessed from a new boulevard. The area should incorporate a public plaza, and should be redeveloped in a visually consistent and pedestrian-friendly manner.

Commercial areas that are more auto-oriented in nature are indicated on both sides of Wood Dale Road north of Irving Park Road. At existing commercial properties further east along Irving Park Road, selected infill redevelopment is anticipated. Opportunities to create cross-connections between parking areas and improved pedestrian access should be leveraged where they arise.

Existing multi-family and single family residential areas remain largely unchanged. Over the long term, opportunities to develop additional multi-family residential along Irving Park Road east of the Wood Dale Station should be pursued. Condominiums in a mixed use format should be developed in the core of the Town Center south of the Metra MD-W Line. These developments will provide additional local residents to support Town Center businesses and transit, and help to focus commercial activity within a more concentrated area over the long term.

Public and Institutional uses in the Wood Dale Station area are indicated to remain. In order to accommodate the new boulevard serving the Town Center, the U.S Post Office is proposed to be relocated to the east side of Wood Dale Road at Division Street. Community Open Spaces are created in the southwest quadrant, which will incorporate a major public plaza, and at a smaller scale along Irving Park Road north of the Wood Dale Station to accommodate a pedestrian underpass and future Pace bus drop-off facilities.

Public Transit Facilities

As depicted in *Figure 7: Scenario 2 Access and Circulation Framework*, the configuration of the Wood Dale Station, boarding platforms and existing commuter parking areas remains unchanged in Scenario 2. Cosmetic enhancements to the station building and related facilities are anticipated, to highlight the Wood Dale Station as a key feature of the Town Center and to visually relate the station area to streetscape treatments in adjacent areas.

FIGURE 6

FIGURE 7

A pedestrian underpass is indicated under Irving Park Road and the Metra MD-W Line in the immediate vicinity of the Wood Dale Station, but outside the current boundaries of commuter parking and Metra facility areas, to provide unimpeded access to the station area from residential neighborhoods to the north without impacting existing commuter parking. The Framework also includes suggested Pace bus drop-off facilities along Irving Park Road, located as conveniently to the Wood Dale Station as feasible.

Access, Circulation and Parking

The proposed roadway configuration in Scenario 2, as depicted in *Figure 7: Scenario 2 Access and Circulation Framework*, includes creating a new boulevard to provide access to the southwest quadrant of the Town Center area, accessed via a "right-in/right-out" connection to Irving Park Road just east of Salt Creek, before it curves north and dips below grade. Irving Park will function in this Scenario as a limited access highway. Wood Dale Road will receive upgrades as an auto-oriented arterial street. The new boulevard and Division Street are designated as pedestrian-oriented collector streets. Limited access points to areas of new development are indicated, to minimize curb cuts along arterials. A new street will be required to provide access to the existing water park west of Wood Dale Road.

Traffic and circulation improvements in the area can potentially be achieved by the selective closure of local streets to limit access to Irving Park Road from adjacent residential neighborhoods. This can allow for more effective buffering of these neighborhoods from the impacts of future redevelopment along Irving Park Road and can allow for additional parking and open space areas along the commercial corridor.

Off-street parking needs within the Town Center will be accommodated in shared parking areas located to allow for unimpeded pedestrian movement between commercial businesses, and to allow for circulation between businesses, the public plaza and the Wood Dale Station in a pedestrian-oriented environment. Opportunities to provide conveniently located additional commuter parking north of the Metra MD-W Line, shared with other uses, should be explored. Outside of the Town Center core, auto-oriented commercial redevelopment should utilize consolidated parking areas and cross-easements to facilitate effective parking lot flow and minimize curb cuts.

Pedestrian and bicycle circulation should be facilitated through the creation of an uninterrupted network of sidewalks, marked crossings at intersections, pedestrian-activated crossing signals in high traffic locations, and designated on-street bicycle lanes throughout the Town Center. The potential for an off-street pathway adjacent to the Metra MD-W Line at the rear of properties extending east from Wood Dale Road should be pursued with property owners, to facilitate access to the Wood Dale Station for residents of new housing along Irving Park Road east of the station. Potential future connections to public and recreational facilities outside the Town Center will need to be explored in more detail with participating agencies as opportunities arise.

Gateway signage at major entry points and wayfinding signage placed in key locations throughout the Town Center should be visually coordinated, to assist Town Center visitors in locating parking areas and other major destinations.

Urban Design

Streetscape treatments and substantial parking lot landscaping are recommended throughout the core of the Town Center and north along Wood Dale Road, to provide a visually consistent environment. This will also serve to visually relate public streets with key internal access routes within new development areas. Architectural design of buildings throughout the Town Center area, whether single story commercial structures or multi-story mixed use and residential structures, should be coordinated through the use of consistent materials and details.

A conceptual illustration of how redevelopment might occur within the Town Center area is depicted in *Figure 8: Scenario 2 Town Center Concept*. A public plaza is indicated on the northwest corner of Wood Dale Road and the new boulevard, surrounded by mixed use buildings. A mixed use building holds the street edge on the east side of Wood Dale Road south of the Metra MD-W Line, also. Additional commercial buildings are anticipated to occur in the northwest and northeast quadrants. An anchor office tenant is located in a mixed use facility at the northwest corner of Irving Park and Wood Dale Roads.

Development Quantities

The conceptual plan in Figure 8 indicates significant redevelopment of existing commercial areas as mixed use, commercial and multi-family residential. Within this core Town Center area, the potential future quantity of new development is summarized in *Table 2: Scenario 2 Development Summary* below.

TABLE 2:
Scenario 2 Development Summary

Commercial	
New Retail, Service, Entertainment	219,000 sf
New Office	99,000 sf
Total New Commercial	318,000 sf
Existing Commercial displaced	(186,000 sf)
NET NEW Commercial	**132,000 sf**
Residential	
New Condominiums*	365
New Townhouses	10

NOTE: all square footages and unit counts approximate
* Does not include 120 condominium units already approved

As previously discussed, the market study identified a market demand over the next approximately ten years for about 100,000 of new commercial development in the Town Center area (70,000 retail and 30,000 office) in the absence of a major anchor tenant. This Scenario presumes that at least one anchor tenant can be secured to occupy the new development in the northwest quadrant to "boost" market demand, and that build-out will occur over ten to fifteen years. For these reasons, approximately 132,000 sf of net new commercial development is depicted in Figure 8.

FIGURE 8

The new residential development depicted could potentially require more than twenty years to be fully absorbed by the market, considering the condominium units already approved for development along Irving Park Road east of the Wood Dale Station.

Implementation Considerations

Key considerations related to implementation of Scenario 2 are summarized below:

- Preliminary high priority projects in this Scenario include: 1) the public plaza and surrounding commercial in the northwest quadrant, and 2) the commercial development in the northeast quadrant. This could potentially allow for initial commercial development to occur in advance of completion of the roadway realignment, thus allowing for relocation of key existing businesses from south of the Metra MD-W Line before work on the realignment occurs.
- Previously approved condominium units may dampen market interest in developing additional multi-family residential in the near term.
- In later years, it may become apparent that the market for townhouses is stronger than the market for condominiums in the Town Center area. In this situation, redevelopment areas at the perimeter of the Town Center could be redeveloped with townhouses in lieu of portions of the mixed use and commercial areas indicated.
- The feasibility of relocating the U.S. Post Office will need to be determined before the alignment of the future new boulevard is determined. While an intersection with Division Street would be ideal, the new boulevard could potentially intersect with Wood Dale Road further north.
- A very general cost estimate of major public realm enhancements as depicted in the Scenario (not including roadway improvements or costs associated with the realignment and reconstruction of Irving Park Road) is as follows:
  - Public plaza- $450,000 to $1,000,000
  - Auto-oriented streetscape- $1,500,000
  - Pedestrian-oriented streetscape- $1,000,000
  - Internal roadways at Town Center core development- $450,000
- Key implementation issues may include:
  - The loss of regional access and visibility for businesses located along Irving Park Road west of Wood Dale Road and the Depot Shopping Center, resulting in a need to proactively address relocation issues.
  - Facilitating the potential need to make development parcels east of Wood Dale Road along Irving Park Road deeper.
  - Facilitating a case-by-case review of potential street closures in a timely and coordinated manner.
- Metra has no funding that might be allocated for an Irving Park Road realignment or improvements, for the proposed pedestrian underpass, or for other railroad right-of-way or transit facility enhancements. Any proposed underpass or transit facility improvements will need to be reviewed by Metra, as the City does not own the station facility.
- Traffic signal coordination at Wood Dale Road will need to be carefully considered, to ensure effective coordination of the new at-grade rail crossing and the new intersection with Irving Park Road.

Scenario 3 – Alternative Realignment "2A"

Redevelopment Scenario 3 identifies future redevelopment, conservation, transportation and urban design enhancement opportunities in the Wood Dale Station area based upon construction of Alignment "2A", in which Irving Park Road would be realigned to curve north and dip under the Metra MD-W Line west of Wood Dale Road, returning to grade west of a new intersection between Irving Park and Wood Dale Roads that would be located north of the current intersection with Commercial Street. East of Wood Dale Road, Irving Park Road would continue east and then swing back south, returning to its original alignment at approximately Maple Avenue. The Wood Dale Road crossing of the Metra MD-W Line would remain at grade.

The key features of Scenario 3 are highlighted below, followed by summaries of the land use, public transit, access and circulation, parking and urban design implications of the Scenario. A summary of the implementation considerations that are relevant to the Scenario are also discussed. The section concludes with an evaluation of Scenario 3, based upon the Evaluation Factors described previously.

Redevelopment Opportunities

The extent to which properties in the Wood Dale Station area might be redeveloped as the Town Center evolves is identified in *Figure 9: Scenario 3 Redevelopment Opportunity Area*. Properties that are considered susceptible to redevelopment exhibit various site improvement issues and limitations. Among them are: limited access, or loss of access due to roadway improvements; site visibility; land use incompatibility; advanced age and/or poor conditions of structures; building or site obsolescence; and underutilized land (where otherwise appropriate for intensification).

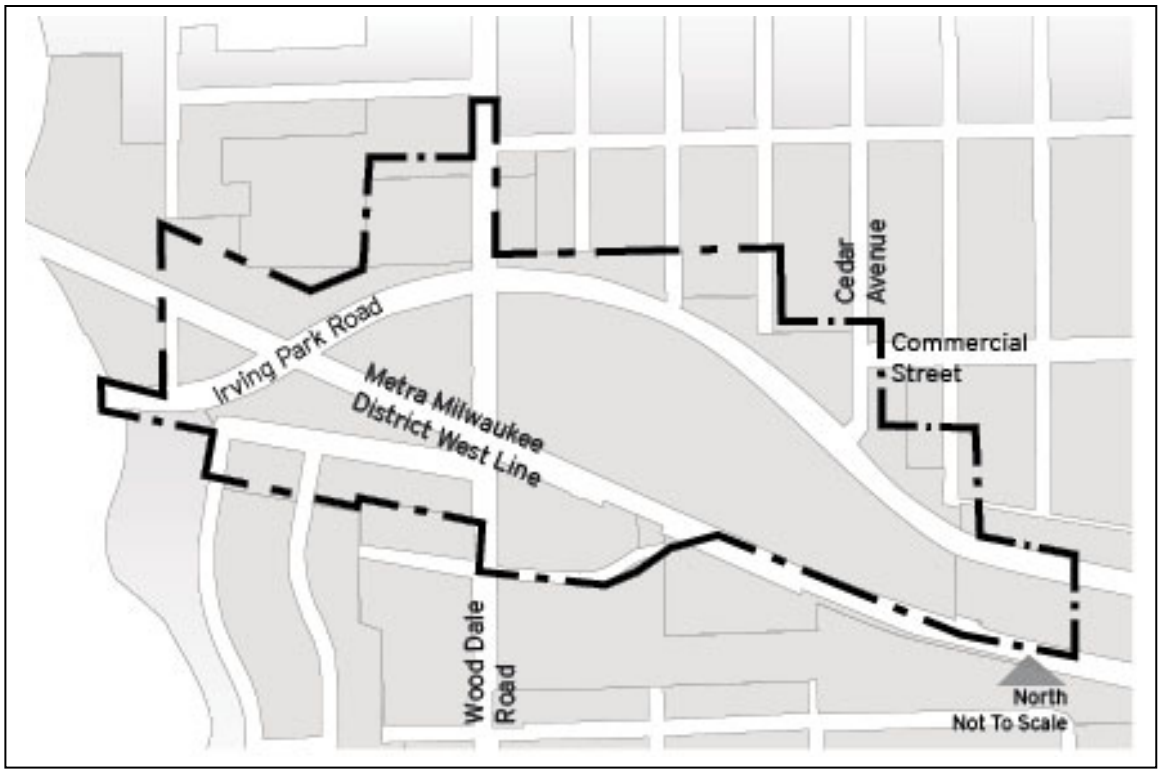
In Scenario 3, the access and visibility characteristics of development parcels north of the Metra MD-W Line will improve, as all Irving Park Road traffic will move north of the railroad tracks. Significant reconfiguration of the area due to the potential roadway realignment will require the vacation of several existing rights-of-way, the relocation of several businesses and the acquisition of several residential properties. The segment of existing Irving Park Road between Salt Creek and Wood Dale Road will be significantly impacted, as regional access will be eliminated. Town Center redevelopment efforts would need to focus primarily on reorganizing the area between the new section of Irving Park Road and the Metra MD-W Line east of Wood Dale Road, to create opportunities for more intensive and transit supportive development. In this Scenario, frontage on the north side of Irving Park Road serves primarily as an open space buffer against existing residential neighborhoods.

Overview of Key Scenario Features

The key features of Redevelopment Scenario 3 include:

- A mixed use Town Center between Irving Park Road and the Metra MD-W Line east of Wood Dale Road, incorporating a public plaza.
- Redevelopment of existing commercial sites north of Irving Park Road along Wood Dale Road, to provide auto-oriented commercial opportunities.
- Redevelopment of properties west of Wood Dale Road along the former Irving Park Road as multi-family residential.

FIGURE 9: Scenario 3 Redevelopment Opportunity Area



- Enhancements to the Wood Dale Station and its immediate surroundings in the current location and the creation of a pedestrian underpass and future Pace bus drop-off facilities convenient to the Wood Dale Station within the Town Center redevelopment. An additional pedestrian underpass will provide access to the Town Center for eastbound Pace bus passengers and the residential neighborhood to the north.
- Select infill redevelopment along the frontage of Irving Park Road further east of the Wood Dale Road intersection, with consolidated access and parking, consistent signage and substantial site landscaping. To accommodate increased commercial parcel depths along the north side of Irving Park Road, it may be worthwhile to consider supporting developer acquisition of adjacent residential properties if appropriate landscape buffers and site access are provided.
- Phasing out existing light industrial uses within the Wood Dale Station area over the long term, providing sites for new transit supportive multi-family residential development.
- Streetscape upgrades along Irving Park and Wood Dale Roads and other key streets, based as appropriate on a "pedestrian-oriented" prototype and an "auto-oriented" prototype. In this Scenario, the new section of Irving Park Road will function primarily as limited access highway, with significant landscape buffering.

Land Use

As indicated in *Figure 10: Scenario 3 Land Use Framework*, the following land uses are represented within the Wood Dale Station area in Scenario 3.

Mixed uses are indicated east of Wood Dale Road between Irving Park Road and the Metra MD-W Line, in an area reorganized to accommodate mixed use development accessed from a network of internal roadways. The area would incorporate a public plaza, and should be redeveloped in a visually consistent and pedestrian-friendly manner.

Commercial areas that are more auto-oriented in nature are indicated on both sides of Wood Dale Road north of Irving Park Road. At existing commercial properties further east along Irving Park Road, selected infill redevelopment is anticipated. Opportunities to create cross-connections between parking areas and improved pedestrian access should be leveraged where they arise.

Existing multi-family residential areas remain largely unchanged. Single family residential areas northeast of the Town Center are impacted due to the roadway realignment and the desire to ensure adequate buffering between the new Irving Park Road and adjacent neighborhoods. New multi-family residential development should be pursued along the former Irving Park Road south of the Metra MD-W Line, as this road segment will no longer carry significant traffic or have regional access. Over the long term, opportunities to develop additional multi-family residential along Irving Park Road east of the Wood Dale Station should be pursued. Condominiums in a mixed use format should be developed in the core of the Town Center adjacent to the Metra MD-W Line. These new residential developments will provide additional local residents to support Town Center businesses and transit, and help to focus commercial activity within a more concentrated area over the long term.

Public and Institutional uses in the Wood Dale Station area are indicated to remain. Community Open Spaces are created in the Town Center, which will incorporate a major public plaza, and along the north side of Irving Park Road to accommodate buffering of adjacent neighborhoods, a pedestrian underpass and future Pace bus drop-off facilities.

Public Transit Facilities

As depicted in *Figure 11: Scenario 3 Access and Circulation Framework*, the configuration of the Wood Dale Station, boarding platforms and existing commuter parking areas remains unchanged in Scenario 3. Cosmetic enhancements to the station building and related facilities are anticipated, to highlight the Wood Dale Station as a key feature of the Town Center and to visually relate the station area to streetscape treatments in adjacent areas.

Two pedestrian underpasses are indicated, one under Irving Park Road and one under the Metra MD-W Line in the immediate vicinity of the Wood Dale Station. The southern underpass will be outside the current boundaries of commuter parking and Metra facility areas, to provide ready access to the station area from the Town Center without impacting existing commuter parking. The Framework also includes potential Pace bus drop-off facilities within the Town Center and along Irving Park Road, located as conveniently to the Wood Dale Station as feasible.

FIGURE 10

FIGURE 11

Access, Circulation and Parking

The proposed roadway configuration in Scenario 3, as depicted in *Figure 11: Scenario 3 Access and Circulation Framework*, includes limited access to an internal network of roadways within the Town Center. Irving Park will function in this Scenario as a limited access highway. Wood Dale Road will receive upgrades as an auto-oriented arterial street. The former Irving Park Road and Division Street are designated as pedestrian-oriented collector streets. A new street will be required to provide access to the existing water park west of Wood Dale Road.

Traffic and circulation improvements in the area can potentially be achieved by the selective closure of local streets to limit access to Irving Park Road from adjacent residential neighborhoods. This can allow for more effective buffering of these neighborhoods from the impacts of future redevelopment along Irving Park Road and can allow for additional parking and open space areas along the commercial corridor.

Off-street parking needs within the Town Center will be accommodated in shared parking areas located to allow for unimpeded pedestrian movement between commercial businesses, and to allow for circulation between businesses, the public plaza and the Wood Dale Station in a pedestrian-oriented environment. Opportunities to provide conveniently located additional commuter parking north of the Metra MD-W Line, shared with other uses, should be explored. Outside of the Town Center core, auto-oriented commercial redevelopment should utilize consolidated parking areas and cross-easements to facilitate effective parking lot flow and minimize curb cuts.

Pedestrian and bicycle circulation should be facilitated through the creation of an uninterrupted network of sidewalks, marked crossings at intersections, pedestrian-activated crossing signals in high traffic locations, and designated on-street bicycle lanes throughout the Town Center. The potential for an off-street pathway adjacent to the Metra MD-W Line at the rear of properties extending east from Wood Dale Road should be pursued with property owners, to facilitate access to the Wood Dale Station for residents of new housing along Irving Park Road east of the station. Potential future connections to public and recreational facilities outside the Town Center will need to be explored in more detail with participating agencies as opportunities arise.

Gateway signage at major entry points and wayfinding signage placed in key locations throughout the Town Center should be visually coordinated, to assist Town Center visitors in locating parking areas and other major destinations.

Urban Design

A conceptual illustration of how redevelopment might occur within the Town Center area is depicted in *Figure 12: Scenario 3 Town Center Concept*. A public plaza is indicated in a central location in the Town Center, surrounded by mixed use buildings and visible from Irving Park Road. Mixed use buildings hold the street edges along Irving Park and Wood Dale Roads, and at internal Town Center roadways. Additional commercial buildings are anticipated to occur in the northwest quadrant. An anchor office tenant is anticipated for the key southeast corner of Wood Dale and Irving Park Roads.

FIGURE 12

Condominium and townhouse development is indicated south of the Metra MD-W Line, with some small scale storefront commercial along Division Street in a location convenient to the Wood Dale Station.

Streetscape treatments and substantial parking lot landscaping are recommended throughout the core of the Town Center and north along Wood Dale Road, to provide a visually consistent environment. This will also serve to visually relate public streets with key internal access routes within new development areas. Architectural design of buildings throughout the Town Center area, whether single story commercial structures or multi-story mixed use and residential structures, should be coordinated through the use of consistent materials and details.

Development Quantities

The conceptual plan in Figure 12 indicates significant redevelopment of existing commercial and residential areas as mixed use, commercial and multi-family residential. Within this core Town Center area, the potential future quantity of new development is summarized in *Table 3: Scenario 3 Development Summary* below.:

TABLE 3:
Scenario 3 Development Summary

Commercial	
New Retail, Service, Entertainment	294,000 sf
New Office	130,000 sf
Total New Commercial	424,000 sf
Existing Commercial displaced	(249,000 sf)
NET NEW Commercial	**175,000 sf**
Residential	
New Condominiums*	633
New Townhouses	31

NOTE: all square footages and unit counts approximate
* Does not include 120 condominium units already approved

As previously discussed, the market study identified a market demand over the next approximately ten years for about 100,000 of new commercial development in the Town Center area (70,000 retail and 30,000 office) in the absence of a major anchor tenant. This Scenario presumes that two or three anchor tenants can be secured to occupy the new Town Center development to "boost" market demand, and that build-out will occur over fifteen to twenty years. For these reasons, approximately 175,000 sf of net new commercial development is depicted in Figure 12.

The new residential development depicted could potentially require more than twenty years to be fully absorbed by the market, considering the condominium units already approved for development along Irving Park Road east of the Wood Dale Station and the need to phase redevelopment as businesses are relocated from south of the Metra MD-W Line.

Implementation Considerations

Key considerations related to implementation of Scenario 3 are summarized below:

- Preliminary high priority projects in this Scenario include: 1) the commercial development in the northwest quadrant, to provide an area for relocation of existing businesses, and 2) the anchor mixed uses immediately east of Wood Dale Road in the new Town Center, which could potentially be developed in advance of the roadway realignment.
- Previously approved condominium units may dampen market interest in developing additional multi-family residential in the near term.
- In later years, it may become apparent that the market for townhouses is stronger than the market for condominiums in the Town Center area. In this situation, redevelopment areas at the perimeter of the Town Center could be redeveloped with townhouses in lieu of the condominium structures indicated.
- A very general cost estimate of major public realm enhancements as depicted in the Scenario (not including roadway improvements or costs associated with the realignment and reconstruction of Irving Park Road) is as follows:
  - Public plaza- $350,000 to $800,000
  - Auto-oriented streetscape- $1,400,000
  - Pedestrian-oriented streetscape- $1,000,000
  - Internal roadways at Town Center core development- $850,000
- Key implementation issues may include:
  - The need to relocate existing businesses and residents within the new Town Center area, in coordination with roadway realignment work.
  - The loss of regional access and visibility for businesses located along Irving Park Road west of Wood Dale Road and in the Depot Shopping Center, resulting in a need to proactively address relocation issues.
  - Facilitating the potential need to make development parcels east of Wood Dale Road along Irving Park Road deeper.
  - Facilitating a case-by-case review of potential street closures in a timely and coordinated manner.
- Metra has no funding that might be allocated for an Irving Park Road realignment or improvements, for the proposed pedestrian underpasses, or for other railroad right-of-way or transit facility enhancements. Any proposed underpasses or transit facility improvements will need to be reviewed by Metra, as the City does not own the station facility.
- Traffic signal coordination at Wood Dale Road will need to be carefully considered, to ensure effective coordination of the new at-grade rail crossing and the new intersection with Irving Park Road.

Evaluation

Table 4: Evaluation Summary on the following page assesses all three Redevelopment Scenarios based upon the Evaluation Factors discussed previously. The summary table facilitates an objective comparison of the advantages and disadvantages of various elements of each potential alternative.

TABLE 4: Evaluation Summary			
EVALUATION FACTOR	Scenario 1	Scenario 2	Scenario 3
Community Cohesion			
1. Consistent, positive identity	+	+	+
2. Integrated land use and transportation	-	-	+
Land Use and Redevelopment			
1. Development scale compatibility	-	+	-
2. Minimal displacement of existing uses	+	+	-
3. Density compatibility	+	+	+
4. Mixed use development	+	+	+
5. Adequate commercial parcel depth	+	-	+
6. Synergies between uses	-	+	+
7. Effective use of open space	-	+	+
8. Residential buffers	-	-	+
Public Transit Facilities			
1. Commuter facilities integration	-	-	-
2.Commuter facilities visibility	-	+	-
3. Commuter facilities access	-	-	+
4. Pace service accommodated	+	+	+
Access, Circulation and Parking			
1. Irving Park Rd. access/visibility[1]	-	+	+
2. Wood Dale Rd. access/visibility	-	+	+
3. Pedestrian/bicycle access	-	+	+
4. Access between quadrants	-	-	-
5. Off-street paths and bikeways	-	+	+
6. Improved parking access/locations	+	+	+
7. Shared parking opportunities	+	+	+
Urban Design			
1. High quality character	+	+	+
2. Appropriate scale and design	+	+	+
3. Cohesive streetscape in core	+	+	+
4. Location of public plaza	+	+	+
5. Views from Metra MD-W Line	-	-	+
6. Metra MD-W Line right-of-way improvements	-	+	+
7. Improvements on existing sites	+	+	+
Implementation			
1. Development time frame[2]	15 or more	10 or more	15 or more
2. Residential in early phase(s)	+	-	+
3. Finance tool application	+	+	+
4. Preliminary public realm enhancement costs[3]	$4,600,000	$3,400,000	$3,600,000

\+ Scenario achieves the desired factor

\- Scenario fails to achieve the desired factor

1 Access/visibility at existing Irving Park Road to remain is negatively impacted in Scenarios 2 and 3

2 In years

3 As described previously; Scenario 1 includes streetscape along existing Irving Park Road to remain

As Table 4 indicates, Scenario 1 rates positive for 15 Evaluation Factors (out of the 30 that are rated), Scenario 2 rates positive for 22 Factors, and Scenario 3 rates positive for 25 Factors. Scenario 2 represents the shortest build-out period overall, as it accommodates slightly less commercial development in total. General cost estimates for public realm enhancements are lower for Scenarios 2 and 3 as it is assumed that enhancements along the new segment of Irving Park Road would be included in either realignment project.

Challenges inherent in the implementation of all Scenarios will include establishing an appropriate phasing strategy to both minimize disruption to existing businesses and facilitate business relocation in an effective manner, and accommodating residential and/or office development in early phases to generate additional commercial demand in later phases.

Creating a strong connection between the future Town Center and the Wood Dale Station is also challenging in each Scenario. Scenario 2 depicts the most visible regional presence for the Wood Dale Station, and the strongest linkage to future Pace bus service along Irving Park Road. Scenario 3 provides the best opportunity to locate commercial uses and shared parking in close proximity to the Wood Dale Station.

V. NEXT STEPS

Based upon Project Team review and discussion and subsequent refinement, static 3-D images of each Redevelopment Scenario will be prepared. In addition, a more detailed and animated view of the preliminarily preferred Scenario will be prepared, to provide the community with a clear sense of scale and overall design character. The three Scenarios will then be presented to the community for review and comment during a Community Open House to be held in early 2006.

When complete, the Study will include long-term planning recommendations and implementation strategies to enable the City, working collaboratively with other partners where appropriate, to realize a significant revitalization of the area surrounding the Wood Dale Station, based upon a preferred Redevelopment Scenario. The revitalization effort will seek to leverage the opportunity provided by potential future roadway improvements, direct the market proactively to achieve the future Vision that community stakeholders have articulated, meet the City's redevelopment and improvement objectives, and better facilitate the use of Metra commuter rail service and other forms of public transit that may serve the community in the future.