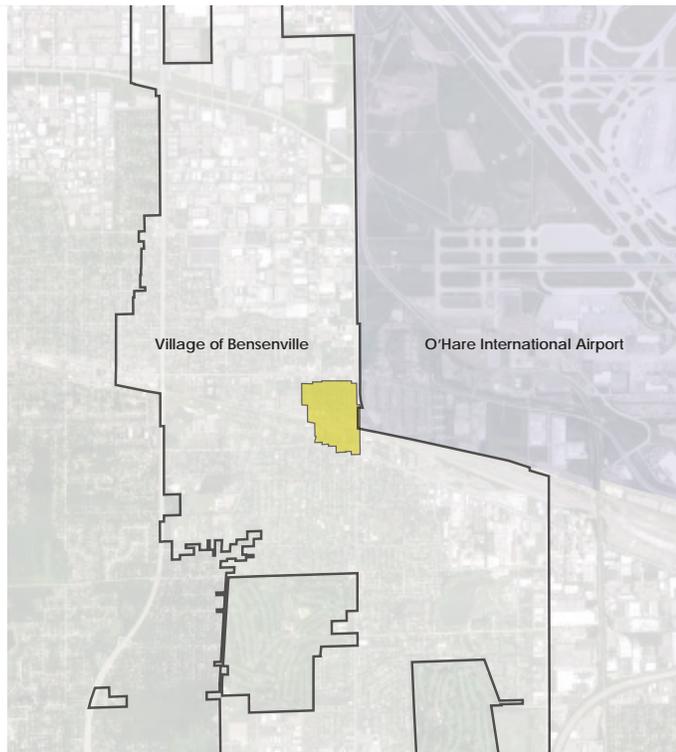




Downtown

DOWNTOWN

Guiding Principles



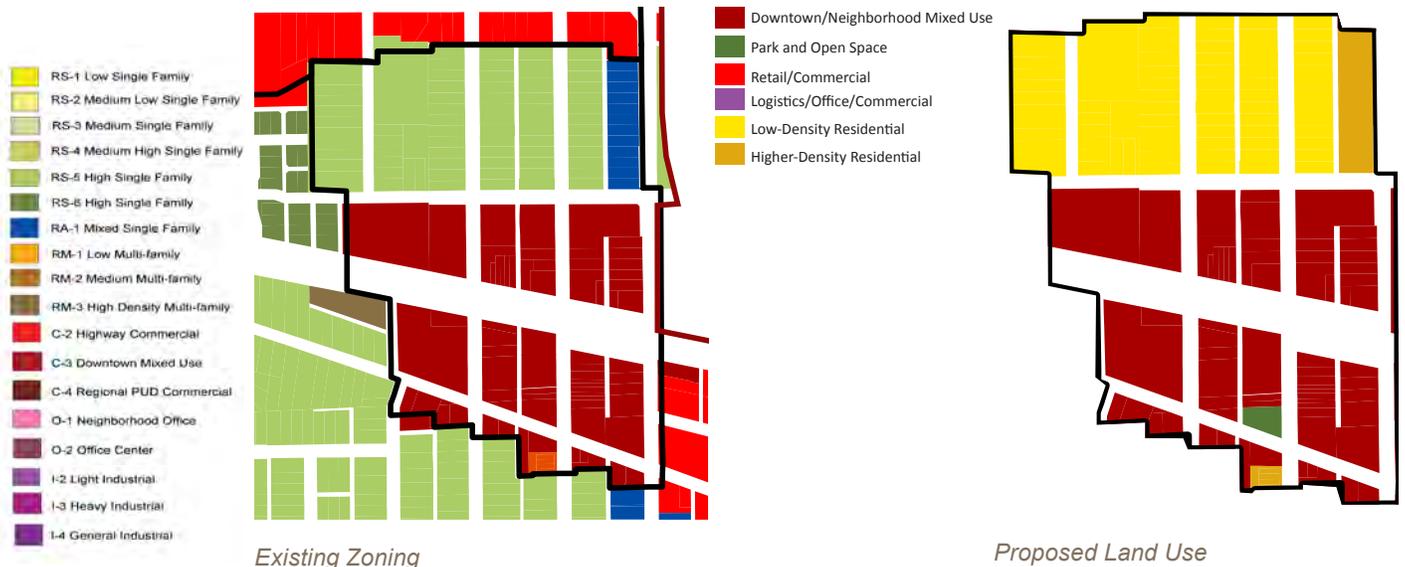
- Increase residential density and encourage mixed use.
- Encourage infill development, building from transit-oriented development linkages.
- Expand intermodal connectivity with METRA and PACE, and future Western Terminal.
- Improve north-south connectivity through downtown.
- Sustain downtown as a place to support community events.
- Benefit from improved regional access as a new EOWA interchange at York & Irving Park is completed.
- Improve signage and wayfinding to downtown.
- Develop retail recruitment strategy focused on core clusters, including restaurants, entertainment, and community services.
- Meet with property owners to understand their needs and long term plans.



DOWNTOWN

Existing Conditions

- Retail mix includes a small number of restaurants, entertainment venues, and community services.
- There are a number of higher density residential towers, some with street level retail. Population within 1/2 mile is approximately 4,900 people.
- Several vacant sites are situated adjacent to the METRA station, and could be suitable for reuse.
- While corridors such as Irving Park and York carry considerable traffic, residential streets serving downtown carry very little traffic, less than 1000 cars per day on average.
- The rail line serving METRA and CP railroads through downtown carries an average of 86 trains per day (mostly passenger) according to US DOT records
- The Bensenville METRA station supports boardings of between 400 and 500 people per day, and supports about 200 parking spaces.
- The downtown area includes the intersection of York Rd and Green St. This intersection is currently improved with two gas stations and a telephone switching building.



DOWNTOWN

Design Approach: Alternative 1

This alternative focuses on introducing new retail development and density around Towne Center Park in Downtown Bensenville and creating a strong retail edge along Main Street. Consideration should be given to the installation of an active water feature in the park to sustain summer activity in the downtown area.

Proposed streetscape improvements are also intended to strengthen downtown as a location for community events and outdoor festivals. Restaurants and supporting retail would be located at the ground floor of the residential building, framing the existing park and complementing existing retail along South Center Street.

Development Program

Retail	57,600	SF
Residential	53	units
Townhomes	29	units
Total Housing	82	units



ILLUSTRATIVE PLAN - ALTERNATIVE 1



residential



retail/commercial



hotel

DOWNTOWN

Design Approach: Alternative 2

Higher density will transform Downtown Bensenville into a mixed-use, transit-oriented node, supported by enhanced PACE service. Retail uses along South Center St. are extended north across Main St., balancing the Village's "main street" on both sides of the Metra Station. Ground floor retail with residential units above are introduced north of Village Hall complements the existing retail on the east side of the street.

Development Program

Retail	51,800	SF
Multi Family	239	units
Townhome	67	units
Total Housing	306	units

The park is preserved at Green and Center and framed by residential buildings and lined with restaurants, supporting retail and commercial development. A new parking structure supports proposed residential development along Green and Addison as well as staff and visitors to Village Hall.



ILLUSTRATIVE PLAN - ALTERNATIVE 2



residential



retail/commercial



hotel

ILLUSTRATIVE PLAN - ALTERNATIVE 3



This alternative is focused largely on the intersection of Green Street and York Road. The program presumes eventual redevelopment of both existing gas stations as well as the existing phone switching station. Retail uses are not presumed for parcels on the intersection; rather a mix of residential or office is seen as more likely, taking advantage of the unique view corridors into O'Hare International Airport.

DOWNTOWN

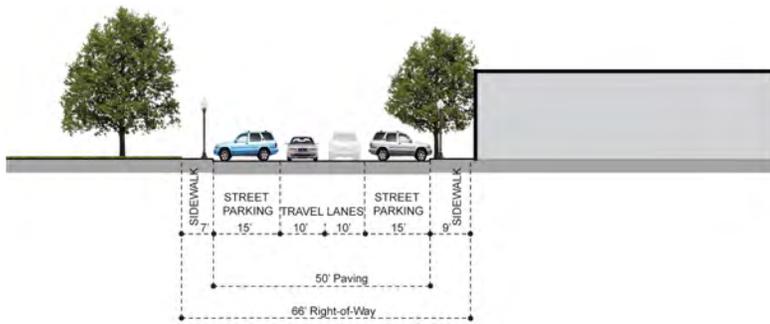
Streetscape Plan: Existing Conditions

The downtown streets have traditional style pedestrian-scale lights, but they have inconsistent placement of street trees, planters, and pavers.

Center St., from Green to Main has been identified as the core downtown street due to the scale of the existing adjacent retail, Village Hall, and the potential for it to become a stronger event street.

Typical right-of-way features along downtown streets include:

- Urban, downtown street character includes curb and gutter.
- Wide paving accommodates perpendicular or diagonal parking in several locations.
- Lanes are wider than needed for the traffic volumes and speeds.
- Typical downtown character includes pedestrian-scale lights, street trees, planters, and pavers; in some areas, pedestrian zones are differentiated from utility zones, which are designated with pavers.



DOWNTOWN

Streetscape Plan: Recommended Improvements

The proposed streetscape narrows the street by eliminating angled parking on the east side of Center St and introducing parallel parking to allow a wider sidewalk.

Center St. would also feature a banded decorative paving pattern that extends across the roadway and integrates with the sidewalk paving.

The wider sidewalk allows for a more comfortable pedestrian environment as well as the installation of streetscape elements to enhance the public realm environment of Downtown Bensenville, including street trees, decorative lighting, signage for wayfinding, and street furniture to promote pedestrian activity.



Level 1: Install additional street trees as needed to create a consistent canopy.

Level 2: Street Light Improvements

- At all core and secondary downtown streets, create a downtown identity with the use of a contemporary pedestrian-scaled street light.
- Paving improvements at Center St to enhance pedestrian environment and create plaza feel across the street for events.

Level 3: Banners to promote downtown events and create identity

Level 4: Site Furnishings + Wayfinding

- Create a family of site furnishings to enhance the downtown identity
- Wayfinding elements at key locations

Level 5 (Center Street only): Specialty Elements

- Monuments at key intersections

