A

Prospect Heights

To: Mayor Nicholas J. Helmer and the Prospect Heights City Council

From: Steve Skiber, Director of Building and Zoning

Date: August 19th 2014

Re: PZBA Case # 14-08 TA City of Prospect Heights

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**Issue**: The City received a grant from CMAP to develop a new Comprehensive Land Use Plan.

**Analysis:** The PZBA held a Public Hearing on July 24th 2014 to hear public testimony and comments on the Final Draft of the new Comprehensive Land Use Plan. Christine Carlyle of Solomon Cordwell Buenz presented an overview of the new plan and the process followed for implementation. Resident Edward Madden testified that he participated in the process and supports the final draft.

**Recommendation:** Staff is recommending that the City Council concur with the PZBA 5-0 recommendation to approve the Final Draft, (with corrections from the PZBA).

Thank You.

**ORDINANCE NO. O-14-15**

**An Ordinance Approving the Comprehensive Plan of 2014**

**WHEREAS,** the City engaged the planning firm of Solomon Cordwell Buenz (SCB) to prepare a new comprehensive plan to guide development strategies and policies for the next 10 years in accord with Section 11-12-6 of the Illinois Municipal Code, 65 ILCS 5/11-12-6;

**WHEREAS,** the City and SCB have prepared a Comprehensive Plan dated July 9, 2014, which is attached hereto as Exhibit A, and which shall be known as the Comprehensive Plan of 2014; and

**WHEREAS,** the Plan/Zoning Board of Appeals held a public hearing on the Comprehensive plan on July 24, 2014 and notice was duly given as provided by law;

**WHEREAS,** the Plan/Zoning Board of Appeals recommends adoption of the Comprehensive Plan pursuant to Section 1-13-4.A of the City Code;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PROSPECT HEIGHTS, COOK COUNTY, ILLINOIS AS FOLLOWS:**

**SECTION ONE:** The above recitals are incorporated into this ordinance as if fully set forth.

**SECTION TWO:** The actions of the staff of the City and the Plan/Zoning Board of Appeals in scheduling the public hearing on the Comprehensive Plan are hereby ratified as having been scheduled by the corporate authorities of the City in accord with Section 11-12-7 of the Illinois Municipal Code, 65 ILCS 5/11-12-7.

**SECTION THREE:** The Comprehensive Plan of 2014, attached hereto as Exhibit A, is hereby approved.

**SECTION FOUR:** The City Clerk is directed to publish this ordinance in pamphlet form.

**SECTION FIVE:** This Ordinance shall be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

PASSED and APPROVED this ____day of _____, 2014.

_____
Nicholas J. Helmer, Mayor

ATTEST:

_____
City Clerk

AYES:
NAYS:
ABSENT:

Published in pamphlet form:

# CITY OF PROSPECT HEIGHTS

## COMPREHENSIVE PLAN

8.22.14

Prospect Heights

Chicago Metropolitan Agency for Planning

## Consultant Team

SCB

Valerie S. Kretchmer Associates, Inc.
Real Estate and Planning Consulting

Kimley-Horn and Associates, Inc.

WEAVER BOOS CONSULTANTS

# Acknowledgements

The City of Prospect Heights Comprehensive Plan is the culmination of numerous contributions from Prospect Heights citizens who worked with the consultant team to identify critical planning issues and strategies, shared ideas at community workshops and participated in consensus building efforts to successfully complete this Plan. Many individuals volunteered their time to participate in community workshops, meetings, focus groups and stakeholder interviews to identify the specific challenges and opportunities for the future of the City. We would especially like to recognize the City leadership for their guidance on plan goals, strategies and recommendations and overall commitment to the comprehensive planning effort:

**Mayor Nick Helmer**

**Project Steering Committee**

Tim Jones, Prospect Heights Fire Protection District

Steve Skiber, City of Prospect Heights

Steve Cutaia, City of Prospect Heights

Pardeep Deol, Prospect Heights Police Department

Scott Williamson, Alderman

Cathy Johnson, School District 214

Marcia Jendreas, Natural Resources Commission

Tom Weidman, Prospect Heights Planning and Zoning Board of Appeals

James Dunne, City of Prospect Heights

**City of Prospect Heights**

Steve Skiber, Director of Buildings and Zoning

Steve Cutaia, Director of Public Works

**Partner Organizations**

Chicago Metropolitan Agency for Planning (CMAP)

Regional Transportation Authority (RTA)

**Consultant Team**

Solomon Cordwell Buenz - Planning and Project Management

Valerie S. Kretchmer Associates - Market Analysis

Weaver Boos Associates - Natural Resources and Infrastructure

Kimley-Horn Associates - Transportation and Roadway Engineering

Peak Democracy - Public Outreach

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# CHAPTER 1
# INTRODUCTION

The City of Prospect Heights has created this new Comprehensive Plan to establish development strategies and policies for future growth over the next 10 years. This Plan assesses existing conditions and provides recommendations for land use development, transportation improvement, expansion of the City's economic base, enhanced retail and commercial opportunities, protection of natural resources and connectivity within the City.

## 1.1 Planning Context

Prospect Heights is located in Cook County, 21 miles northwest of downtown Chicago's Loop. The City has a rural residential character set amidst important regional transportation corridors and the Chicago Executive Airport. According to local lore, Prospect Heights took its name from its neighbors Mount Prospect and Arlington Heights.

The City maintains its character as a suburban community with good access to the region's highway network. I-294 is accessed in two places in the community and O'Hare Airport is located less than 10 miles away. Prospect Heights is also served by Metra Commuter Rail (North Central Service) and Pace bus (Routes 272, 221 and 234). Prospect Heights is nestled between the adjacent communities of Mt. Prospect, Wheeling and Arlington Heights and offers high quality lifestyle amenities while being well-connected to regional destinations and employment centers.

**What is a Comprehensive Plan?**

The Comprehensive Plan provides a coordinated approach to decision making regarding land use and development strategies within the City. The focus of the Plan is to establish relatively broad, long-term goals, objectives, policies and implementation recommendations that will guide ongoing community planning activities.

This document provides an overview of the current conditions in Prospect Heights based on research, assessment of existing reports and studies, on the ground reconnaissance, Steering Committee input and discussions with City leadership, residents and stakeholders. Comprehensive plans do not serve as land use regulations in themselves; instead, they provide a broad framework to guide community decision making. The Comprehensive Plan:

- Documents and illustrates what a community looks like today and the direction it will take in the future; it includes assessments of existing resources and issues, projections of future conditions and needs, and considers collective goals and desires.
- Is a policy guide that provides a framework for future land use decision-making and the physical development of the City. It will not only address land uses and zoning, it will also include the important social, natural resource and economic values of the community. The Comprehensive Plan is a method of translating the community's values into specific actions.
- Is a long-term planning document broken into achievable short-term projects and initiatives. The Plan is a 'living document', created with the intent of being reviewed and updated to keep it current with the changing needs of the community.
- Is closely integrated with other municipal documents, codes and initiatives.

**Why Does Prospect Heights Need a Comprehensive Plan?**

Prospect Height's Comprehensive Plan was last updated in 1996. Due to its age, it is no longer considered an effective tool for guiding future growth. The current Plan does not address significant changes in zoning over the past eighteen years, growth of the Chicago Executive Airport or changes in economic development strategy. An up-to-date Comprehensive Plan will help to direct elected officials, municipal staff, community residents, business owners and potential investors as they make decisions affecting the future of Prospect Heights. The Plan will build off the core assets of the City of Prospect Heights and its location in the region. The new Plan will provide a blueprint for future growth while promoting a healthy, walkable and sustainable environment in harmony with the principles of CMAP's 'GO TO 2040' regional plan.

**Elements of the Comprehensive Plan**

The Comprehensive Plan is composed of key elements that address the requirements of the State Statute which empowers municipal planning commissions to formally adopt a plan for the present and future development or redevelopment of the municipality and includes

recommendations for conditions unique to the community. In addition to addressing land use, housing, natural resources, transportation, economic development and implementation, the Plan will consider:

- **Location:** The City of Prospect Heights is located in northern Cook County, just west of the Tri-state Tollway (I-294) and east of Route 53. It borders Mount Prospect to the south, Arlington Heights to the west, Wheeling to the north,and Forest Preserves of Cook County to the east. The City is served by Metra's North Central Service Line, with a station located on the east side of Wolf Road The Chicago Executive Airport, is located within both Prospect Heights and the Village of Wheeling, in the northwestern section of the City. Milwaukee Avenue, Rand Road, Elmhurst Road and Palatine Road are major regional arterials that run through Prospect Heights.
- **Roadways:** Prospect Heights is served by a network of major arterials however the City lacks a comprehensive citywide sidewalk network and some intersections are difficult for pedestrians to safely cross the streets.
- **Alternative Transportation Systems** (bikes and pedestrians): Today more than ever residents are seeking non-automotive alternatives to transportation within their communities. Walkable communities with an accessible sidewalk network and safe roadway intersection design for pedestrians are valuable for all residents. Creating walkable safe routes to school, shopping, recreation and local institutions such as the library, City Hall, community centers and religious centers is important to creating a vibrant and active community The Des Plaines River Trail already is a wonderful regional asset, where expanded local roadway and trail connections will help to create a complete recreational trail network for residents to bike safely from their homes.
- **Local Retail:** The City of Prospect Heights is home to five shopping centers, all of which compete for customers in the suburban north Chicago market which is comprised of several million square feet of retail and restaurant space. Some of the dominant retail clusters within a 10 minute drive time of Prospect Heights include Mt Prospect's Randhurst Commons, Northbrook's Willow Festival Shopping Center and Wheeling's Restaurant row along Milwaukee Avenue. This highly competitive environment limits Prospect Height's success in attracting regional shopping; however Prospect Heights can enhance the existing shopping centers to support strong neighborhood and community oriented retail clusters.
- **Housing:** The City is recognized for its desirable middle income neighborhoods with a range of housing types and prices. Prospect Heights is considered a great place to raise a family with homes in close proximity to neighborhood schools, parks and recreation. Open space is a unique community amenity with access to the Forest Preserves of

**Figure 1.1:** New Police Center

Cook County and golf courses. Prospect Heights is primarily a residential community with excellent regional transportation access to employment centers, throughout the region.

- **Office and Employment:** The City of Prospect Heights is home to 640 businesses with an employee working population of 6,015. Although there is minimal office development within Prospect Heights city limits, there are a number of corporate and business clusters in the neighboring municipalities that could provide some economic synergy, especially for future development of the former Arena Land site. These clusters can be found along the east side arterials for example, Sanders Road (Allstate, CVS Caremark Operations Center and Utilities Inc), Milwaukee Avenue, Palatine Road and Wolf Road. These sites are in close proximity to industrial employers
- **Hotels:** There are six hotels in Prospect Heights in close proximity to transportation, I-294 and the Chicago Executive Airport. Most of the hotels are adjacent to the Des Plaines River bike trail and Forest Preserve of Cook County. Greater synergy between the hotels and local amenities would help to create an inviting tourist zone for the business traveler.
- **Schools:** Residents of the City of Prospect Heights are served by the following school districts: Prospect Heights School District 23, Mount Prospect School District 26, Arlington Heights School District 25, Wheeling Community Consolidated School District 21, Township High School District 214. There are three elementary and one middle school in Prospect Heights. Apart from these public schools in Prospect Heights there are a number of private institutions including St. Alphonsus School (k-8), day cares, preschools and early childhood education.
- **Higher Education:** Harper College has located one of its local satellite facilities in Prospect Heights along Wolf Road.
- **Medical Centers:** Prospect Heights has several medical centers in close proximity including:

  North Shore Medical Group, in Mt. Prospect

  Resurrection Health Center, Des Plaines

  Northwest Community Hospital, Arlington Heights

  WomanCare PC, Arlington Heights

  NCH Immediate Care Center, Buffalo Grove, Mt. Prospect
- **Parks and Recreation:** Prospect Heights is served by two parks districts that jointly manage over 16 parks and recreational facilities used by the community year round. These facilities are distributed throughout the community and serve neighboring and adjacent municipalities as well.
- **Environment and Infrastructure:** The City has an extensive existing system of natural features and waterways including McDonald Creek, its tributary waterways and the Isaak Walton Park and Slough. Completion of the Levee 37 project provides the City, as well as neighboring communities, increased protection against damaging flood events. Stormwater mitigation efforts related to infrastructure improvements are a priority in the City as well as investigating the expansion of municipal water service.

**Relationship to CMAP's Go To 2040 Plan**

The City of Prospect Heights Comprehensive Plan goals and priorities provide guidance at the local level to address immediate and future community needs. The Plan will also reflect how Prospect Heights fits into regional economic and demographic changes, some of which will greatly impact the City. Prospect Heights is committed to implementing the long-range goals of the GoTo 2040 regional plan. The four areas of concentration of the regional plan are:

- Livability

- Efficient Governance
- Regional Mobility
- Human Capital

**History of Prospect Heights**

In 1830 a tract of one thousand acres located at Elmhurst and Willow Roads was home to the dairy farm of Hiram L. Kennicott. The farm's two hundred cows supplied milk and butter to Chicago markets. Kennicott was said to have lived in a "grand style". his home was nicknamed 'the Folly' and housed tutors and governesses for his children.

**Residential Development**

In 1935, the first houses were built along Elmhurst Road by developers Carlton Smith and Allen Dawson. These two young developers built their first homes on farmland along Elmhurst Road as the start of a well-planned community to meet the dreams of depression-weary families. The first family moved in during January 1936 and by the end of the year there were six bungalows on 1/2 acre lots in the pleasant rural area to be called Prospect Heights.

The development firm worked with the resilient, caring families to create and maintain a responsible community in which they could raise their children with pride. The young developers built low-cost homes and were nationally recognized for their early promotion of Federal Housing Administration financing. The homes came with unfinished attics which could be used for later expansion. By 1945 there were 317 homes. By 1955, there were almost 600 homes in unincorporated Prospect Heights.

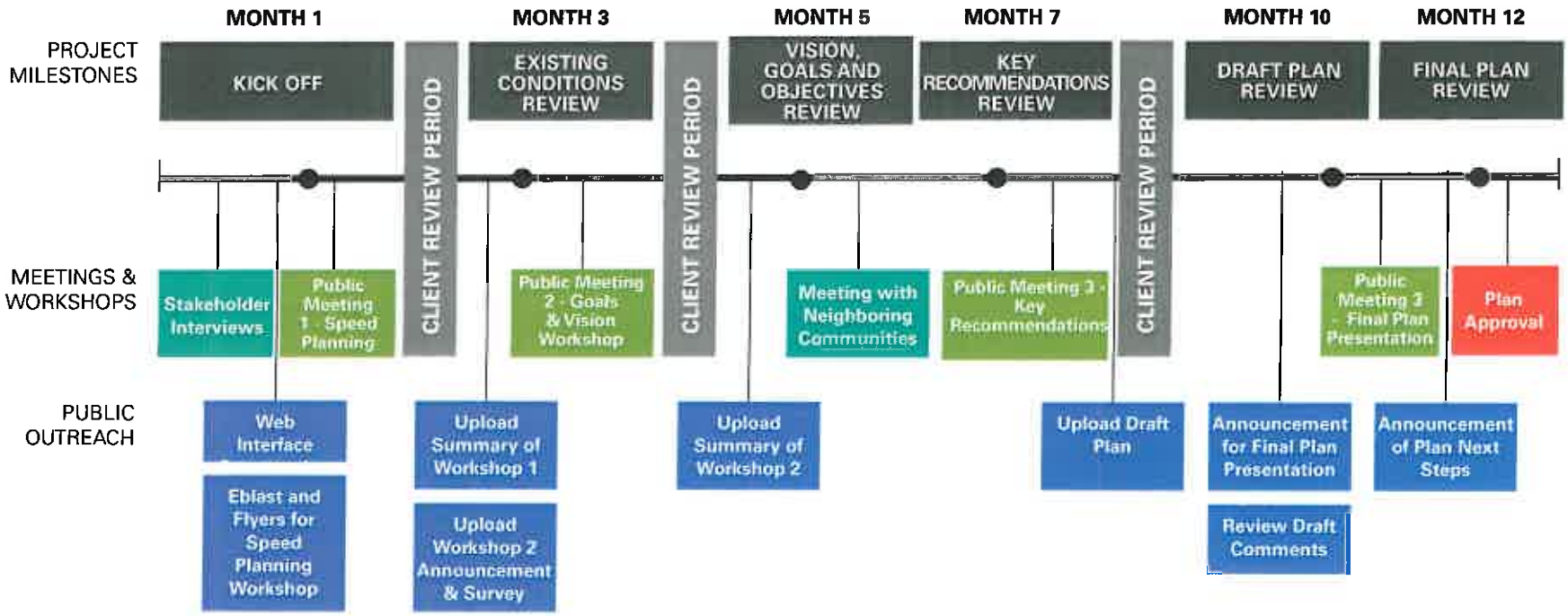
**Figure 1.2:** Example of the existing high quality parks in Prospect Heights

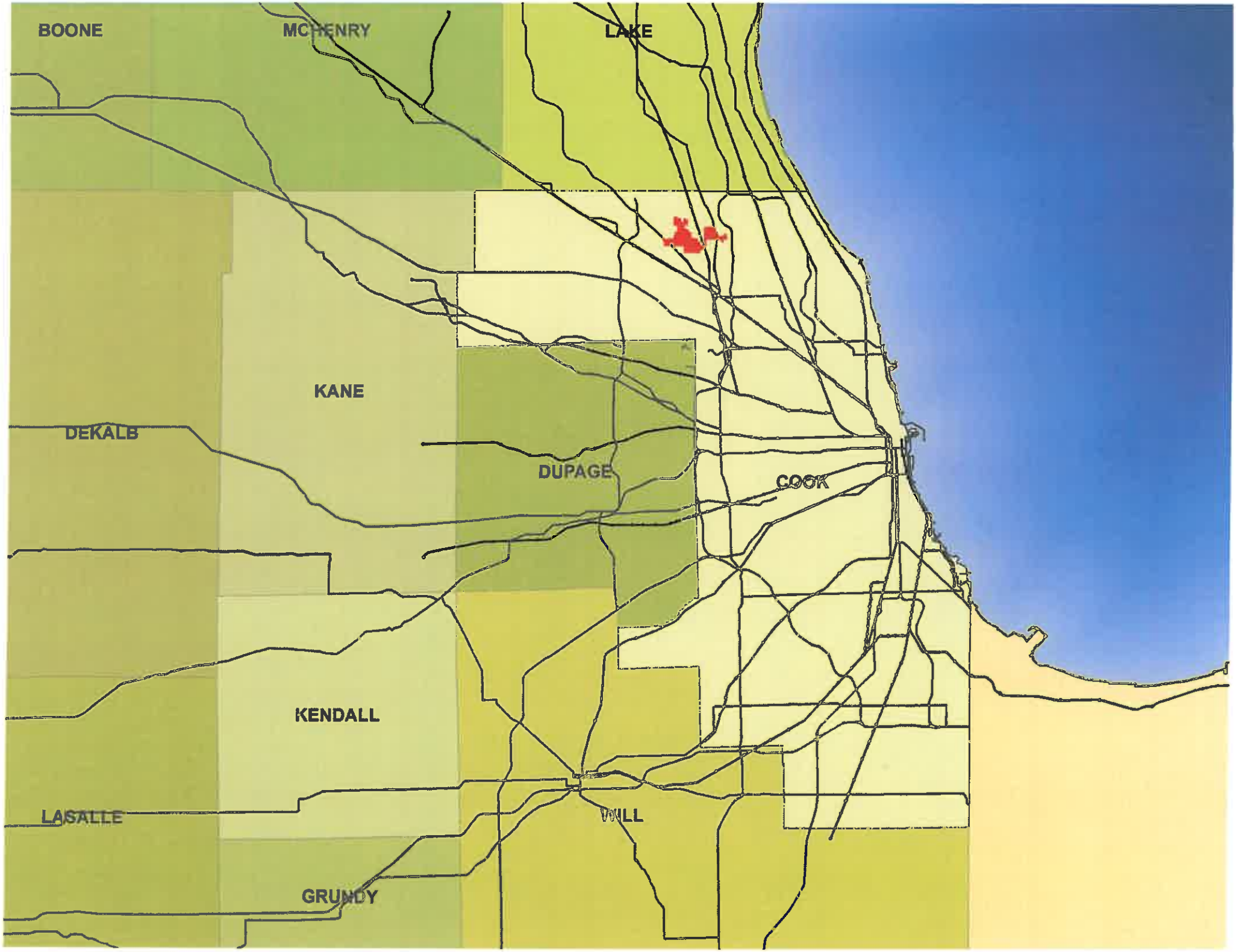
**Figure 1.3:** Prospect Crossing Shopping Center

**The Planning Process**

The planning process for creating the new Comprehensive Plan took place over the span of one year and included multiple steps. The process was developed with assistance from City officials and included the input of community residents, business owners, City leadership, and other stakeholders. Public workshops and community meetings were planned throughout the process and coincided with the major project milestones and were complemented by online outreach linked to the City's website . The stages of the planning process can be found in the project timeline on page 12.

## Project Process Timeline

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COOK
KENDALL
LASALLE
WILL
GRUNDY

**Growth of Commercial Development**

In the mid-twentieth century, the east side of the City contained commercial ventures and the Airport was developed on the border between Prospect Heights and Wheeling. The west side encompassed one slough, Lake Hillcrest and houses on large lots with private wells. While railroad lines in neighboring communities enticed Chicagoans to move to the northwest suburbs earlier, Prospect Heights remained in the shadows of settlement.

Local auctions and sales were conducted from a garage at Camp McDonald and Elmhurst Roads. The building also served as a general store, meeting place, and post office. In 1937 a shopping center was erected at the corner by Smith and Dawson. Advertised as the Midwest's first planned "drive-in" shopping center, the four-corner hub became the town's center. In 1938, the small community formed the Prospect Heights Improvement Association (PHIA), which served both social and governmental needs.

**Figure 1.4:** Historic Photo of the Chicago Executive Airport

During the 1960's, the boom in development began to cause concern for local residents who had no control over the growth. As a result, the PHIA decided that incorporation was the only solution. Proposals for incorporation garnered little interest from citizens until additional growth, the inability of the PHIA to control mounting problems, and the threat of annexation to other towns resulted in incorporation in 1976. Over 50% of the residents voted in favor of incorporation.

By the 1980's more than half of the City's housing was multi-family. At Euclid and Wheeling Roads, the development of the Rob Roy subdivision offered buyers townhouses set on a golf course. Another multi-family complex on the eastern fringes had a concentration of 110 buildings on 15 acres. New single-family developments sprang up on the city's western border with Arlington Heights during the late 1980's and 1990's. The 2000 census tallied 17,081 residents, of whom 80 percent were white and 14 percent Hispanic.

**Incorporation and the Future**

With incorporation, Prospect Heights continues to grow and assume a new character. In addition to the single-family half-acre homes, and multi-family housing, as well as increasing numbers of businesses and centers of economic development, the City continues to evolve and grow. It does so with a commitment to the quality of life of the residents and business who reside within its borders.

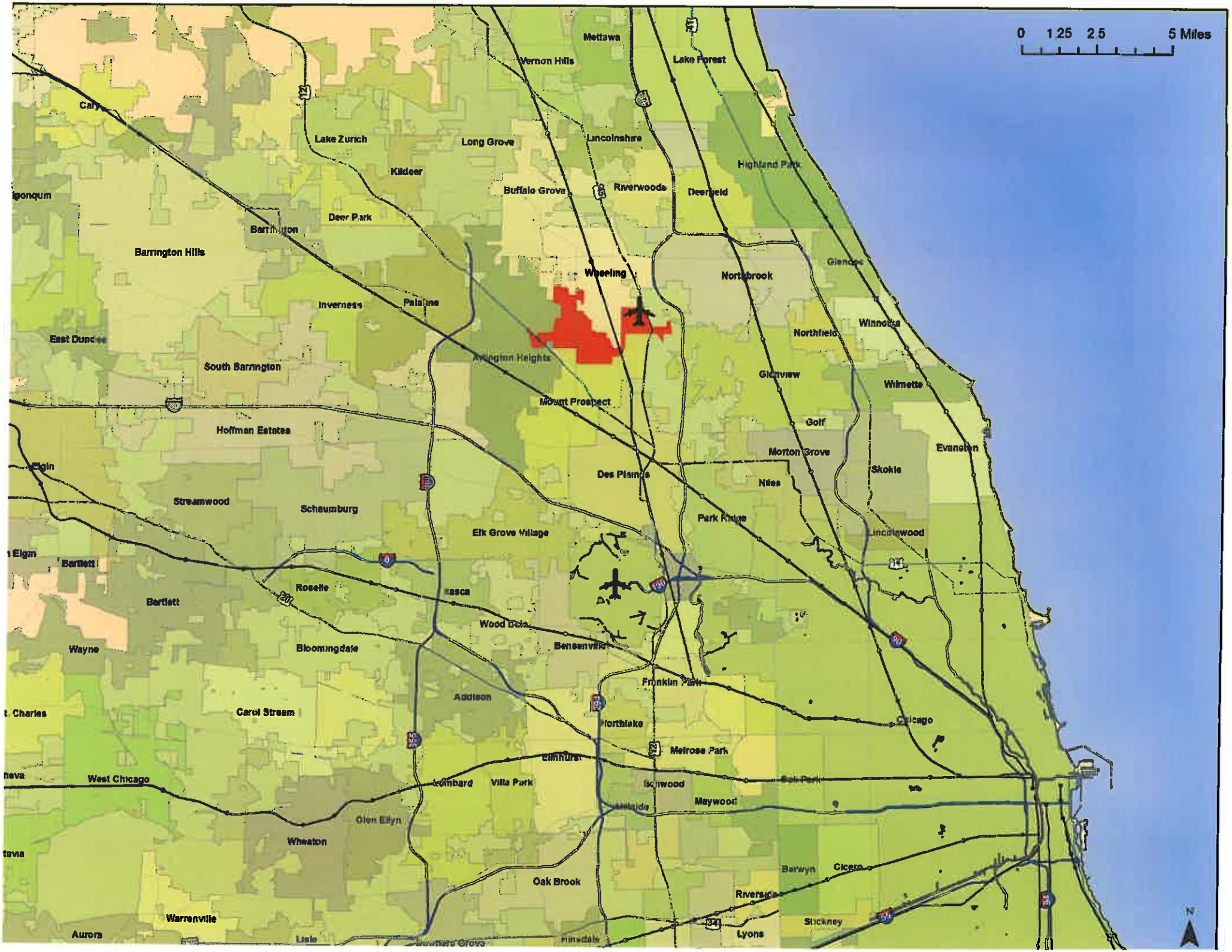
**Chicago Executive Airport**

The Airport opened in 1925 as Gauthier's Flying Field. The field was named Pal-Waukee Airport in November 1928. That name was derived from its location near the intersection of Palatine Road and Milwaukee Avenue. In 1953, the Airport was purchased by George J. Priester. He developed the Airport over the next 33 years, installing paved runways, lighting, hangars and an air traffic control tower. In August 2006, trustees from the Village of Wheeling and Alderman from the City Council of Prospect Heights voted to approve a name change. On October 17, 2006, Palwaukee Municipal Airport was officially renamed Chicago Executive Airport.

The Airport can comfortably handle executive jet aircraft in the 20-seat range, though larger aircraft occasionally visit the field. Occasional military transport aircraft use the Airport when transporting service members to local military facilities such as Great Lakes Naval Training Center or the North Chicago V.A. Hospital.

Major tenants of the Airport include three national fixed base operators (FBO's); Atlantic Aviation, Hawthorne and Signature Flight Support, who provide fueling and handling for transient aircraft and a significant portion of the locally based aircraft. Priester Air Charter, Palwaukee Flyers, and several smaller firms and aircraft operators are also present.

**Figure 1.5:** Hotel near the Milwaukee Ave corridor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Lake Forest
Lake Zurich
Long Grove
Lincolnshire
Kildeer
Highland Park
Buffalo Grove
Riverwoods
Deerfield
Deer Park
Barrington Hills
Wheeling
Northbrook
Glenco
Inverness
Palatine
Winnetka
Northfield
East Dundee
Arlington Heights
South Barrington
Glenview
Wilmette
Mount Prospect
Hoffman Estates
Golf
Morton Grove
Evanston
Elgin
Des Plaines
Skokie
Niles
Streamwood
Schaumburg
Park Ridge
Elk Grove Village
Lincolnwood
Bartlett
Roselle
Itasca
Bartlett
Wood Dale
Wayne
Bloomingdale
Bensenville
Franklin Park
Addison
Carol Stream
Northlake
Chicago
Melrose Park
Elmhurst
West Chicago
Lombard
Villa Park
Forest Park
Maywood
Glen Ellyn
Wheaton
Berwyn
Cicero
Oak Brook
Riverside
Warrenville
Stickney
Aurora
Lisle
Lyons
Hinsdale
Downers Grove

## 1.2 Plan Vision, Goals and Objectives

The vision for the City of Prospect Heights is to enhance its identity to support business attraction and retention and encourages new development. Key to achieving this vision is the maintenance of the existing community's character and preserving its natural resource assets. The creation of connections between recreational areas, residential neighborhoods and retail districts through sidewalk, streetscape and trail improvements will help to foster a greater sense of place and community identity. The future land use recommendations, described in the following chapters, incorporate these goals for integrating the social, economic and physical fabric of the community.

**Figure 1.6:** Exisitng Metra station in Prospect Hieghts

**Land Use Goals and Objectives**

Prospect Heights will create high-quality urban environments that are supportive of the community's health through a diversity of land uses that foster new development and create a synergy with existing land uses.

**Objectives:**

- Coordinate desired development patterns with recommendations for amendments to the zoning map.
- Analyze land use designations along major corridors (Wolf Road, Rand Road, Palatine Road, Elmhurst Road and East Camp McDonald Road) and provide recommendations for future land uses that are conducive to desired development patterns.
- Create a Transit-Oriented Development overlay district around the Metra Station that designates supportive retail and commercial activity.
- Identify parcels that can be assembled for development to encourage 'right-sized' development including: retail, mixed-use, office, multi-family or senior housing.
- Investigate opportunities for improvement of existing high-density housing including code enforcement, maintenance, interior renovations, external façade or infrastructure improvements.
- Identify potential senior housing sites that are within easy access of transit, community services and retailers.
- Create an industrial overlay district a long Palatine Road, adjacent to the Chicago Executive Airport to encourage job creation in this area.

**Image and Identity Goals and Objectives**

One of the primary goals of the City of Prospect Heights is enhance its identity, economic development and presence in the region by clarifying its geographical location and highlighting its assets, encouraging community pride and improving liveability.

Objectives:

- Create a signage and wayfinding plan that includes directional signage for local attractions and gateway identifiers.
- Designate the area around Camp McDonald Road and Elmhurst Road a Town Center and provide a framework for its success and growth.
- Create uniform streetscape plans for implementation along major corridors, especially where new sidewalks are being proposed.
- Recommend a process to identify businesses that are currently located in Prospect Heights and do not have Prospect Heights addresses. Define a process to resolve the address correction.
- Create design guidelines for commercial developments and incentivize property improvements for business owners including: facade improvement programs, landscaping requirements, signs ordinances and code enforcement of violations.

**Transportation Goals and Objectives**

Prospect Heights will become a transit-supportive and connected community by enhancing the existing transportation system to provide balanced priority to transportation facilities and amenities including bike, pedestrian, automobile and public transit.

Objectives:

- Provide safe on-street and trail connections between the Prospect Heights Bike Trail, the Des Plaines River Trail and other regional trail systems.
- Provide a continuous sidewalk network especially along arterial roads, to serve strategic areas of the City, including: the Metra Station, Palwaukee Plaza, Indian Trails Library, Harper College Northeast Center, Piper Lane residential area, Prospect Crossing Shopping Center, Schoenbeck Road, Willow Road (at high school), and Elmhurst Road at Randhurst Shopping Center
- Partner with Pace and Metra to provide a connected transportation system with community-wide service and strategically located bus shelters.
- Provide new bus shelters and rider amenities such as bike parking, route maps, and informational signage at Pace bus stops along major arterials.
- Connect public transportation to major destinations, educational institutions and places of employment.
- Create non-motorized transportation connections in the form of bike lanes, bike trails, pedestrian sidewalks and pedestrian trails that connect Prospect Height's residents to region-wide amenities including the Des Plaines River Trail.
- Implement Complete Streets design objectives to improve the safety, quality, character and mobility of vehicular circulation.

**Economic Development Goals and Objectives**

Prospect Heights will work towards attraction and retention of businesses that provide necessary services and employment opportunities for residents by providing a sustainable business environment.

**Objectives:**

- Incentivize property improvements for existing business owners to attract additional retail/commercial business.
- Complete implementation of the Tourism District Beautification Plan along Milwaukee Avenue to support existing hotels and restaurants.
- Support expansion of mixed-use development and redevelopment near the Chicago Executive Airport in order to attract employees, utilize vacant parcels and support local business growth. Opportunities for development include utilization of the Allstate and Arena Land property.
- Inventory City-wide development opportunities and create a database for interested investors and a strategic plan for real estate promotion.
- Encourage economic sustainability by discouraging retail spending leakage from the community.
- Analyze existing shopping centers for potential improvements, diversity of retail tenants, community services, pedestrian access, landscaping and provide guidance for fix-up/clean-up strategies.
- Evaluate current land use and zoning to ensure commercial parcels are the appropriate size and have good transportation access to attract new development and investment.
- Market vacant sites with local brokers to match the City goals with potential tenants.

**Natural Resources and Infrastructure Goals and Objectives**

Through maintenance and preservation of its natural resources, Prospect Heights will continue to provide the City's residents with accessible open space, park and recreational amenities while incorporating best practices in conservation, stormwater and flood impact management.

Objectives:

- Integrate green infrastructure improvements such as erosion controls, river bank protection and drainage collection with current and future stormwater management and flood mitigation plans.
- Enhance the existing recreational amenities by connecting bike trails and sidewalks throughout the community.
- Preserve and enhance natural resource amenities and open spaces that are important to the community such as the Isaak Walton Park and Slough, Hillcrest Pond and Walnut Woods Park.
- Ensure existing open space, parks and recreation spaces meet the community's need.
- Create a process to assess potential impact of flood events along major arterials.
- Encourage residents to test existing wells to ensure health and safety of the water supply.
- Recommend a strategy to address integration of a City water system to replace the private well system that includes an assessment of the cost and development impacts, implications to public safety and effect on residential and commercial development in the City.
- Create development controls to protect natural resource sustainability and the rural open space character.

## 1.3 Public Participation Summary

In developing a Comprehensive Plan for Prospect Heights, public engagement has played an important role in establishing the recommendations for the City. The public outreach campaign designed for the project involved a multi-faceted approach with interactive public workshops, stakeholder interviews, meetings with neighboring communities, public presentations, online and physical surveys, mapping exercises and facilitated discussions. This collaborative process has resulted in the identification of critical issues for the City as well as unique concepts, visions and community aspirations.

### Virtual Outreach

Throughout the public engagement process for the Comprehensive Plan, there was a virtual component available on the City's website called "Speak Out". This interface was created to maximize involvement in the planning process by leveraging existing social networks, community groups and electronic communication. The website helped to gain public support and input for the Plan by updating subscribers on the planning process, actively engaging on-line participants in discussion questions and announcing upcoming physical meetings. Throughout the plan creation process hundreds of people visited the website and participated in one or more of the topics. The website was also used to post draft versions of plan documents, such as the Existing Conditions Report for public review.

### Stakeholder Interviews

On December 13, 2013, City staff and the consultant team met with stakeholders of Prospect Heights to gather their input on issues affecting the City that should be included in the Comprehensive Plan. Stakeholders interviewed included Pace Suburban Bus Service, the Chicago Executive Airport, Prospect Heights Library District, Prospect Heights Park District, Harper College, property and business owners, Prospect Heights Fire and Police Departments, representatives from the hospitality industry, the Army Corps of Engineers and the neighboring municipalities of Arlington Heights, Wheeling, Glenview, and Mount Prospect. Stakeholder interviews revealed that City agencies and businesses are invested in:

- Making infrastructure services such as water, stormwater management and flood control more accessible to Prospect Heights residents.
- Creating more recreational opportunities for residents to enjoy the natural environment in Prospect Heights.
- Connecting local attractions and destinations with residential areas with bike trails, sidewalks and navigable and safe streets.
- Attracting desirable businesses to the City that accommodate the lifestyle needs of residents as well as supporting existing businesses.
- Leveraging institutional relationships to provide more educational opportunities to residents.
- Ensuring the residents of Prospect Heights are served by public transportation.

**Figure 1.7:** Second public workshop at the Gary Morava Center

**Surveys**

At the onset of project, to address questions on the major topics of the comprehensive plan including land use, zoning, retail development, train station area development, sidewalks, recreation, business, residential and neighborhood concerns, a survey was available both physically (distributed at the public meetings) and virtually (on Speak Out). Over 219 participants responded to the survey and the results were cataloged and analyzed using a digital database. Survey results confirmed the need for greater variety of shopping options, a connected sidewalk network, increased safety and security and maintenance of the character of the community. The following is an overview of the survey responses:

62 people participated in the first topic question "What do you love about Prospect Heights?':

- 87% of respondents believe Prospect Heights has a good sense of community
- 75% of respondents believe Prospect Heights has great schools.
- 50% of respondents believe that Prospect Heights has great neighborhoods.
- Approximately half of respondents believe there is room for improvement in the Forest Preserves of Cook County, safety (specifically inadequate street lighting), and commuting times to work.

157 people participated in the second topic question regarding the existing conditions of the City:

- 76% of respondents would like to see an expanded bike trail network and sidewalks
- 68% of respondents believe that pedestrian facilities (sidewalks and crosswalks) need to be improved.
- Most respondents (71%) believe that expanding the system of sidewalks would be beneficial to the community.
- 66% of respondents believe the existing shopping centers could use improvement.
- Most respondents (66%) shop outside of Prospect Heights or at Prospect Heights Plaza at the intersection of Camp McDonald and Elmhurst Roads (52%).
- A large majority of respondents (90%) feel that more choices of stores would increase their use of businesses within Prospect Heights.
- A majority of respondents feel that increased quality of products (66%) and more attractive shopping areas (57%) would increase their use of businesses within Prospect Heights.

Think Prospect Heights has a good sense of community

Think Prospect Heights has great schools

Think Prospect Heights needs more attractive shopping areas

Think Prospect Heights needs an expanded bike trail network and sidewalks

Think Prospect Heights needs to improve sidewalk, trail and transportation connections

Participants shop outside Prospect Heights

**Public Workshop 1 – Existing Conditions**

The first public meeting for the Comprehensive Plan took place on December 4, 2013 at MacArthur Middle School. Over 25 participants had an opportunity to evaluate their existing physical, social and economic environment, while envisioning the future of the City. The public meeting was structured by small group discussion on the following topics: natural resources, land use, retail/commercial development, sustainability, and transportation.

**Land Use and Neighborhood Character**

Many residents believed Prospect Heights needs a downtown and would like to see this type of development towards the center of the community near East Camp MacDonald and Elmhurst Roads. There is a desire to have more mid-priced restaurants and expanded retail parcels adjacent to existing shopping centers. Reconfiguring outlots to accommodate larger format business was of interest. Participants were interested in seeing more mixed-use development as well. Businesses that choose to locate in Prospect Heights have two significant challenges. 1) registering their business addresses correctly and; 2) lack of connection to Lake Michigan water lines. Most of the City west of Wolf Road is currently on individual wells. Participants discussed that there was lack of connectivity between roadways, trails and recreational areas, making it difficult to utilize the City as a whole. Along Palatine Road, participants were interested in opportunities for removal of obsolete buildings, better visibility and access to encourage more desirable businesses. Participants generally favored preservation of their existing neighborhoods and did not want to introduce sidewalks on the internal neighborhood streets, but did overwhelmingly support sidewalk expansion along arterial streets. Residents liked generous yards and large single-family lots. Better connectivity of schools to residential neighborhoods was desired for student safety. Participants discussed the diversity of housing types in Prospect Heights and noted that there was a lack of affordable housing.

**Figure 1.8:** Second public workshop at the Gary Morava Center

**Figure 1.9:** Photo from the first public workshop

### Retail, Commercial and Industrial

Discussions about retail and elements revealed that respondents were strongly in favor of additional high-quality retail in Prospect Heights. Most participants traveled to neighboring municipalities for shopping. There were many areas of the City that participants expressed interest in redeveloping. These areas included: The Allstate property; several sites along Palatine Road near the airport including the 'Arena Land' site. Palwaukee Plaza was cited by residents as a large shopping center needing facade improvements and better visibility from Palatine Road and Milwaukee Avenue. These improvements would help to attract and upgrade retail tenants. Some thought the creation of outlots at Palwaukee Plaza would create a street face along Milwaukee Avenue and help to buffer the parking lot. Additional light industrial businesses were desired near in the Palatine Road corridor adjacent to the Chicago Executive Airport.

### Chicago Executive Airport

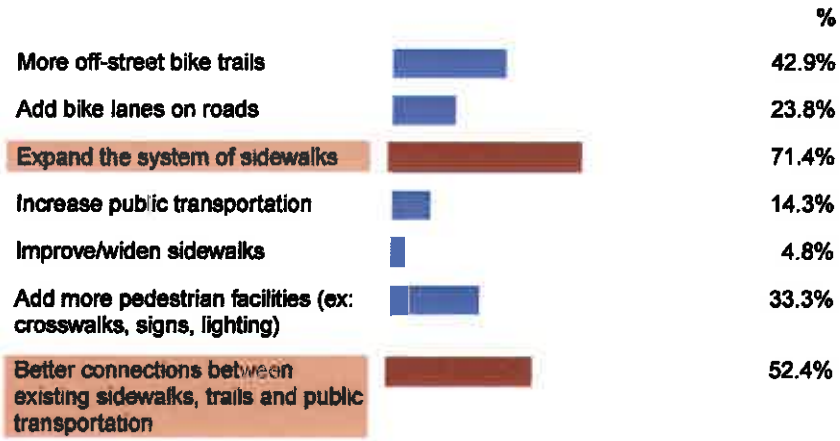
Participants saw the airport as a benefit to the community due to the sales tax it generates. Participants saw an opportunity to market the Airport better to attract additional hotels and other businesses. It is desired that there be more amenities in close proximity to the Airport including restaurants and entertainment venues.

### Transportation and Roadway Network

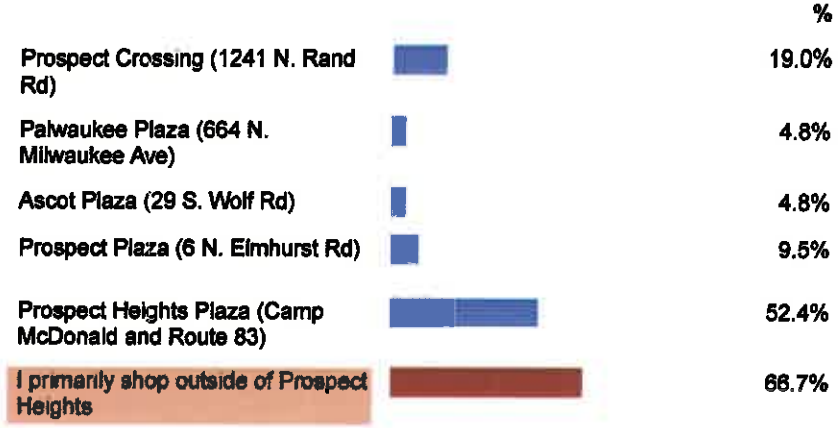
Participants identified streets that they believed have significant circulation problems. These streets include Palatine Road, at rush hour, Euclid Ave and Route 83. Participants expressed an interest in expanding the sidewalk network and connecting bike trails through secondary roads such as Elm and Apple Streets. According to participants, pedestrian amenities were extremely important features for good streetscape design. Amenities that supported pedestrians and bikes were favored. Participants thought that streetscape improvements such as lighting and plantings would improve the overall appearance of the City.

### Sample Survey Questions:

**What would increase your use of businesses within Prospect Heights?**




**Which shopping district do you use most frequently?**



**Natural Resources and Infrastructure**

The Forest Preserve of Cook County land on the east side of the City was not considered a useful amenity by the participants at the meeting because it is difficult to access for residents. The Isaak Walton Park and Slough and adjacent Hillcrest Pond were considered the most important natural resources in the community. Participants utilized the bike trails infrequently because of their lack of connectivity to residential neighborhoods and attractions. Improving the sidewalk and adding lighting on major streets is desired. Participants expressed interest in maintaining the 'open feeling' of the community with maintenance of existing parks and recreational facilities. Flooding of the Des Plaines River was not a high priority for most participants because of the flood mitigation efforts.

In addition, many residents expressed concern over the water infrastructure issues in Prospect Heights related to private well versus City water distribution. The opinions on this subject were divided. The discussion of this major infrastructure issue is important to Prospect Heights, however detailed analysis is needed to address recommendations for water infrastructure and it is therefore beyond the scope of this Comprehensive Plan. Throughout the planning process, the consultant team has facilitated discussions of this issue between municipal leadership in Prospect Heights and the surrounding communities to lay the ground work to begin a process for future water infrastructure planning.

**Interjurisdictional Coordination Meeting**

In January of 2014, a workshop was organized with neighboring communities to provide the opportunity for discussion of shared values, coordination of proposed improvements and coordination of goals to be presented in the Prospect Heights Comprehensive Plan. The following municipalities were in attendance: City of Glenview, City of Arlington Heights, Village of Wheeling and the Village of Mount Prospect. Each community shared valuable insight into what projects are relevant to the region, and which initiatives should be considered in future collaborative planning efforts. The municipal representatives agreed that more interjurisdictional collaboration in this region, especially with shared local roadways and roadways controlled by the Illinois Department of Transportation (IDOT), would help to realize improvements that were mutually beneficial to the communities. Infrastructure strategies, municipal services and shared recreational amenities were also discussed in the meeting. A summary of some of the key initiatives underway in the region is provided below:

City of Glenview

- GlenStar property redevelopment at Sanders and Willow Road to include retail, apartments, bank, restaurants, streetscape improvements and other services adjacent to Prospect Heights.
- IDOT improvements to the Sanders and Willow Road intersection need to be coordinated with any development plans for the All State and GlenStar projects.

Village of Wheeling

- 15 acre mixed use train station redevelopment
- Bike path and bike lane extensions, coordinated with the Northwestern Municipal Conference efforts (shared routes with Prospect Heights)
- Stormwater management improvements in the Lake Cook Road Milwaukee Avenue corridor
- Recent updates to the Wheeling Comprehensive Plan
- Improvements to the industrial areas surrounding the Chicago Executive Airport

The Village of Arlington Heights

- Boundary simplification effort with Prospect Heights
- Need for interjurisdictional infrastructure sharing discussions

- Extended and improved bike trails and on-street bike lanes
- Establishment of the downtown TIF district

Village of Mount Prospect

- Downtown Plan in progress
- First phase of implementation of the Village's bike plan
- Randhurst shopping center is nearly completed
- Northwest Highway Corridor Plan in progress
- River corridor planning for recreational uses underway
- Levee 37 Army Corp of Engineers project to help mitigate flooding

**Public Workshop 2 – Key Recommendations**

A second public workshop was organized to present and discuss the draft recommendations to the public on March 20, 2014. Over 50 attendees, made up of mostly residents, attended the event held at the Gary Morava Center. Participants in the workshop had several opportunities to provide comments or additional ideas at the meeting through facilitated table discussions and an interactive comment card activity. Additionally, the residents were encouraged to visit the 'Speak Out' website to participate in the discussion online.

Many of the discussions during the second workshop were similar in content to the first workshop, and therefore helped to substantiate the opinions expressed at both. Issues of community identity, connectivity, protection of residential character and quality retail options were again expressed by many of the resident participants. Completed comment cards were uploaded to Speak Out for others to read and comment. Information collected at the public workshop was incorporated into the Draft Key Recommendations which make up the framework of this Comprehensive Plan.

**Figure 1.10:** Public Workshop

**Figure 1.11:** Public Workshop

Metra
Prospect Heights

# CHAPTER 2
# EXISTING CONDITIONS

This Chapter provides an overview of the current conditions in Prospect Heights based on research, assessment of existing reports and studies, site visits, Steering Committee input and discussions with City leadership. It has been organized into theme sections based on major issues facing the City. This initial research data was used as a framework for the recommendations and strategies that are located in Chapter 3.

## 2.1 Previous Plans, Studies and Reports

The following existing plans, studies and reports reviewed in this section are:

- Comprehensive Plan (1996)
- Draft Report on Estimated Range of Supportable Land Values for Land Allocated for Industrial Uses at the Prospect Heights-Owned Site (2013)
- Tourism District Beautification Project (2013)
- Des Plaines River Corridor Improvement Plan
- Northwest Municipal Conference Bicycle Plan (2010)
- City of Prospect Heights Water System Master Plan (2007)
- City of Prospect Heights Water System Study (2013)
- Various Flood Mitigation Studies
- Homes for a Changing Region: Phase 3 Implementing a Balanced Housing Plan at the Local Level

**Comprehensive Plan - 1996**

One of the common themes and key recommendations throughout the 1996 Comprehensive Plan was to unify the disparate elements of the community into a holistic sense of place for the City of Prospect Heights. The key recommendations included:

- Enhancing the image of the community by building off the residential character
- Taking advantage of the strategic location adjacent to the Des Plaines River greenway
- Improving Sanders Road corporate corridor
- Leveraging Pal-Waukee Airport (now Chicago Executive Airport)
- Leveraging the City's proximity to O'Hare Airport
- Utilizing the regional highway network to support non-residential land uses and economic development

Proposed improvements to the City's image included enhanced streetscapes, entry features at major gateways and attractively landscaped public buildings. The density of multi-family units especially on the east side of the City, with lack of open space, Airport noise and needs for community services, were identified as significant quality of life issues for the residents. Remedies included the redevelopment of dense multi-family developments.

A key economic development recommendation entailed the strategic redevelopment of obsolete commercial parcels to create larger, more attractive developments, capable of competing with retail centers in other communities that would also provide substantial sales taxes to the City.

The extension of the City's municipal boundaries were also discussed to include office campus and research facilities on the west side of the Tollway to add to the tax base and local employment.

Another key recommendation identified the redevelopment of the parcels adjacent to the Pal-Waukee Airport to take advantage of their adjacency to the Milwaukee Avenue corridor and convenient access to I-294.

Pedestrian and bike connections to the Des Plaines River and Forest Preserve of Cook County areas were identified as critical to improve resident quality of life through expanded access to the recreational and open space opportunities available within the City boundaries.

**Review of TIF District**

The Palatine/Milwaukee TIF's borders are Wolf Road south of Palatine to Old Willow Road. It expires in 2020. Funds from this TIF have been used for general improvements and to lending. Certainly to the extent that funds are available, it is a source of funding for continued improvements in signage, wayfinding, streetscape, banners, image campaign for Milwaukee Avenue, etc. and can be used for façade improvements ot existing businesses. The TIF has been in effect since 1997.

Figure 2.1: Palwaukee Plaza

Figure 2.2: Offices / Businesses Along Palatine Road

**Draft Report on Estimated Range of Supportable Land Values for Land Allocated for Industrial Uses at the Prospect Heights-Owned Site - Gruen and Gruen + Associates 2013**

The report provides an analysis of the anticipated land value for a city-owned site based on a prototypical industrial building that would fit on the parcel of 10 acres (gross). Based on interviews with brokers, developers and lenders, Gruen Gruen + Associates (GGA) assumed a state-of-the-art building of 137,000 square feet. Based on the likely return a developer would require, realistic rental rates, hard building costs, soft costs, financing, equity requirement, leasing cost and absorption period, GGA calculated the residual value that a developer could pay for the land. This is not necessarily the same as the market value of the land, which could be higher or lower.

GGA concluded that the residual value is $5.00-6.00 per square foot based on the net land area of approximately 9 acres. If the rent is lower than the estimated $5.50 per square foot triple net, the residual value of the land will also decrease. A $0.50 reduction in rent lowers the value of the land to $4.06 per square foot.

GGA interviewed brokers and developers knowledgeable about industrial real estate in the northwest suburbs and reports that there is a wide range in land values from $3.00-8.00 per square foot. The low end represents a speculative development with a significant cost associated with leasing and carrying the building until a tenant is signed. The high end assumes a user-driven development.

GGA concludes that an industrial building of the size described above is financially feasible and would provide a positive return to the city. The study also mentions an earlier report entitled, The Market for Potentially Developable Land Use Options for City-Owned Property.

**Tourism Beautification Project - 2013**

The Tourism District Beautification Project was undertaken by the City of Prospect Heights' Public Works Department, originally published in June of 2013 and then revised in August 2013. The location of the Tourism District is identified as an area along the River Road and Milwaukee Corridors, south to Old Willow Road, west to Wolf Road and north to the Chicago Executive Airport. The report focuses primarily on the River Road and Milwaukee Avenue corridors. The goal of the report is to enhance the tourist gateway into the City and highlight the positive attributes of the district through incremental improvements of: directional signage, banners, bus stops, planters, trees and landscaping of two parcels near the gateway at the intersection of River Road and Milwaukee Avenue.

The goals of adding signage and identity markers, such as banners, to the district will: assist drivers to find important landmarks in the district, promote shopping, identify the Airport, locate hotels and identify attractions (such as the off track betting facility, in the district). The Plan recommends that banners be seasonal and create a festival atmosphere on two of Prospect Heights' major arterials. Planters and other landscape elements would be placed at strategic locations around the Tourism District including: bus stops, road medians, along sidewalks and on corners.

The project is proposed to take place in two phases with signage and wayfinding, including identity banners implemented in the first phase and sidewalk improvements and street trees implemented in the second phase. The City completed Phase 1 of the implementation of this Plan during the summer of 2013 and is proceeding with Phase 2 currently.

**Des Plaines River Corridor Improvement Plan**

The Des Plaines River Trail Corridor Plan will create a blueprint for improving access to one of Chicagoland's unique environmental and recreational resources. The planning effort is being led by the Northwest Municipal Conference (NWMC), and is paid for through a grant from the Chicago Metropolitan Agency for Planning (CMAP). The Des Plaines River Trail is a multi-use trail that follows the Des Plaines River through portions of Lake County and Cook County. This planning effort focuses on a 16-mile section of the trail between Higgins Road and Lake Cook Road. The Des Plaines River Trail Plan will address how people access the river corridor and use the trail. It will highlight what surrounding communities, IDOT, and other stakeholders may do to make access easier and safer, and what the Forest Preserves of Cook County may do to improve the quality of the trail and its amenities. The planning process for this assignment will consider previous planning done by surrounding communities. It will incorporate adopted policies related to roadway improvements, trails and bike lanes, and pedestrian infrastructure. The initial phases of the Plan have begun, with anticipated completion by Spring 2014. The implementation of recommended improvements will depend on project accountability and available funding.

**Northwest Municipal Conference Bicycle Plan - 2010**

The Northwest Municipal Conference (NWMC) is a regional council of government representing over 1.3 million citizens residing in 42 municipalities. NWMC works to strengthen communities and enhance intergovernmental relationships in the north and northwest suburbs of Chicago. A primary activity of NWMC is to improve the interconnectivity of communities through the use of multi-purpose trails.

The Bicycle Plan offers recommendations and best practices for bicycle programs and infrastructure, rates a number of regional corridors based on identified criteria including connectivity and access, and outlines implementation strategies for these corridors. One of the identified regional corridors is the Willow Road Corridor, which passes through eight municipalities including Prospect Heights. The Corridor would create an east-west link between several north-south regional corridors (including the Des Plaines River Trail) and serve several Metra stations as well as other destinations. Within Prospect Heights, the Corridor would extend from the west along Willow Road, then turn north along Wheeling Road and continue east on Palatine Road. Although only 5 percent of the identified

corridor currently exists, another 91 percent is either planned or identified as future.

Completing the remaining 4 percent has been recommended within Prospect Heights. One of the proposed implementation strategies is for the NWMC to work with the City of Prospect Heights to establish appropriate bicycle accommodations and routing in their municipal bike plans. The Plan identifies this high-priority corridor in Tier Three (of three) for implementation given the low percentage of existing facilities and several major barriers at interstate and railroad crossings. An important element of the Plan is how to improve access to the Des Plaines River Trail.

**Water System Master Plan - November 2007**

In 2007, the City prepared a Water System Master Plan to serve as a planning tool to provide water service to all areas of the City, currently served by private wells or adjacent municipalities. Homes and businesses currently served by the Illinois American Water Co.(IAWC) would continue to be served by them. The study focused on the 6,500 people living in 2,140 houses and the approximately 80 acres of commercial/institutional development interspersed throughout the planning area. The Study concluded that the City had adequate water supply agreements in place with IAWC to serve the additional water needs. A detailed analysis of required infrastructure was made and a cost estimate of Total Project cost of $62,115,000 was presented. This amounted to an average cost of approximately $28,250-$30,500 per single-family residence.

**Water System Study - 2013**

In 2013, the City commissioned an updated study to review the Water System Master Plan, and to include a sensitivity analysis based on incremental additions of users to the system. This provided a planning tool for the City for the potential phased expansion of their water system. This study confirmed that the Lake Michigan Water allocation was sufficient to meet future needs. However, upgrades to the IAWC supply connections are needed to supply sufficient flows. An emergency interconnection with the Mt. Prospect water supply was also recommended. The study also projected the cost of incremental expansions to the water system to serve 300, 400, 500 and 1000 users. The budget for a full system build out was also increased to $80,879,000.

**Flood Studies**

Subsequent to the July 22-23, 2011 storm event, the City commissioned the study of five locally flooded areas that received substantial flood damage to homes and business. A summary of the findings of these five studies follows:

**Eastside TIF District Flooding Problem – September, 18, 2012**

An area bounded by Seminole Ln. to the south, Burning Bush Dr. to the west, Apple Dr. to the north, and Milwaukee Ave. to the east is the only problem area studied that lies entirely within a FEMA regulatory floodplain. This area will benefit from the completion of the Levee 37 project in 2014. Even with Levee 37 in place, the study concluded that several alternative solutions could reduce the risk of flooding in this area. These solutions ranged in cost from $170,000 to $2,170,000. The study recommended the City wait until the completion of Levee 37 to observe the full benefits of the project on the study area prior to the implementation of suggested alternative solutions

**Arlington Countryside Flooding Problem Area – September 18, 2012**

An Area bounded by Rand Road on the East, Oakton St. on the south, Windsor Dr on the west and Olive St on the North was studied. This area has locally depressed ground. Reported local damage in the area was $72,550. The study identified 5 alternative flood mitigation measures ranging from $390,000 to $1,860,000 in cost. Most of the alternatives require cooperation of adjacent communities and pumping of stormwater for relief.

**Flood Studies (Continued)**

**Lake Claire and Shire Pond Flooding Problem Area – September 18, 2012**

An area bounded by Willow Road on the north, Wheeling Road on the west, McDonald Creek on the east and Camp McDonald Road on the south was studied. Though the elevation of this area is higher than the flood plain of nearby McDonald Creek, the pond hydraulics and outfall systems appear to be inadequate to handle significant flood events. Reported local damage in the area was $86,500. The study identified six alternative flood mitigation measures ranging from $13,000 to $77,000 in cost. A cost effective risk mitigation measure can be implemented.

**Elm Street and Willow Road Flooding Problem Area – September 18, 2012**

An area bounded by Willow Road on the north, Circle Ave on the west, Pine St on the east and a drainage divide on the south was studied. The study area has two depressional ground areas within it. A drainage tile system exists within the study area. Reported local damage in the area was $16,000. The study identified five alternative flood mitigation measures ranging from $83,000 to $952,000 in cost. Replacement of portions of or all of the field tile system are the primary solutions.

**Dorset Street Flooding Problem Area – September 18, 2012**

An area bounded by Willow Road on the north, Dale Ave on the west, Schoenbeck Rd on the east and Olive St on the south was studied. This area is generally flat and the undefined roadside swales appear to be inadequate to handle significant flood events. Reported local damage in the area was $101,800. The study identified three alternative flood mitigation measures ranging from $460,000 to $2,430,000 in cost. The study recommended that the $460,000 solution of storm sewer replacements and extensions be implemented in the 2012 Road Bond Program.

**Homes for a Changing Region: Phase 3 Implementing a Balanced Housing Plans at the Local Level (for: Arlington Heights, Buffalo Grove, Mount Prospect, Palatine and Rolling Meadows)**

The communities analyzed in this joint sponsored study by Chicago Metropolitan Agency for Planning (CMAP),Metropolitan Planning Council (MPC), Metropolitan Mayors Council and Northwest Suburban Housing Collaborative (NWSHC), are neighboring municipalities to Prospect Heights and can offer some relevant information for future residential planning. These municipalities have many similarities to Prospect Heights, which typically are middle income, predominantly owner occupied communities with access to high quality public schools. These Collaborative communities are located in close proximity to major regional employment centers and transportation corridors along the Northwest Tollway I-90, Tri-State I-294 and Illinois Route 53. In the aftermath of the recent recession, the Collaborative identified key residential issues that undermine a healthy and balanced housing market.

- Home prices have dropped significantly and home ownership rates have declined because of stagnant incomes, high unemployment, foreclosures and increased credit restrictions.
- Rental housing supply is not keeping pace with the rising demand.
- A growing number of single-family houses are being rented which can present challenges to municipal leadership.
- Projected demand by low to moderate income families for owner occupied housing could exceed the supply.
- Anticipated unmet demand for current supply of higher end residential products by high income families (over $100,000).
- Rental market projections anticipate the greatest unmet demand in households earning less than $35,000 per year. Seniors and adults aged 25-44 are anticipated to be a majority of that demand.

Figure 2.3. Typical residential street in Prospect Heights

To address these issues the following are a sampling of recommendations that were suggested for incorporation into a regional comprehensive housing policy.

- Continue to mitigate the impacts of foreclosure by reviewing local regulations for encouraging investors who purchase foreclosed properties at auction for rental; by monitoring and controlling of the rental of condominiums and single-family homes; by working with the Collaborative communities on rental licensing and landlord education; by working with and advising condominium associations that are economically challenged by high rates of foreclosures.
- Encourage building new housing that fits the needs of additional residents; takes advantage of transit opportunities; and encourages a balanced housing supply with municipal plan and ordinances.
- Preserve and increase senior housing by locating new multifamily development near shopping centers and transit, encouraging new development and significant rehabilitation to be guided by the latest research on accessibility and aging in place; provide educational materials on home retrofitting for seniors and social services.
- Consider "Live Where You Work Programs" by engaging large employers and local banks to take advantage of the Illinois state income tax credit.
- Aging multi-family units should be evaluated and monitored to ensure these units continue to be real estate assets and provide housing opportunities for a wide variety of residents and income levels.
- Explore a variety of funding mechanisms to provide housing rehabilitation programs, offer social services and provide incentives for improvements through federal funding such as CDBG or joining the Cook County HOME Consortium or working with a land trust for acquiring delinquent properties.
- Support a Single-Family Rehabilitation Loan Program that provides funding for home energy improvements, reductions in energy use/ costs and roof replacements.

Figure 2.4: Existing Single-Family Residential Neighborhood

## 2.2 Demographic Profile

Prospect Heights is a diverse, relatively young community that has seen significant growth in immigrant populations over the last ten years. This population growth has made the community culturally rich as well as challenged the City leadership to accommodate the changing demographics of the community. In addition to researching demographics within the community, demographic profiles were taken for three neighboring municipalities of Arlington Heights, Mount Prospect and Wheeling for comparison purposes.

### Population and Households

Overall Prospect Heights population has decreased over the last 10 years, and is currently 16,448 residents. The average household size for Prospect Heights is 2.6 people. Compared to the neighboring communities, Prospect Heights has a significantly lower population and lower density of population. The population has decreased 1.5% in the previous 10 years and is expected to decrease slightly (.2%) in the next five years. Household size is expected to remain consistent.

| Population | Arlington Heights | Mount Prospect | Wheeling | Prospect Heights |
|---|---|---|---|---|
| Total Population | 76,342 | 54,663 | 38,791 | **16,901** |
| Total Households | 31,639 | 20,861 | 15,034 | **6,334** |

Source: DemographicsNow by Alteryx, Inc.

### Housing

The current housing market is relatively stable with a very low vacancy rate (5.0%). Approximately 66% of housing units are owner occupied. Rental housing makes up approximately 34% of the total housing units. It is anticipated that the housing market will remain relatively stable, with minor variation in vacancies and owner occupied housing. Prospect Heights is in a comparable housing position to its neighbors, though its rental share is higher than Arlington Heights and Mt. Prospect.

| Housing Units | Arlington Heights | Mount Prospect | Wheeling | Prospect Heights |
|---|---|---|---|---|
| Total Housing Units | 33,185 | 21,964 | 15,903 | **6,635** |
| Occupied Housing Units | 95% | 95% | 95% | **96%** |
| Vacant Housing Units | 5% | 5% | 6% | **5%** |

Housing Units by Tenure

| | | | | |
|---|---|---|---|---|
| Owner Occupied Housing Units | 24,441 | 14,860 | 9,713 | **4,209** |
| Owner Occupied free and clear | 24% | 24% | 17% | **21%** |
| Owner Occupied with a mortgage or loan | 53% | 47% | 48% | **45%** |
| Renter Occupied Housing Units | 23% | 29% | 35% | **34%** |

Source: DemographicsNow by Alteryx, Inc.

### Race and Ethnicity

The racial makeup of Prospect Heights is similar to neighboring communities and has historical precedent. The City's racial demography is predominately white and includes a large number of residents of Polish and German decent. In the last ten years, Asian and Hispanic populations have also seen significant growth in Prospect Heights. The Black population has seen some decrease in the last ten years and is not expected to grow in the next five years. This mirrors trends regionally. There has been a slight population decrease in the City since 2010. The population loss is not significant and may rebound in the next five years (source: DemographicsNow).

### Age

In comparison to neighboring communities, the median age of Prospect Heights' residents is similar (37.5 years)to Wheeling but much younger than Arlington Heights and Mt. Prospect. Within the City, seniors account for 15% of the total, 55% of the population is between 25 and 64 years old. In comparison to adjacent communities, Prospect Heights has a lower share over 65.

| Race and Ethnicity | Prospect Heights |
|---|---|
| White alone, not Hispanic or Latino | **60.4%** |
| Hispanic or Latino | **29.8%** |
| Two or More Races | **2.1%** |
| Hawaiian/Pacific Islander | **0.0%** |
| Asian alone | **7.9%** |
| American Indian or Alaska Native alone | **0.7%** |
| Black or African American alone | **1.5%** |

Source: US Census, 2010 Data

| Age | Arlington Heights | Mount Prospect | Wheeling | Prospect Heights |
|---|---|---|---|---|
| Age 0 - 4 | 5% | 6% | 7% | **8%** |
| Age 5 - 14 | 12% | 12% | 12% | **12%** |
| Age 15 - 19 | 6% | 6% | 5% | **5%** |
| Age 20 - 24 | 5% | 5% | 6% | **5%** |
| Age 25 - 34 | 12% | 14% | 17% | **17%** |
| Age 35 - 44 | 12% | 13% | 14% | **13%** |
| Age 45 - 54 | 15% | 14% | 12% | **12%** |
| Age 55 - 64 | 15% | 13% | 13% | **13%** |
| Age 65 - 74 | 10% | 9% | 8% | **8%** |
| Age 75 - 84 | 6% | 6% | 5% | **5%** |
| Age 85 + | 3% | 3% | 3% | **2%** |
| Median Age | 43 9 | 40.5 | 37.4 | **37.5** |

Source: DemographicsNow by Alteryx, Inc.

The 1996 Comprehensive Plan notes a 155% increase in population between the ages of 65 and 84 between 1980 and 1990. Concurrently, there was a 58.3% increase in children under six. There is a current trend in Prospect Heights toward younger families with children. Aging in place issues are an ongoing challenge for Prospect Heights, particularly after the 2008-2009 recession.

**Income and Educational Attainment**

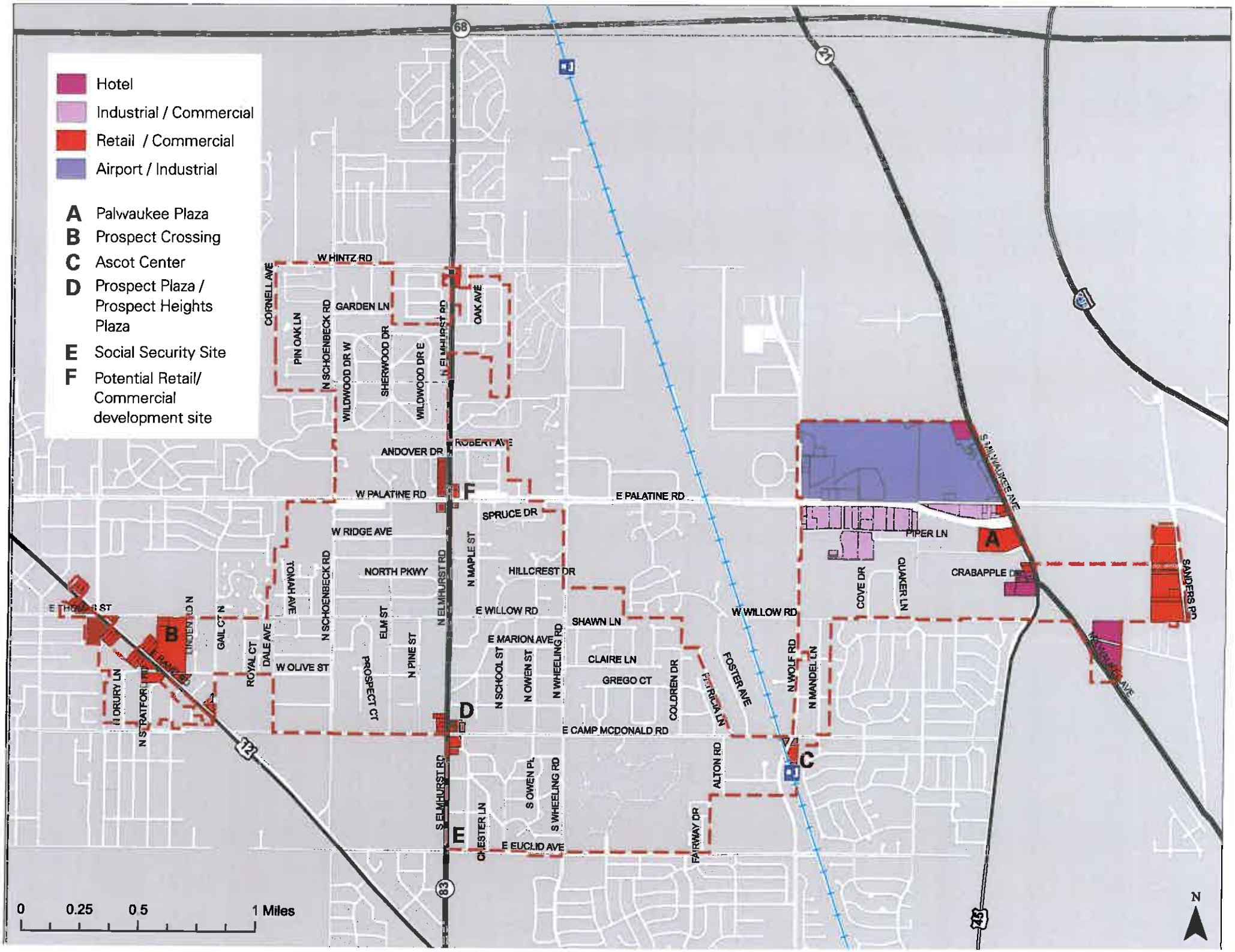
The median household income in Prospect Heights is above the median for the Chicago Metropolitan Statistical Area. In comparison to its neighbors, Prospect Heights has a slightly higher average income than Wheeling but a lower median income than the other three municipalities. Educational attainment in Prospect Heights is similar to Wheeling for those with at least a bachelor's degree (37%).

| Educational Attainment | Arlington Heights | Mount Prospect | Wheeling | Prospect Heights |
|---|---|---|---|---|
| Total Population Age 25+ | 55,102 | 38,780 | 27,496 | **11,973** |
| Grade K-9 | 2% | 4% | 6% | **9%** |
| Grade 9-12 | 4% | 6% | 7% | **7%** |
| High School Graduate | 20% | 25% | 24% | **23%** |
| Associates Degree | 6% | 7% | 6% | **5%** |
| Bachelor's Degree | 31% | 26% | 26% | **25%** |
| Graduate Degree | 20% | 14% | 12% | **12%** |
| Some College No Degree | 16% | 17% | 17% | **17%** |

| Household Income | Arlington Heights | Mount Prospect | Wheeling | Prospect Heights |
|---|---|---|---|---|
| Income $ 0 - $9,999 | 2% | 3% | 3% | **3%** |
| Income $ 10,000 - $14,999 | 2% | 3% | 4% | **3%** |
| Income $ 15,000 - $24,999 | 5% | 6% | 7% | **8%** |
| Income $ 25,000 - $34,999 | 7% | 8% | 9% | **9%** |
| Income $ 35,000 - $49,999 | 10% | 11% | 14% | **15%** |
| Income $ 50,000 - $74,999 | 16% | 18% | 20% | **21%** |
| Income $ 75,000 - $99,999 | 16% | 16% | 17% | **14%** |
| Income $100,000 - $124,999 | 13% | 13% | 12% | **10%** |
| Income $125,000 - $149,999 | 9% | 9% | 6% | **6%** |
| Income $150,000 + | 20% | 14% | 9% | **11%** |

| | | | | |
|---|---|---|---|---|
| Average Household Income | $ 119,299 | $ 100,491 | $ 87,778 | **$ 94,230** |
| Median Household Income | $ 86,025 | $ 76,956 | $ 68,275 | **$ 65,069** |
| Per Capita Income | $ 49,565 | $ 38,384 | $ 34,178 | **$ 35,389** |

Source: DemographicsNow by Alteryx, Inc.


Hotel
Industrial / Commercial
Retail / Commercial
Airport / Industrial
A Palwaukee Plaza
B Prospect Crossing
C Ascot Center
D Prospect Plaza / Prospect Heights Plaza
E Social Security Site
F Potential Retail/ Commercial development site
W HINTZ RD
GARDEN LN
CORNELL AVE
PIN OAK LN
N SCHOENBECK RD
WILDWOOD DR W
SHERWOOD DR
WILDWOOD DR E
N ELMHURST RD
OAK AVE
ANDOVER DR
ROBERT AVE
W PALATINE RD
E PALATINE RD
SPRUCE DR
W RIDGE AVE
NORTH PKWY
N MAPLE ST
HILLCREST DR
TOWAH AVE
E WILLOW RD
W WILLOW RD
SHAWN LN
E MARION AVE
W OLIVE ST
ELM ST
N PINE ST
PROSPECT CT
ROYAL CT
DALE AVE
GAIL CT N
N DRURY LN
N STRATFORD
N SCHOOL ST
N OWEN ST
N WHEELING RD
CLAIRE LN
GREGO CT
COLDREN DR
FOSTER AVE
N WOLF RD
N MANDEL LN
COVE DR
QUAKER LN
PIPER LN
CRABAPPLE
S MILWAUKEE AVE
SANDERS RD
E CAMP MCDONALD RD
ALTON RD
S ELMHURST RD
S OWEN PL
S WHEELING RD
CHESTER LN
E EUCLID AVE
FAIRWAY DR
0 0.25 0.5 1 Miles
N

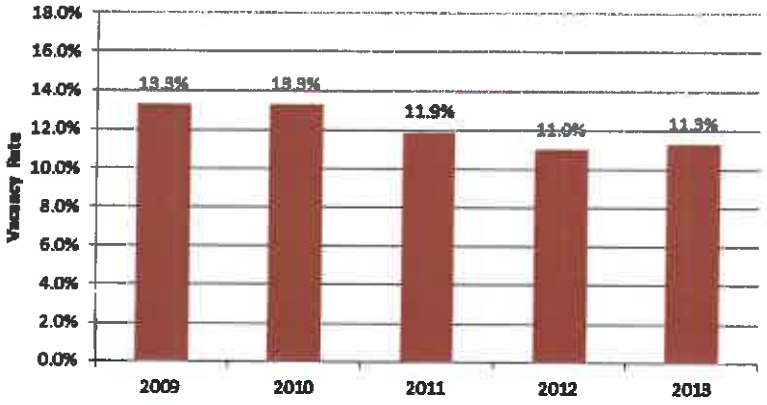
## 2.3 Economic Assessment

This section will focus on the existing market conditions in Prospect Heights and its competitive locations based on CB Richard Ellis (CBRE) quarterly and annual real estate reports. These reports provide insight into the market for industrial, office, and retail space in the Chicago metropolitan area. The paragraphs below summarize key regional real estate trends affecting Prospect Heights.

**Residential Overview**

Like many mature suburbs, Prospect Heights has an aging population and many older residents want to remain in the community. With only one senior facility, there will be an increasing need for more senior housing. Arlington Heights and Wheeling have senior facilities that most likely attract residents from Prospect Heights. Most of the City's housing stock is single-family detached homes, many of which are on relatively large lots served by wells. There will be an increasing need for a diverse housing stock to attract singles and couples who work in the vicinity but cannot afford to or want to buy a single-family home. Empty nesters who want to downsize from larger homes can be attracted to high quality apartments, ranch-style homes on small lots, and condominiums.

**Northwest Suburbs Retail Vacancy Trends 2009-2013**

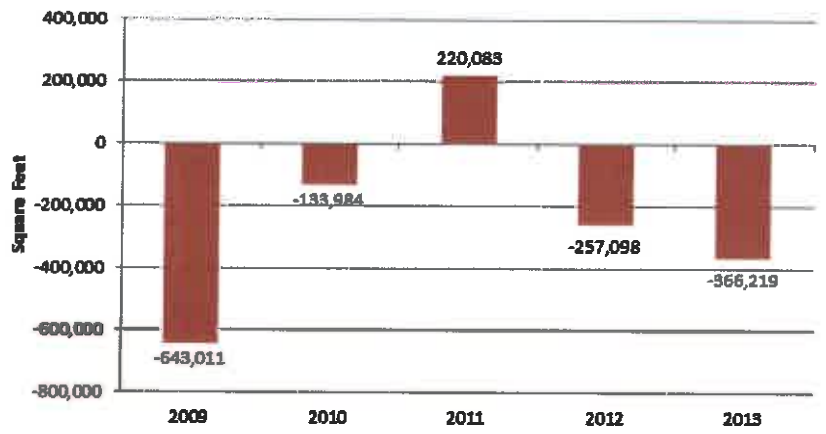



source: CB Richard Ellis

**Retail Overview**

The suburban Chicago retail market is still suffering from the overbuilding prior to the recession and the closing of Dominick's and other chains such as Border's Books and Music, Circuit City, Best Buy, Blockbuster Video, Staples, etc. In addition, many big box stores are reducing their footprint or curtailing expansion plans as more sales occur online to increase profitability. Prospect Heights is located in the Northwest Suburban sub-market as are Wheeling, Arlington Heights and Mt. Prospect, which has seen a decrease in the vacancy rate over the past two years, but still has an excess of space. Absorption (the difference in the amount of occupied space from one year to the next) has been negative over the past year. Although 2011 was a surprisingly good year for net absorption, 2012 was much weaker and the first half of 2013 has seen negative absorption. It is likely to be down in 2014 as well until Dominick's stores are re-purposed and re-opened. The closing of Dominick's has caused increases in vacancy rates at many shopping centers, particularly those where no replacement grocer immediately takes over the Dominick's space. This will also impact small tenants who count on grocery stores to drive traffic to the center. In

**Northwest Suburbs Retail Space Absorption 2009 - Q2 2013**



addition, new retail chains such as H.H. Gregg and Mariano's, are entering the Chicago market and new concept such as freestanding Wal-Mart grocery stores, are being created.

There is significant retail competition from neighboring Mount Prospect and Arlington Heights along Rand Road. Prospect Heights has very little retail space on Rand Road and very little identity here despite the opening of Ultra Foods and the presence of several successful retailers.

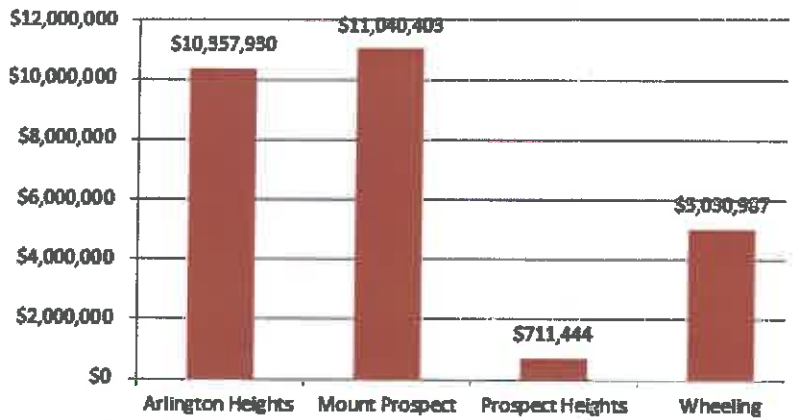
The opportunity for a significant amount of new retail space along Milwaukee Avenue is limited. This is due to the presence of Chicago Executive Airport on the north and Forest Preserve on the east which leave a large geographic area without any rooftops. The limited retail offerings in the City means that residents are shopping in nearby communities, even for basic goods and services. Most of the major retailers are represented in Mount Prospect and Arlington Heights and serve Prospect Heights's residents from stores in those municipalities. Smaller, more specialized and/or destination businesses that complement existing stores are better candidates to move into Prospect Heights. Larger retailers and other businesses that use a high volume of water (including restaurants), are less likely to locate in Prospect Heights until the municipal water issue is resolved.

**Regional Retail Space Trends**

CBRE reports occupancy and rent information for 111.4 million square feet of space in the Chicago suburbs. For the Chicago suburbs as a whole, vacancy peaked at 13.3% in 2009, but has since fallen to 9.1% as of the second quarter in 2013. The total amount of retail space in suburban Chicago has declined post-recession, as unproductive or long-vacant space was removed from the inventory.

Vacancy rates in the Northwest Suburban Submarket fell 2 percentage points from a high of 13.3% in 2010 to 11.3% as of the second quarter of 2013. Despite this positive trend, absorption of retail space has been negative over the last 3 or more years. While it is stabilizing, the market is not staging a dramatic recovery. Average asking rents did advance by about $4 per square foot – a large gain – with the 2011 uptick. They have largely held onto this gain into 2013.

**2012 Total Sales Tax Receipts**




source: Illinois Department of Revenue

**2012 Sales Tax Receipts Per Household**

source: Illinois Department of Revenue, Valerie S. Kretchmer Associates, Inc.

### Retail Sales Tax

With an estimated 6,200 households in Prospect Heights as of 2012, the City is at a marked disadvantage to surrounding communities which are 2-5 times larger. Prospect Heights' share of sales tax receipts in 2012 were $711,444, compared to $10.4 million in neighboring Arlington Heights, $11 million in Mount Prospect and $5 million in Wheeling. On a per household basis, sales tax revenue in Mount Prospect was 4.6 times that of Prospect Heights, suggesting that a large number of people from outside that community shop there, most likely including residents of Prospect Heights. The charts below show data from the Illinois Department of Revenue for the 1% local sales tax by municipality and by municipality per household between 2010 and 2012.

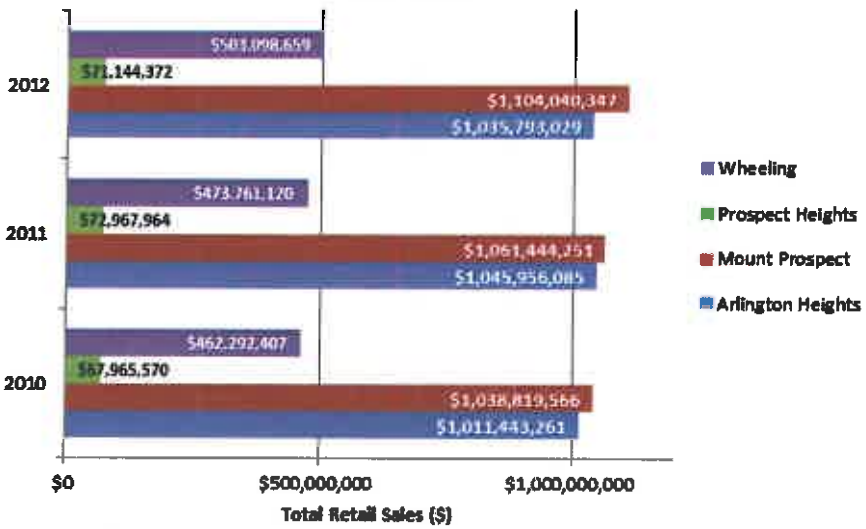
### Retail Sales and Store Potential

Retailers in Prospect Heights generated over $71.1 million in sales in 2012, and total sales have increased since 2010 despite the slow national and regional economic recovery. Sales declined in the lumber/building/hardware and furniture/home furnishings categories – a reflection of the depressed housing market. They also declined in the apparel and miscellaneous retail categories. Apparel is a difficult sector to attract in communities that don't have a regional mall or large retail centers, such as Prospect Heights.

On the positive side, food sales in the city are up more than 10% since 2009, with eating and drinking establishments increasing sales by just over 6%. Drug stores and miscellaneous retailers also experienced an increase.

The difference between the actual retail sales and the potential retail sales from residents of a specific area or community is called the retail surplus or retail gap. Generally an area that has a regional mall or large shopping centers with big box stores have a retail surplus, while those without them have a retail gap. Residents leaving Prospect Heights to shop at larger centers in neighboring municipalities create a retail sales gap of almost $90 million for the City - shown in the table below as a negative number. This is the difference in the aggregate retail spending potential of Prospect Heights's residents ($161 million) less the retail sales made in the City. The neighboring communities show the reverse as residents of surrounding communities, including Prospect Heights, add to the sales made by their own residents and generate a retail surplus for the community. Mount Prospect with Randhurst Village has the largest surplus of $527 million in 2012. Arlington Heights and Wheeling also draw more sales in, than they give up to surrounding communities.

**Total Retail Sales by Municipality 2010-2012**




source: Illinois Department of Revenue

**COMPARISON OF 2012 RETAIL SALES AND RETAIL STORE POTENTIAL**

| Municipality | Total Retail Sales | Total Retail Potential | Retail Surplus |
|---|---|---|---|
| Prospect Heights | $71,144,372 | $161,030,524 | ($89,886,152) |
| Mount Prospect | 1,104,040,347 | 576,594,252 | $527,446,095 |
| Arlington Heights | 1,035,793,029 | 898,175,865 | $137,617,164 |
| Wheeling | 503,098,659 | 392,287,606 | $110,811,053 |
| Total | $2,714,076,407 | $2,028,088,246 | $685,988,161 |

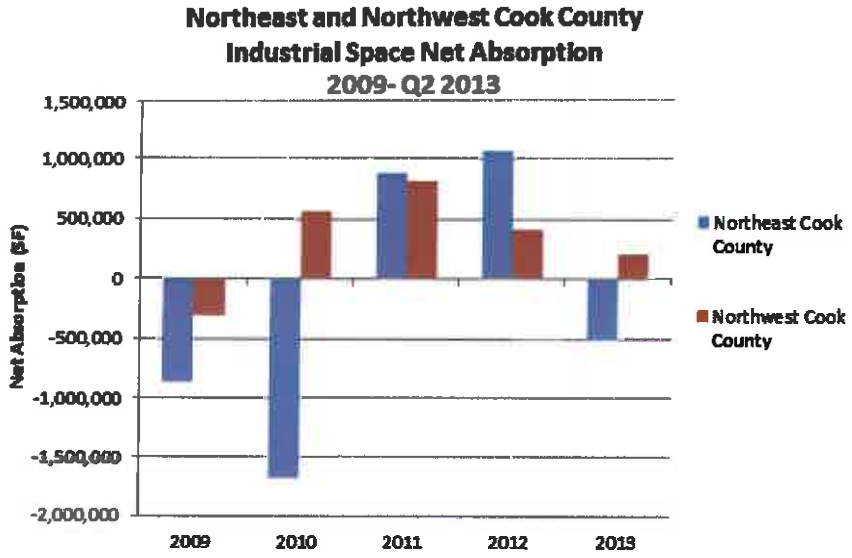
The average annual purchasing power of households in the four communities is similar. The large difference for Prospect Heights results from its smaller population base, strong retail competition just outside its borders and geographic constraints such as forest preserves and the Chicago Executive Airport that limit the City's retail draw.

**Regional Industrial Space Trends**

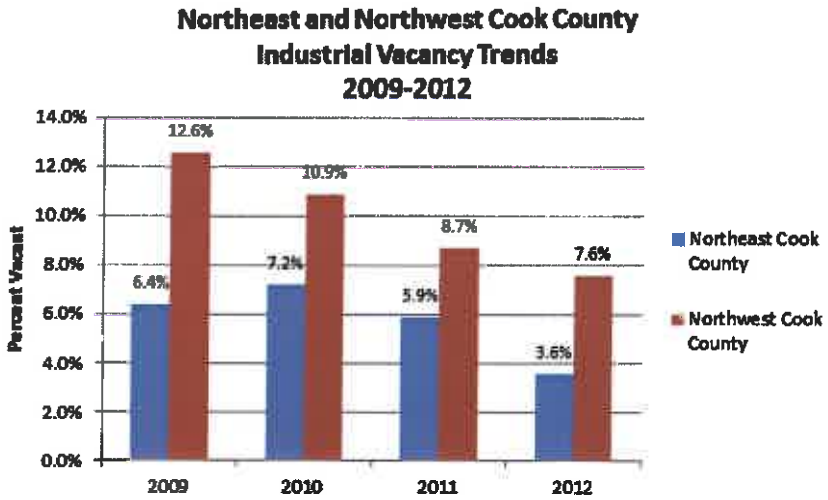
The industrial market in Northeast and Northwest Cook County is improving with vacancy rates down considerably since the height of the recession. Little new industrial space was added since 2009 and with an improving economy and strong net absorption since 2011, rents are starting to rise. This sets the stage for new industrial development. While Prospect Heights has far less industrial space than neighboring Wheeling and Mount Prospect, it can attract industrial users, though availability of municipal water is an issue for development on the west side of the City. The City's proximity to Lake County puts it at a competitive disadvantage because Cook County's property taxes are higher than those in Lake County. Nonetheless, its good transportation access is an advantage in attracting industrial firms.

As of the 2nd quarter 2013, the Chicago region had over 1.1 billion square feet of industrial space, with an average asking rent range between $2.50 and $10 per square foot depending on the location and quality of space. Relatively little space has been added since 2009. Between 2010 and year-end 2012, the industrial market in Northeast Cook County (Prospect Heights, Wheeling) improved with vacancy rates declining significantly to 3.6% from 7.2%. However, sales and leasing activity on an annualized basis in 2013 is down, and 2013 absorption through the second quarter has been negative.

The Northwest Cook County Submarket (Mt. Prospect, Arlington Heights) had a higher vacancy rate at year-end 2012 than the Northeast Cook Submarket at 7.6%, but the market improved significantly since the 2009 high of 12.6%. Sales and leasing activity, as well as net absorption, has been positive in the first half of 2013.




source: CB Richard Ellis



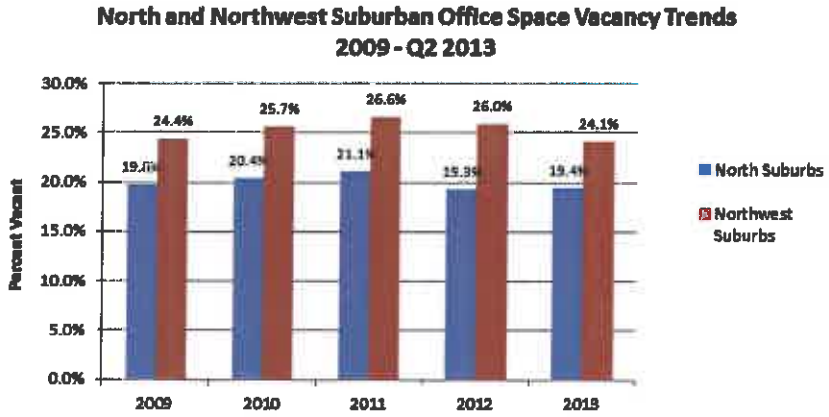

source: CB Richard Ellis

**Regional Office Space Trends**

Prospect Heights's office inventory is quite limited and primarily serves local service businesses and professionals. The North Suburban submarket, has a high vacancy rate, though it has been declining over the past few years. With an even higher vacancy rate in the Northwest Suburban submarket which borders Prospect Heights, it will be difficult to attract new office development in the near term. Arlington Heights and Mount Prospect have major office buildings and office parks that attract regional and national companies.

The Allstate Site on Sanders Road offers Prospect Heights its best opportunity for the existing Allstate Corporate Headquarters to expand, as well as to attract additional Class A office space to the City. Class A office space in Glenview and Northbrook, both of which abut the Allstate site, is very well occupied and single users are prominent in Tollway office buildings.

The suburban Chicago office market is not rebounding as quickly as the industrial market. Vacancy rates dropped 1.4 percentage points in the last year, but the direct vacancy rate is still above 20%. Gross asking lease rates are about $21 on average, within $1 of the average rates in 2009.



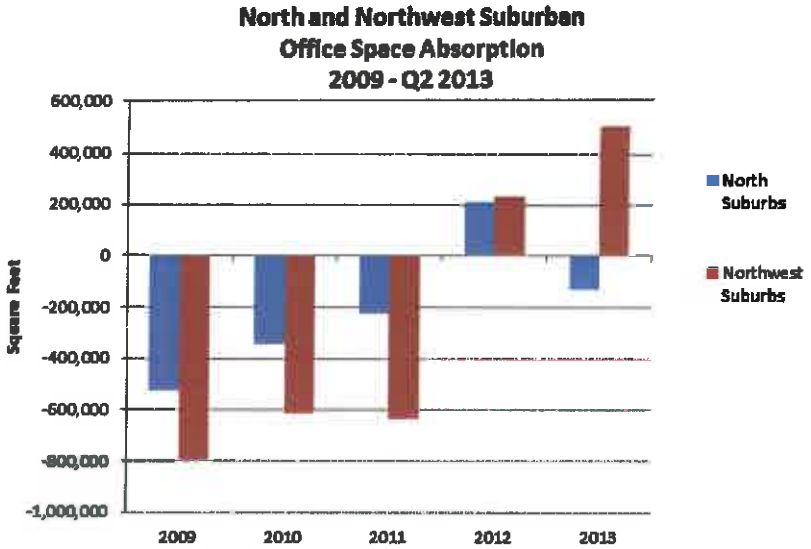

source: CB Richard Ellis

However, net absorption was finally positive in 2012 and remains positive as of the first half of 2013.

The North Suburban Submarket has a vacancy rate below that of the Chicago region, at 19.4% as of the second quarter of 2013. Average gross asking lease rates are higher than for the region as a whole at $23.45.

The Northwest Suburban Submarket was one of the most severely impacted by the recession. The overall vacancy rate stands at 24.1% as of the second quarter 2013, though it has improved since the 2011 high of 26.6%. Net absorption has been positive since 2012, with 2013 on track to exceed 2012.

Office absorption and occupancy rates are directly related to the employment situation, and the state's unemployment rate remains above the national average. Illinois's well publicized fiscal problems create concerns for companies that might otherwise consider a move from outside the region, and existing companies are cutting back on their space holdings by reducing their per-employee office space standards.




source: CB Richard Ellis

**Employment Trends**

Employment in Prospect Heights declined between 2008 and 2010 but increased considerably as of 2011, according to the most recent data available from the U. S. Census shown to the right.

By sector, the largest number of employees working in Prospect Heights was in the administrative support, waste management and remediation category accounting for 36% of the city's total employment. The next largest categories were finance and insurance (26%) and wholesale trade (10%). By salary, 41% of employees earned more than $3,333 per month ($40,000/year), 31% earned between $1,251 and $3,333 per month ($15,000-40,000/year) and 28% earned less than $15,000/year. In 2010, 62% of those employed in the city earned more than $40,000/year, a significantly higher share than in 2011. This indicates that while the city gained a large number of jobs, many were relatively low paying ones.

Chicago is by far the residence of the largest number of people working in Prospect Heights (22%), followed by Wheeling (5.5%) and Arlington Heights (4.7%). All other places account for less than 4% of Prospect Heights workers.

Residents of Prospect Heights work all over the Chicago metropolitan area. While 16% of residents work in Chicago, no other municipality accounts for more than 4%. The next most common work locations, accounting for 3-4% of all residents, are Arlington Heights, Waukegan, Prospect Heights and Wheeling.

**Prospect Heights Employment Trends**

| Year | Number of Jobs | Change # | Change % |
|---|---|---|---|
| 2006 | 6,138 | | |
| 2007 | 7,073 | 935 | 15.20% |
| 2008 | 6,431 | -642 | -9.10% |
| 2009 | 6,147 | -284 | -4.40% |
| 2010 | 5,709 | -438 | -7.10% |
| 2011 | 8,225 | 2,516 | 44.10% |

Source: US Census, On The Map

Figure 2.6: Ultra Foods in Prospect Crossing

## 2.4 Land Use and Zoning

**Land Use**

Prospect Heights is a mature, mostly built-out community of approximately 4.27 square miles, of which .03 square miles is water. As illustrated in the chart below, approximately 69% of the land is residential, most (63%) of which is single-family. Single-family residential blocks are primarily located west of Wolf Road in the western portion of the City, while multi-family units are predominately located in the eastern portion of the City, near Milwaukee Avenue. Commercial / retail land uses account for approximately 3% of the total land uses in Prospect Heights. These uses are mainly located along Rand Road, Elmhurst Road, Camp McDonald Road and Milwaukee Avenue. These major commercial corridors either bisect or run along the periphery of the community. Commercial areas within the central portion of the community are generally oriented toward neighborhood services. Open space is the second largest land use, occupying approximately 204 acres or 11% of the City's land area. Approximately half of this area belongs to the Forest Preserve of Cook County on the eastern periphery of the City. Parks managed by the Prospect Heights Park District comprise approximately 6% of the total open space and are located throughout the City.

| Land Use | Acres | Percentage |
|---|---|---|
| Airport | 171 | 8% |
| Retail | 65 | 3% |
| Education | 76 | 3% |
| Forest Preserve | 81 | 4% |
| Government | 2.4 | 0.11% |
| Hotel | 19 | 1% |
| Industrial | 50 | 2% |
| Office | 29 | 1% |
| Open Space | 128 | 6% |
| Religious | 28 | 1% |
| Multifamily | 140 | 6% |
| Single Family | 1437 | 63% |
| Utilities/Water | 48 | 2% |
| **Total** | **2274.4** | **100%** |

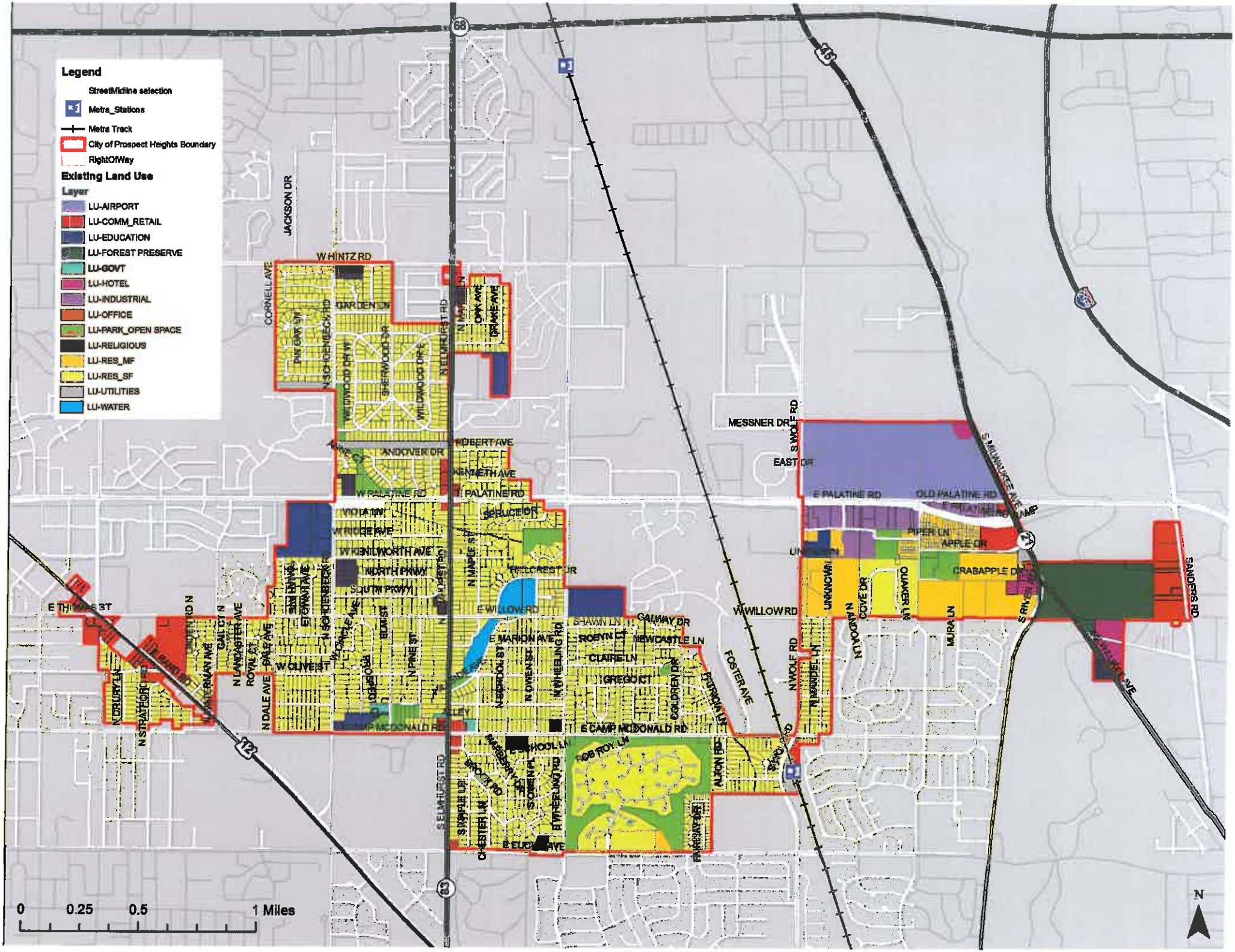
Approximately 4% of the City is made up of institutional uses such as religious and educational facilities. These uses are primarily found in residential neighborhoods and include the Prospect Heights municipal campus located on Elmhurst Road near Camp McDonald Road. The libraries, fire and police stations are included in this land use category as well. Fire and police district offices are located near to City Hall, while the two libraries are located on either side of the City (west and east) to best serve the population.

The boundary of Prospect Heights is an irregular shape. A greater diversity of land uses is present on the east and western edges of the community while the central portion of the City remains primarily single-family residential.

**Residential**

The City contains two major categories of residential land uses, single-family residential and multi-family residential. The largest land use within the corporate boundary is single-family residential. Multi-family residential includes duplex, four-flat units, three or more attached units, townhouses, condominiums and apartment buildings.

Single-family homes are generally located on very large lots, 20,000 square feet minimum, and are of varying age. On-site observations revealed that many older homes from the 1950's and 1960's are being replaced by more modern homes in the single-family residential districts. The level of housing density is very low and residential districts are generally more rural in character, with generous setbacks and few sidewalks.


Legend
StreetMidline selection
Metra_Stations
Metra Track
City of Prospect Heights Boundary
RightOfWay
Existing Land Use
Layer
LU-AIRPORT
LU-COMM_RETAIL
LU-EDUCATION
LU-FOREST PRESERVE
LU-GOVT
LU-HOTEL
LU-INDUSTRIAL
LU-OFFICE
LU-PARK_OPEN SPACE
LU-RELIGIOUS
LU-RES_MF
LU-RES_SF
LU-UTILITIES
LU-WATER
W HINTZ RD
JACKSON DR
CORNELL AVE
GARDEN LN
SHERWOOD DR
ANDOVER DR
W PALATINE RD
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MESSNER DR
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MURA LN
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SPRUCE DR
E MARION AVE
SHAWN LN
GALWAY DR
NEWCASTLE LN
CLAIRE LN
GREGO CT
COLDREN DR
FOSTER AVE
FLORIDA LN
N WOLF RD
N MANDEL LN
E CAMP MCDONALD RD
ROB ROY LN
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N WHEELING RD
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N OWEN ST
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SCHOOL LN
MARBERRY RD
BROOK RD
CHESTER LN
SHAPLE LN
E EUCLID AVE
S ELMHURST RD
N ELMHURST RD
N PINE ST
N SCHOENBECK RD
W OLIVE ST
N DALE AVE
N LANCASTER AVE
ROYAL CT
GAIL CT N
N DRURY LN
N STRATHORE RD
E THORNE ST
W RIDGE AVE
W KENILWORTH AVE
NORTH PKWY
SOUTH PKWY
ROBERT AVE
KENNETH AVE
N OAK AVE
DRAKE AVE
0 0.25 0.5 1 Miles
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**Commercial**

Within the City, the commercial land use has two classifications according to their size and function within the community and the region. The two classifications are: Neighborhood Commercial and Community Commercial. Neighborhood Commercial Centers are typically smaller in size with adjoining stores that do not have an anchor tenant. The typical parcel size for Neighborhood Commercial Areas is approximately 1 - 1.5 acres. This land area will accommodate approximately 10,000sf to 15,000sf of building space. Neighborhood Centers are ideally located at intersections of major arterial roads. Existing locations of Neighborhood Commercial Centers in Prospect Heights are:

- Elmhurst Road at the intersection of Hintz Road
- Wolf and Camp McDonald Roads
- Camp McDonald Road at Elmhurst Road (Prospect Heights Plaza)

Neighborhood Commercial Centers typically service the adjacent neighborhood and are not destinations for those throughout the community.

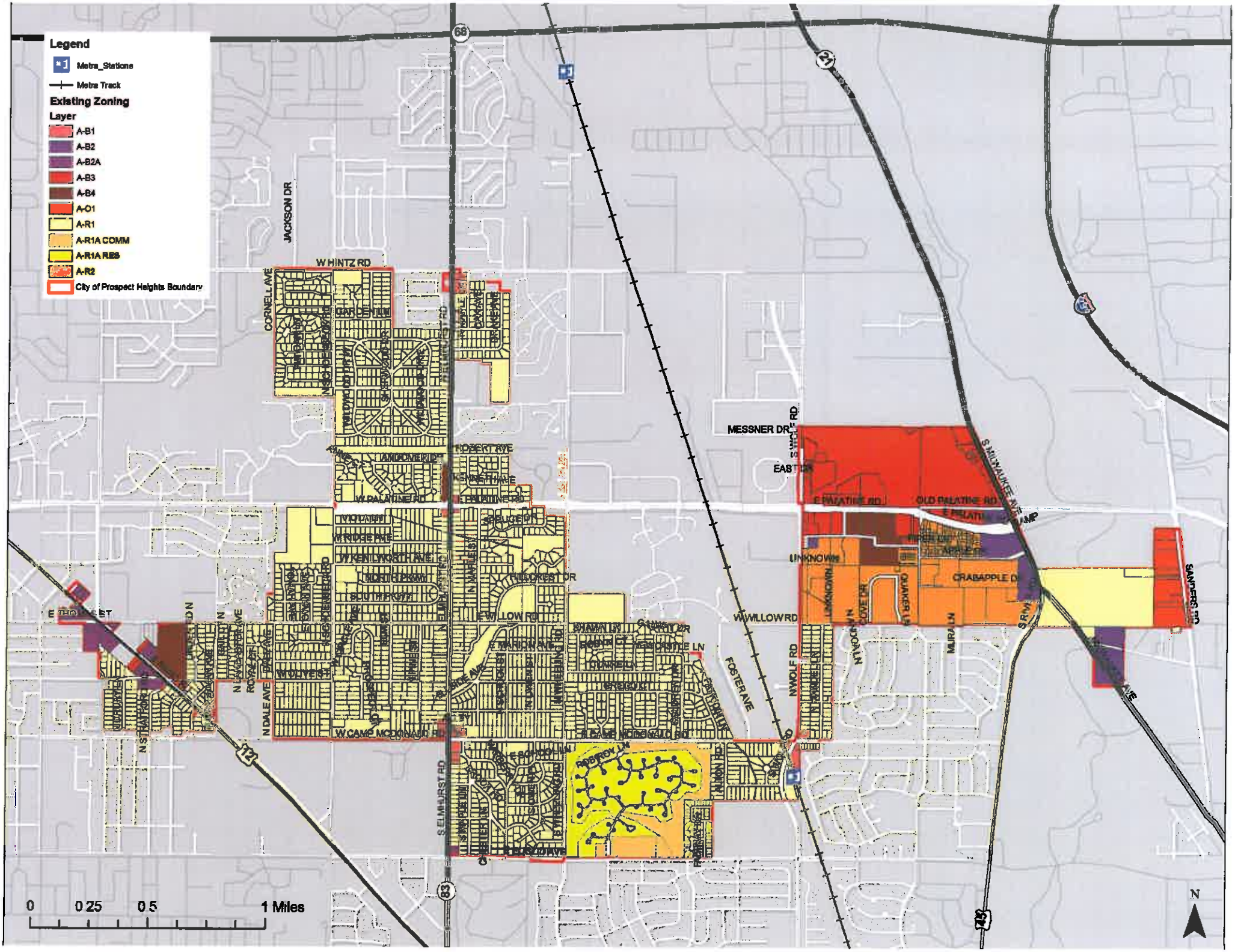
Community Commercial uses serve the entire community and are destinations for residents throughout the City. They are organized with several stores adjacent to one another and may have an anchor tenant. They are typically located at the corner of two primary arterial roads or along an arterial corridor. Existing locations of Community Commercial Uses are:

- Rand Road between Palatine Road and Camp McDonald Road
- Palatine Road at Milwaukee Avenue (Palwaukee Plaza)
- Rand Road at Thomas (Prospect Crossing)

**Industrial**

Office, hotel and Industrial land uses make up approximately 269 acres. This area includes a portion of the Chicago Executive Airport site and surrounding industrial area. Jurisdiction of the Airport is shared between Wheeling and Prospect Heights. Most of the industrial land use is located near the Chicago Executive Airport and along the Palatine Road corridor between Wolf Road and Milwaukee Avenue. The periphery of the Chicago Executive Airport is currently designated for industrial land use. This area is currently underutilized. Construction projects in and around the Chicago Executive Airport include redevelopment of Airport related buildings and support industries. The City would like to increase the amount of industrial land and more fully utilize the existing industrial parcels in this area.

Figure 2.7: Office complex


Legend
Metra_Stations
Metra Track
Existing Zoning
Layer
A-B1
A-B2
A-B2A
A-B3
A-B4
A-O1
A-R1
A-R1A COMM
A-R1A RES
A-R2
City of Prospect Heights Boundary
W HINTZ RD
JACKSON DR
CORNELL AVE
GARDEN LN
W PALATINE RD
E PALATINE RD
OLD PALATINE RD
MESSNER DR
S WOLF RD
S MILWAUKEE AVE
UNKNOWN
CRABAPPLE DR
SANDERS RD
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E WILLOW RD
FOSTER AVE
N WOLF RD
N WOODLAWN
MURA LN
S ELMHURST RD
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N MAPLE ST
N DALE AVE
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ROYAL ST
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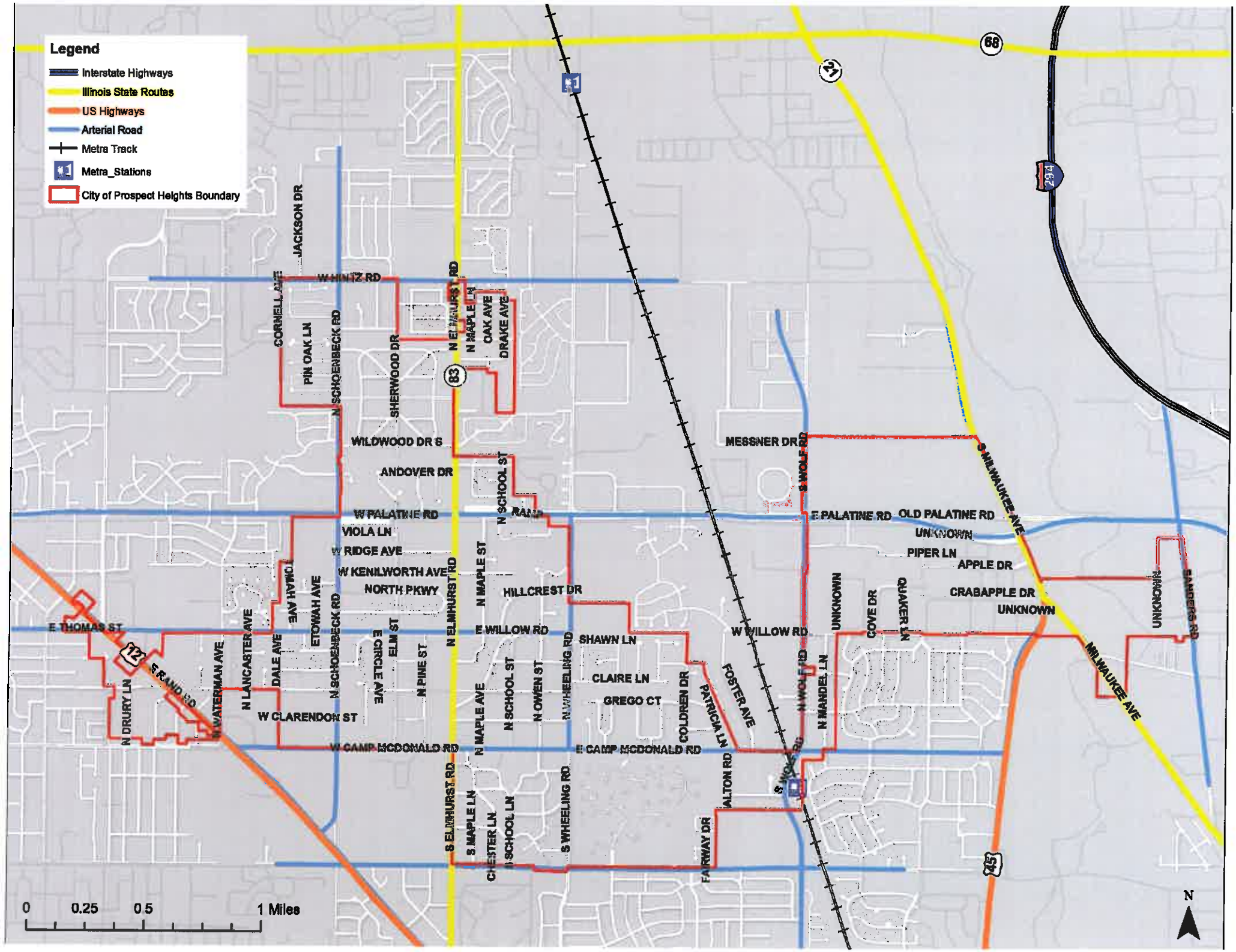
**Office**

Office locations are scattered throughout the periphery of the City and there is not currently a high demand for additional office space in the center of Prospect Heights. The sites most suited for future office in the City is located along Sanders and Wolf Roads, east of the Forest Preserve of Cook County, on the previous HSBC property now owned by Allstate. There are other potential future office locations in the area south of Palatine Road near the Airport. Other existing office as industrial uses are located in this area, as well as the Harper College satellite campus facility.

**Zoning**

Prospect Height's zoning code was revised in 2005 which included several amendments to encourage community development. The existing zoning code support single-family homes and does not accurately reflect the City's desire for a diversity of development patterns in specific areas in the City. The zoning ordinance was prepared in anticipation of future growth in the community and was adopted to fulfill the following purpose:

- Promote and protect the public health, safety, comfort and general welfare of the City
- Insure high standards of light, air and open space in areas where people live and work
- Encourage the most appropriate use of land throughout the City
- Conserve and enhance the value of land and buildings
- Prevent overcrowding and regulate density
- Foster a rational pattern of land use relationships between residential and non residential uses
- Prevent incompatible and non-conforming uses; eliminate existing non-conforming uses
- Limit the development of land to a degree consistent with the ability of the City to furnish adequate public services
- Preserve and increase those amenities which are characteristic of the City
- Mitigate flood and stormwater events
- Establishing standards for the orderly development or redevelopment of neighborhoods
- Provide for the public adequate locations for housing, employment, shopping, education and recreation
- Facilitate the adequate provision of transportation, utility systems, schools, parks and other public requirements
- Promote the economic diversity of the community and enhance opportunities for participation in the economic and social systems


Legend
Interstate Highways
Illinois State Routes
US Highways
Arterial Road
Metra Track
Metra_Stations
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JACKSON DR
W HINTZ RD
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E THOMAS ST
E WILLOW RD
SHAWN LN
N DRURY LN
N WATERMAN AVE
N LANCASTER AVE
DALE AVE
IOWAH AVE
ETOWAH AVE
E CIRCLE AVE
ELM ST
N PINE ST
N MAPLE AVE
N SCHOOL ST
N OWEN ST
N WHEELING RD
CLAIRE LN
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N MANDEL LN
COLDREN DR
PATRICIA LN
FOSTER AVE
N WOLF RD
DALTON RD
FAIRWAY DR
MILWAUKEE AVE
SANDERS RD
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1 Miles
N

## 2.5 Transportation

The City of Prospect Heights is served by a network of arterial and collector roadway as well as Interstate 294 which runs north and south just east of the City with an interchange at Palatine Road. IL Route 53 is a limited access roadway which runs north and south just west of the City and has an interchange at Palatine Road as well. Route 53 connects to Interstate 90 at the interchange with Interstate 290 and Interstate 355 southwest of the City. There is a plan to improve and extend IL Route 53 to the north through Lake County which would improve the regional connectivity to Prospect Heights.

**Roadway Framework**

Based on functional classification maps provided by the Illinois Department of Transportation (IDOT), arterials serving the City include: Palatine Road and Elmhurst Road (IL Route 83) as well as the minor arterials of Wolf Road and Euclid Avenue. Additional principal arterials that cross smaller areas of the City are Rand Road (US Route 12) and Milwaukee Avenue (US Route 45/IL Route 21). Collector streets in the City are: Schoenbeck Road, Wheeling Road, Willow Road/Old Willow Road, and Camp McDonald Road.

Access to and through the City is good. Major intersections are signalized, and adequate capacity is provided yielding a good level of service. However, at the intersection of Palatine Road and Milwaukee Avenue, access is complicated by the grade separated overpass of Palatine Road over Milwaukee Avenue. The ramp and frontage road system creates difficult access configurations, especially for the Palwaukee Plaza and the Indian Trails Library satellite facility.

**Non-Motorized Transportation Network**

Prospect Heights suffers from a disconnected and incomplete network of sidewalks and bicycle facilities, which makes it difficult to walk or ride a bike throughout the City. The existing non-motorized transportation network is described in further detail throughout the strategies and recommendations of this plan.

**Sidewalk Connectivity**

Some of the more critical areas that are poorly served by sidewalks include the following:

- Metra station on Wolf Road—sidewalk connectivity to the station is poor. The Prospect Heights bike path runs along the west side of Wolf Road in the immediate vicinity of the station, and a crosswalk is provided on the north side of the Wolf Road and Edward Road intersection, to provide access between the bike path and the Metra station. However, the

**Figure 2.8:** Typical residential corridor

**Figure 2.9:** Typical commercial corridor

only other sidewalk along this portion of Wolf Road is a brief segment connecting the crosswalk to the far north end of the Metra parking lot. There are no sidewalks provided along Wolf Road or through the Metra parking lot to the train platform.

- Palwaukee Plaza—the Plaza is located in the southwest quadrant of the Palatine Road and Milwaukee Avenue interchange. Although it is served by both Pace Routes 221 and 272, there are no sidewalks along any of the roadways fronting the Plaza.
- Indian Trails Library Satellite Facility—this branch library is located in the northwest quadrant of the Palatine Road and Milwaukee Avenue interchange. There are very short, disconnected segments of sidewalk along Milwaukee Avenue and the Palatine Frontage Road in the vicinity of the site. Although Pace Route 272 stops at the intersection of these two roadways, there are no sidewalks or crosswalks to provide connectivity to the surrounding area.
- High Density Residential along Piper Lane—these buildings also lack sidewalk connectivity to the surrounding street network and Pace Route 221 service.
- Harper College Northeast Center—this facility is located along Wolf Road south of Piper Lane. There are no sidewalks along Wolf Road, and although there is sidewalk on the south side of Piper Lane, Harper College has no frontage along Piper Lane and therefore no sidewalk connectivity to the surrounding street network or neighborhoods. Although Pace Route 221 stops along both Wolf Road and Piper Lane, riders have no sidewalks accessing the site.

The City has indicated that a sidewalk was recently constructed at one of the elementary schools using the Safe Routes to School funding mechanism and that they have applied for a grant to implement a sidewalk network throughout a large portion of the city.

**Bicycle Network**

The City is currently served by the Prospect Heights Bike Path, which is a four-mile long asphalt trail that extends from Country Garden Park (on Schoenbeck Road north of Palatine Road) to Woodland Trails Park (on Euclid Avenue west of Wolf Road). Between Palatine Road and Euclid Avenue, the path runs parallel to the Metra North Central Service line and along the west side of Wolf Road near the Prospect Heights Metra station.

The Des Plaines River Trail crosses through a small area of Prospect Heights within the Forest Preserve to the east. The Des Plaines River Trail is an unpaved, 56-mile trail and greenway that follows the Des Plaines River from the Illinois-Wisconsin state line to the Village of River Grove. It connects numerous Forest Preserve of Cook County facilities in both Lake County and Cook County.

Currently, there is no sidewalk or designated bicycle route connecting these trails. In addition, non-motorized access along streets to access the trails is poor. The Des Plaines River Trail Corridor Improvement Plan, developed by the Northwest Municipal Conference, proposes to provide greater connectivity between the Forest Preserves and Trail and the surrounding communities

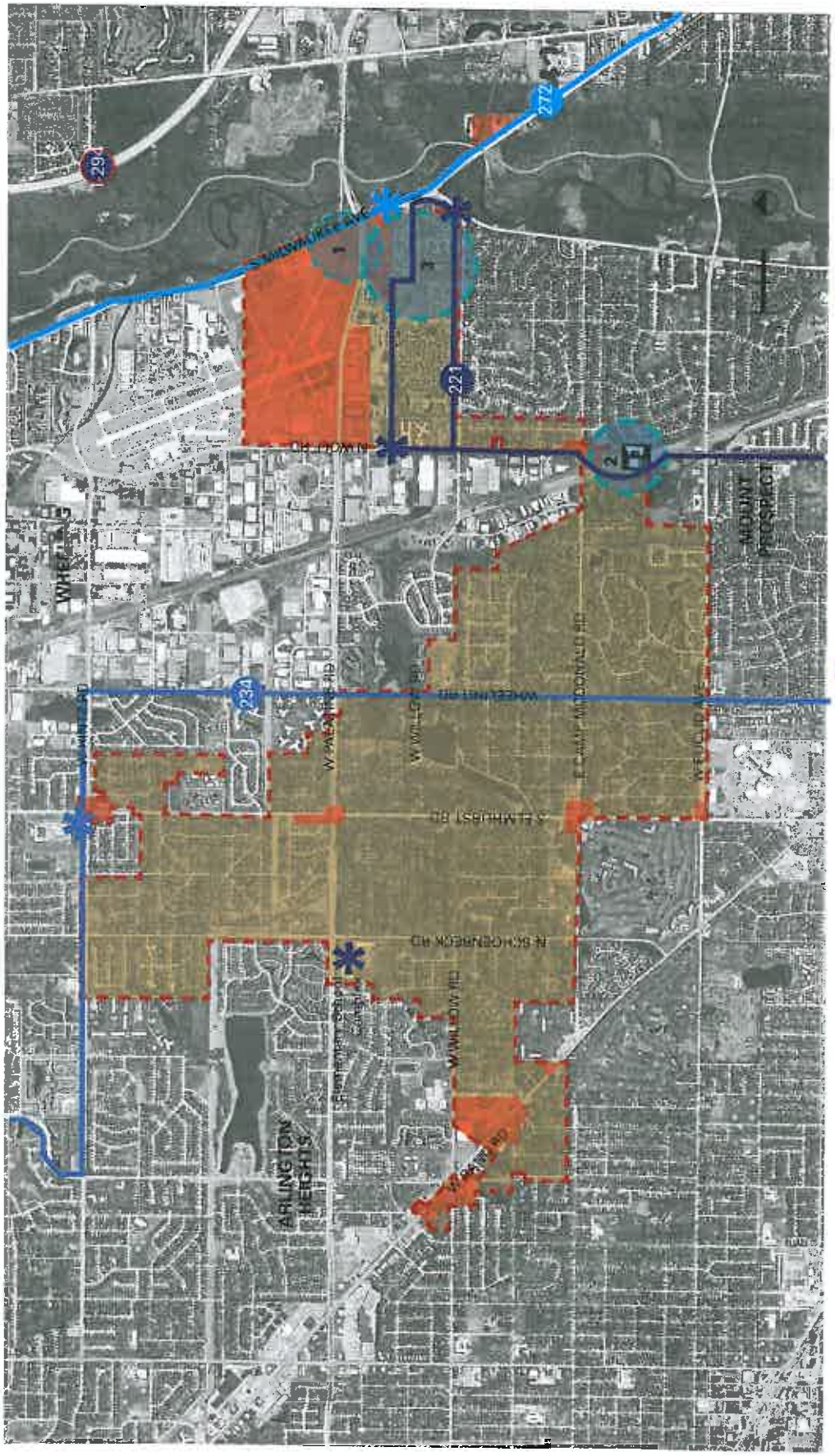
**Transit Network**

Prospect Heights is currently served by Pace suburban bus and by Metra commuter train. Schedules and ridership information were obtained from Pace, Metra, and the Regional Transportation Authority. All service times noted are approximate.

**Pace Bus Service**

The City is currently served by three Pace bus routes, which are summarized below.

Route 221 provides service between Prospect Heights and the Rosemont CTA Blue Line station. Route 221 circulates on Piper Lane, Apple Drive, Milwaukee Avenue, River Road, and Old Willow Road then operates




1 Indian Trails Library

2 Metra Station Sidewalk Network

3 Palwaukee Plaza and High-Density Residential

Residential Land Use

Commercial Land Use

Bus Stop

Bus Route

along Wolf Road to serve the Prospect Heights Metra station and points south, including the Cumberland Metra station and Rosemont CTA Blue Line station. Within Prospect Heights, this route operates only during the weekday AM and PM peak periods from 5:15 AM to 8:45 AM and from 3:00 PM to 7:00 PM. During these hours, this route operates on roughly 30-minute headways. This route has even more limited service to the Prospect Heights Metra station, stopping only four times during the AM peak period (on 20- to 30-minute headways from 6:30 AM to 7:45 AM) and four times during the PM peak period (on roughly 30-minute headways from 5:00 PM to 6.45 PM). This route had an average weekday ridership of 865 in September 2013.

Route 234 provides service between Wheeling and Des Plaines. Within Prospect Heights, Route 234 operates along Hintz Road, Wheeling Road, and Camp McDonald Road before traveling along Elmhurst Road toward Des Plaines. This route serves a number of Metra stations including Wheeling, Mount Prospect, Cumberland, and Des Plaines. This route provides weekday only service from 5:30 AM to 7:30 PM. During the peak hours, headways vary from 20 to 45 minutes. During the midday (approximately 11:00 AM to 3:00 PM), the service operates on 60-minute headways. This route had an average weekday ridership of 385 in September 2013.

Route 272 operates along Milwaukee Avenue between Westfield Hawthorn Mall in Vernon Hills and Golf Mill Shopping Center in Niles. Within Prospect Heights, this route serves the Chicago Executive Airport. Weekday service is provided from 5:30 AM to 10:15 PM while Saturday service is provided from 8:00 AM to 7:30 PM. During the peak hours, this route operates on approximately 30-minute headways. During all other times, the service operates on 60-minute headways. This route had an average weekday ridership of 821 in September 2013.

**Figure 2.10:** Well used bike racks adjacent to the Prospect Heights Metra station

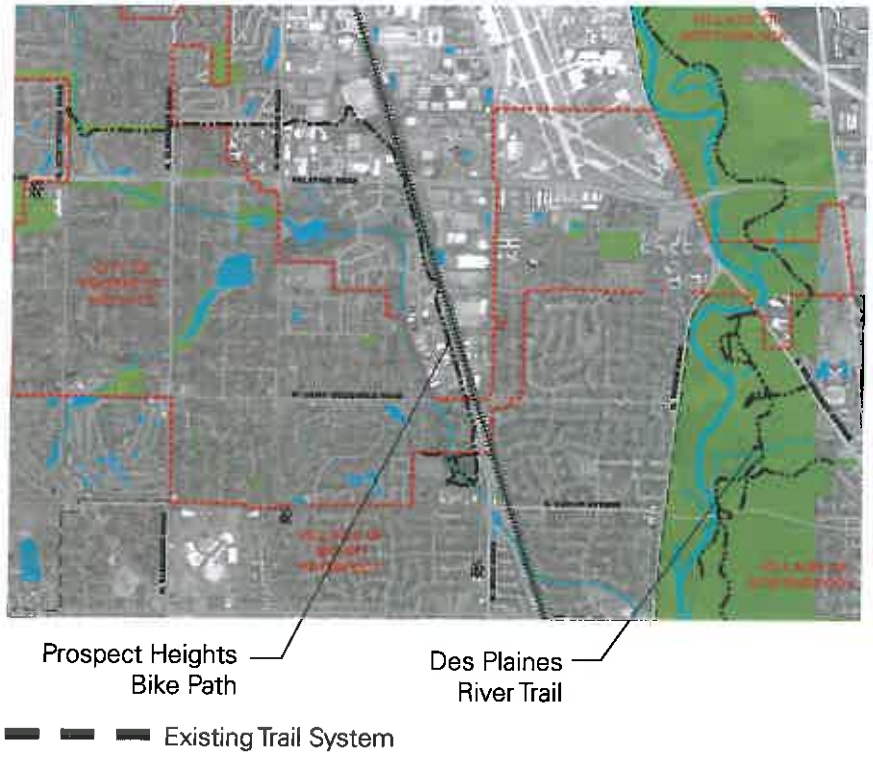



**Figure 2.11:** Existing trail routes map

**Existing Station Area**

The Prospect Heights Metra station is located at 55 South Wolf Road on an approximately 5-acre lot on the west side of the tracks. The station is on the North Central Service Line (NCS) and operates between Union Station in Chicago and Antioch. The station provides 326 parking spaces (as of 2013) with a utilization of approximately 44%. According to Metra's most recent boarding counts in 2006, the typical weekday ridership is 245. The waiting room is open from 5:30 AM to 7:30 PM, but no ticket agent is on duty.

There are five AM peak period (rush hour) trains to Chicago (first train departs at 9:15 am), and the last train to Chicago departs at 5:53 pm. To Prospect Heights from Chicago, there are two trains in the morning, two hours apart, then eight trains in the evening rush hour. The last train from Chicago arrives in Prospect Heights at 9:12pm. There is currently no weekend service. Pace Route 221 provides connecting bus service to this station; however, the arrival and departure times are not always well coordinated between the two services. Pedestrian access to the station is difficult and limited by physical barriers, but the station is located near the intersection of two arterial roadways, allowing for convenient access for those driving or being dropped off. In 2006, 13% of train users walked to the station, 69% drove alone, 17% were dropped off and 1% carpooled (Metra 2006 Origin-Destination Survey). During the public workshops, train riders confirmed that there were more trains from neighboring Mt. Prospect which is located on the Union Pacific Northwest line. This Metra line has a significantly higher level of service than the NCS. However, participants noted that more available parking at the Prospect Heights train station.

Within a half-mile radius of the station, the land use is primarily residential. The parcels located immediately north and south of the station along Wolf Road are currently vacant and could present development opportunities.

Ascot Center, a strip retail center, is located east of the Metra station on the east side of the tracks with an entrance on Wolf Road to the north. The center is comprised of two buildings. There is a sidewalk that connects the east Metra platform to the south building, but there are no sidewalks connecting to the north building or along Wolf Road.

Also located within the half-mile radius of the station is another strip retail center (Wolf Point Plaza) on the west side of Wolf Road in Wheeling, north of Camp McDonald Road, a number of industrial sites located along Foster Avenue, and two small commercial sites located at the intersection of Wolf Road and Euclid Avenue.

**Figure 2.12:** Prospect Heights Metra Station

## 2.6 Natural Resources

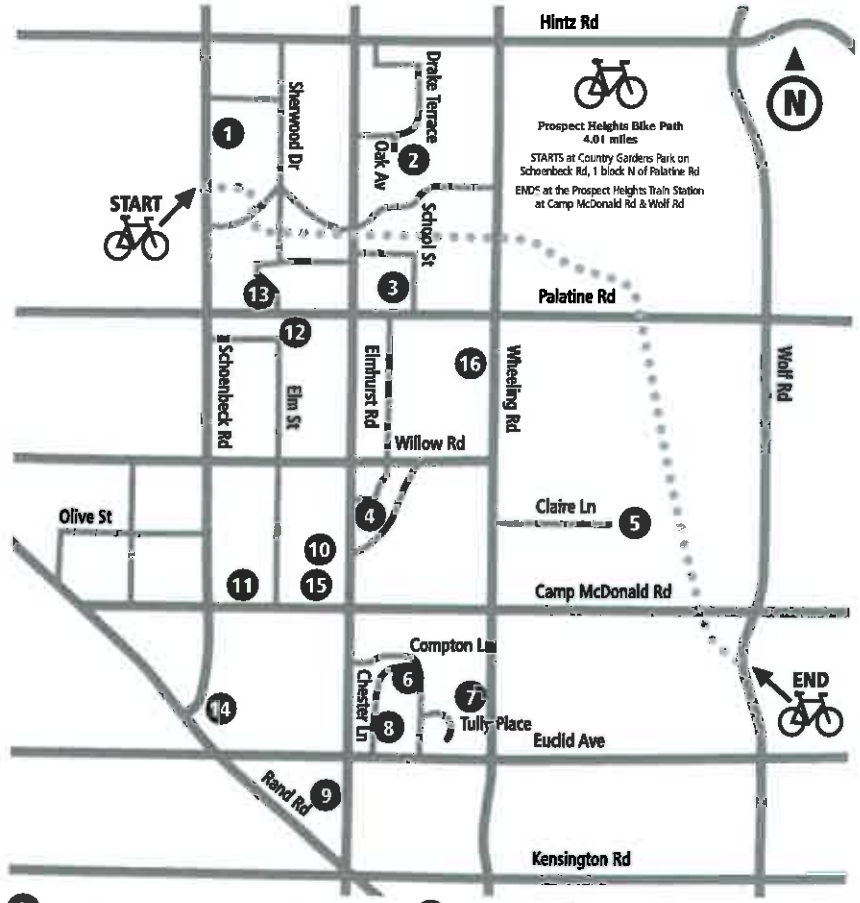
The City of Prospect Heights has plentiful and accessible natural resources. This section will review these resources and assess their characteristics and potential. An overview of existing facilities is as follows:

- The Park Districts in Prospect Heights have over 16 facilities of varying types.
- The Forest Preserve of Cook County on the east side of the City is an underutilized resource without bike or pedestrian connections to neighboring municipalities or neighborhoods within Prospect Heights.
- The multi-use recreational trails are incomplete, though there is a long-term strategy to provide a more connected network.

**Forest Preserve Resources**

Forest Preserves of Cook County land envelopes the Des Plaines River along the entire east side of the city. The Forest Preserve offers a close and accessible natural amenity to the residents of Prospect Heights. It provides public access to enjoy the natural settings along the river. The Forest Preserve of Cook County maintains several public areas adjacent to the City including: the Allison Wood picnic area, Lake Ave Woods East, Camp Pine Woods and the River Trail Nature Center. The River Trail Nature

**Figure 2.13:** Playground in Willow Trails Park




1. Country Gardens Park
2. John Muir Park
3. School Street Park
4. Izaak Walton Park
5. Claire Lane Park
6. Jaycee Park
7. Tully Park
8. Rosemary Roth Park
9. East Wedgewood Park
10. Lions Park
11. McDonald Field
12. Kiwanis Park
13. Somerset Park
14. Old Orchard Country Club
15. Gary Morava Recreation Center
16. Walnut Woods

**Figure 2.14:** Public parks map, source Prospect Heights Parks and Recreation Website

Center has been a cultural resource for many generations. River Trail Nature Center tells the story of native plants and animals that remain in the urban environment. At the Center, you may walk through sugar maple woods along the river on self-guiding trails, learn of the past and present in the exhibit building, and visit native animals on display.

**Des Plaines River Trail**

The Des Plaines River Trail is a recreational multiuse trail that follows the course of the Des Plaines River through most of Lake and part of Cook County. The Northwest Municipal Conference (NWMC) coordinates and promotes bicycle trails throughout the region and promotes the improvement of the Des Plaines River Trail through its 42 member communities including Prospect Heights. The quality of the Des Plaines River Trail varies throughout its length. The NWMC works with municipalities and the Forest Preserve of Cook County to address the path quality of the Des Plaines River Trail in order to improve the transportation utility of the corridor. The NWMC Bicycle and Pedestrian Committee meets monthly to advocate for expansion and improvement of the trail system. The trail offers access to a wide range of communities and natural amenities and will be incorporated into the overall planning effort of the city.

**Municipal Parks**

The Prospect Heights Park District in conjunction with the River Trails Park District owns and maintains a total of 16 parks and recreation facilities within the City. These facilities range from small neighborhood parks to the extensive Old Orchard Country Club, a municipal golf course located in Mount Prospect. In all there are over 170 acres of parkland serving the community. The Gary Morava Recreation Center serves the resident of Prospect Heights with a community swimming pool, gymnasium, indoor athletic facilities and much more. The Park District also maintains a four mile bike trail through the community from the Country Gardens Park on the west to the Prospect Heights Metra train station on the east.

## 2.7 Infrastructure

**Infrastructure and Public Utilities**

The evolution of the physical boundaries of Prospect Heights creates a challenge for utilities distribution and location. Through years of annexation of land, water service, sewer and sanitary lines are inconsistently distributed throughout the City. Illinois American Water service is primarily located east of Wolf Road, within the most dense residential areas and newer subdivisions and serves institutional uses. The Fairway, SSA 6 and Rob Roy developments areas are all served by municipal water (from Lake Michigan).The remainder of the City is served by well water.

**Flood Mitigation and Stormwater Management**

The City has long been plagued by flooding from the Des Plaines River located on the east side of the City and several of its tributaries which run through the City. The City has done a great deal to meet the challenges

**Figure 2.15:** Flood level measuring post

of flooding within the community. The most substantial flood mitigation measure is the multi-jurisdictional Levee 37 project. This levee will provide substantial flooding relief to the eastern portion of the city that contains a high percentage of the industrial, commercial and multi-family housing uses. As of 4.18.14, there have been no flood impacts due to the implementation of Levee 37. The upstream Heritage Park Flood Control Facility and Reservoir is scheduled to be completed in 2014. This will allow the final 660 feet of Levee 37 to be constructed. Following the revisions to the City Flood Insurance Rate Maps (FIRM's), a large area located east of Wolf Road is to be removed from the National Flood Insurance Program. This will be a significant benefit to the potential use and redevelopment of land in this area.

After the July 22-23, 2011 storm event, the City identified five specific "problem areas" within the community that experienced substantial flooding, Elm Street and Willow Road; Dorset Street, Arlington Countryside; Lake Claire and Shires Pond; and the Eastside TIF District.

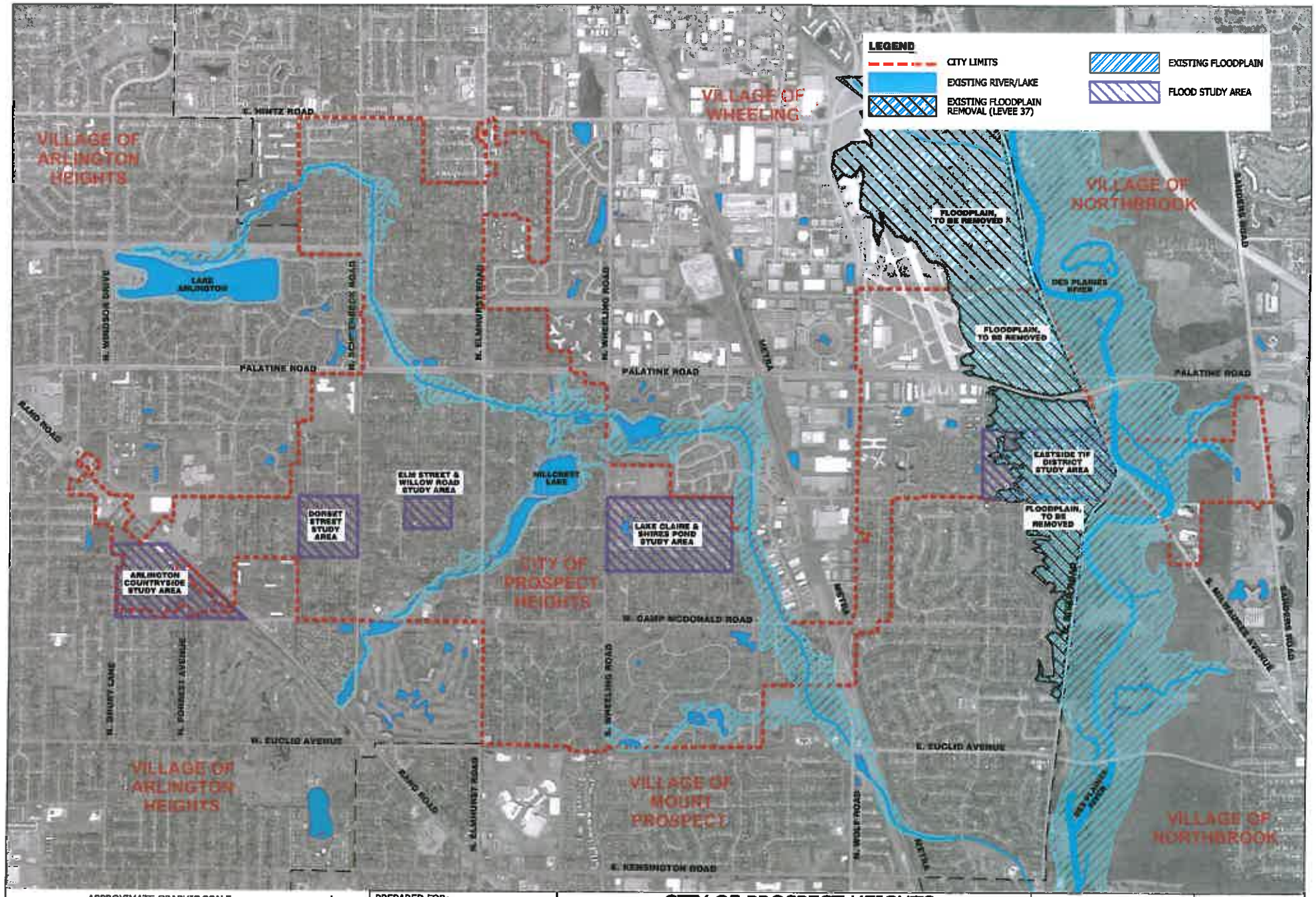
These problem areas are substantially located outside of existing flood plain boundaries. The City commissioned a consultant to analyze the flooding which occurred to propose specific improvements for these areas. These reports were completed in September 2012 and provided specific recommendations and cost estimates for suggested remedial actions.

**Water, Sewer and Sanitary**

The City has a large percentage of land area and population being served by individual private wells. The City realizes that this presents potential long term constraints on growth and sustainability. They have commissioned several plans and reports to review the water situation. The Prospect Heights Water System Master Plan and 2013 Water System Study evaluate the current conditions within the city and lay out a plan and mechanisms for providing a municipal water system to the entire city, focusing on areas currently not served by Illinois American Water, west of Wolf Road. Water provided by the City of Prospect Heights also serves portions of the City. The City has an existing Water Supply Agreement with the Illinois American Water Company that provides Lake Michigan water rights sufficient to meet all future demands and has capacity to serve the entire city. The funds for infrastructure necessary to implement this plan have not been identified at this time.

**Figure 2.16:** Stormwater intake

**Figure 2.17:** Water outlet




APPROXIMATE GRAPHIC SCALE

0 0.5 0.75 1 Miles

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PREPARED FOR:

CITY OF PROSPECT HEIGHTS

REVISION DESCRIPTION

05/15/2014 - Per Review Comments

# CITY OF PROSPECT HEIGHTS

GREEN INFRASTRUCTURE VISION

## FLOOD ISSUES / STUDY AREA MAP

PROSPECT HEIGHTS, IL

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CHICAGO, ILLINOIS

(312) 922-1030 www.weaverboos.com

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REVIEWED BY: JT

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# CHAPTER 3
# STRATEGIES AND RECOMMENDATIONS

The goal for the City of Prospect Heights is to create a new identity that supports business attraction and retention and encourages new development. Key to achieving this goal is the maintenance of the existing community character as well as preserving unique natural resource assets. The creation of connections between recreational areas, residential neighborhoods and retail districts through sidewalk, streetscape and trail improvements will help to foster a greater sense of place and community identity. The recommendations and strategies described in the following chapter provide a framework of policies to help implement this vision.

## 3.1 Land Use

Prospect Heights residents, businesses, stakeholders and local leaders have indicated their concern that the existing land use patterns and zoning classifications lack future-focus. Given this concern, the recommendations below suggest opportunities to potentially modify the regulatory framework to provide consistency and to better accommodate new development. Additionally, the planning process identified strategic infill and focus areas of the City that should be prioritized for additional development and potential regulatory changes. The three areas are as follows:

**Metra Station Area**

To facilitate additional retail/commercial and mixed use development, the area around the existing train station should be considered for a Transit-Oriented Development (TOD) overlay district. A TOD would give the City an opportunity to expand mixed retail, commercial and residential uses around the train station as well as improve circulation for pedestrians and cyclists. The City of Prospect Heights should consider regulatory changes to provide for desired new development around the Metra Station on Wolf Road. The purpose of the TOD District is to support a viable mix of uses that:

- Accommodate future growth and enhance the City's tax base.
- Provide opportunities for an enhanced variety of retail and service businesses, professional and office establishments.
- Emphasize mixed-use development with stable and affordable housing of appropriate scale and density.
- Encourage infill to preserve the existing city fabric.
- Expand use of the station by Prospect Heights Residents.

**Industrial District**

Grouping uses along Palatine Road, Milwaukee Avenue and the Chicago Executive Airport into an Industrial overlay district would create an identity and brand for this important job generating area of the City. Coupled with a business attraction and marketing strategy, Prospect Heights' Industrial District has the capacity to attract supportive uses for the Airport and the light industrial and manufacturing businesses already present. The City currently owns approximately 10.5 acres of the land south of Piper Lane. The site currently includes a City of Prospect Heights Public Works facility and detention pond. The current site is vacant. It is recommended that the City:

1. Attract a mix of Airport-supportive, light industrial and manufacturing in this area to leverage the existing area's assets.
2. Establish design guidelines and standards to give the district a unique identity and ability to attract desired development.
3. Assess existing parcels not in compliance with the desired development patterns for their viability and economic development potential.
4. Coordinate driveways and access points to improve truck access to industrial parcels from Palatine Road.
5. Consider amendments to the existing zoning within this area to help to ensure high quality future industrial development.
6. Create district gateways with signage to enhance the identity of the district.

**Town Center**

Historically, Prospect Heights' downtown was at the intersection of Camp McDonald and Elmhurst Roads. Currently, this area is occupied by a mix of retail/commercial and municipal buildings. Increasing the number of businesses, improving the streetscape and creating spaces for gathering in the area would encourage greater resident interaction and identity for the area. The creation of an overlay district for this area would also be beneficial.

**Residential Land Use Policy Statements**

1. Preserve existing single-family residential neighborhoods by maintaining the current regulatory framework and providing oversight to new development to ensure it complements the existing neighborhood character.
2. Maintain generous yards and large single-family lots within existing single-family residential neighborhoods.
3. Connect schools to residential neighborhoods with complementary uses and sidewalks along corridors.
4. Partner with municipal, non-profit, private and regional organizations in an effort to identify opportunities for affordable housing and expand the diversity of housing stock.
5. Utilize municipal resources for maintenance and improvement of existing multi-family residential housing units using a combination of incentives to property owners, regulations and enforcement.

**Figure 3.1:** Multi-family residential neighborhood on the east side of Prospect Heights

**Recommended Strategies**

There are three existing distinct residential zoning classifications: A-R1: Single-Family residential district, A-R1A: Residential Transition District and A-R2: General Residence District

R1 single-family districts should be preserved for their rural character. Residents felt strongly that these neighborhoods, which make up a majority of the land area of the City, were unique and should be preserved. A priority of the community is to maintain the high quality of life residents enjoy. The approvals process for replacement or 'tear downs' should give priority to those applications where the design intent fits with the existing context and neighborhood character. Sidewalks are not a priority in these residential zones but are desired along arterials, to connect to major civic and institutional uses.

The R1A designation was intended to provide a transition between R1 land uses and higher density developments to minimize the impact on existing developments. The primary permitted uses of these districts is single-family. The regulatory restrictions are similar to those in R1 with the exception of an opportunity for increased density. The Rob Roy development and homes located along Fairway Drive adjacent to the Rob Roy golf course, have been designated R1A. R1A district expansion is encouraged as it provides diversity of housing types and allows increased density in appropriate areas.

R2 districts include multi-family dwellings. Currently, the only land in the City designated R2 is east of Wolf Road. The City should consider additional multi-family and senior housing where appropriate.

As evidenced by the zoning classifications, there is not an opportunity currently for mixed use development. The City should consider a mixed-use housing designation to encourage a variety of housing types, particularly in areas adjacent to shopping or transportation.

### Business and Commercial Policy Statements

1. Create a more formalized town center or downtown district in the center of the community near Camp MacDonald Road and Elmhurst Road.
2. In the Rand Road commercial corridor, reconfigure outlots to attract and accommodate larger format businesses and mixed-use development.
3. Create consistency of character along the commercial corridors of Rand Road, Milwaukee Road and Elmhurst Road.
4. Provide tools that would allow elected and appointed officials to accurately and effectively evaluate individual redevelopment projects.
5. Create a mixed-use land use designation and supportive regulatory environment for a more diverse development types.

**Figure 3.2:** Ascot Center shopping center near the Prospect Heights Metra Station

### Recommended Strategies

Several types of retail and commercial businesses are located within Prospect Heights and offer goods and services to the local resident population. There is an overwhelming desire to attract a more diverse range of neighborhood-serving retail and commercial businesses. Currently, these areas are centered around the major arterial intersections. These business nodes create well-defined destinations within the community. By targeting these existing nodes for additional infill development, Prospect Heights can ensure that additional expenditures on infrastructure are mitigated.

#### Town Center

Historically the center of the community, the area around the intersection of East Camp McDonald Road and Elmhurst Road is positioned to strengthen its role as the center of activity in Prospect Heights. The Site Specific Recommendations provide detail on this potential center.

#### Rand Road

Existing commercial in the area and the success of the new Ultra Foods demonstrates that the Rand Road corridor has established commercial success. The underutilized parking lot and out-dated buildings along Rand Road create an opportunity to provide infill for vacant lots and improvement of existing properties. The Economic Assessment provides detail on appropriate businesses for this area.

#### Palatine Road

Additional industrial uses are recommended along Palatine Road between Milwaukee Avenue and Wolf Road. Existing infrastructure could be leveraged to support attraction of compatible uses to this area. Currently, the intersection of Milwaukee Avenue and Palatine Road supports vehicle related businesses as well as institutional uses. A transition zone adjacent to this intersection could buffer between those uses and higher intensity industrial uses.

**Institutional Land Use Policy Statements**

1. Encourage institutional growth of Harper College.
2. Determine the future needs of the School District including an inventory of space, parking, facilities and accessibility needs.
3. Create cohesive and legible connections from schools, libraries and recreational facilities to residential neighborhoods with complementary uses and sidewalks along arterial corridors.
4. Consider creating satellite library facilities to better serve the diverse populations of the City.

**Figure 3.3:** Harper College today

**Recommended Strategies**

Service delivery to residents of Prospect Heights is the primary interest of the institutional leadership including schools, libraries and park districts. The City should continue to coordinate services and facilities with each of the districts to define potential growth and expansion opportunities. Harper College recently completed a Needs Assessment Plan which identified the goals for a satellite campus on the east side of the City. Prospect Heights should support Harper College in its desire to expand services to residents of the City by assisting with land acquisition or existing property redevelopment. The two libraries in Prospect Heights service both the east and west sides of the City. Representatives from the library district expressed a long-term vision of creating additional satellite facilities that would focus on technology and vending-machine lending. The City should assist the library district with identifying potential locations for these facilities.

In addition to identifying appropriate locations within the City for expansion of institutional land uses, the City should consider additional community facilities as a strategy to transition from more intensive land uses to residential neighborhoods. Improvement of existing infrastructure including sidewalks and municipal water should be included in the site selection and potential re-zoning efforts to ensure institutional uses remain well used and affordable to maintain in the future.

Stakeholders representing the parks, library and school district expressed a desire to better serve the changing demographics of the community through innovative outreach and forming partnerships. While the City will continue to depend on its operating budget for new services and facilities it wishes to provide on its own, it should also seek out grant funding for such community service improvements. Pooling resources and collaborating on grant applications may be a successful strategy where shared resources, facilities, and services are possible.

**Industrial Land Use Policy Statements**

1. Maintain industrial land uses around the Chicago Executive Airport and encourage industrial infill in underutilized or vacant sites.
2. Provide tools that would allow elected and appointed officials to accurately and effectively evaluate individual industrial redevelopment projects.
3. Focus marketing efforts and prioritize the redevelopment of the Arena Land property.
4. Develop an industrial business park strategy for the area surrounding the Chicago Executive Airport, in cooperation with the adjacent municipality of Wheeling, that includes branding, signage and landscape standards.
5. Encourage sustainable business practices for industrial operators.
6. Reposition, renovate or demolish obsolete buildings along the Palatine Road corridor to provide opportunities for development consistent with existing industrial land use.

**Figure 3.4:** Typical development along Palatine Road

**Recommended Strategies**

Critical to creating economic activity in the industrial area are partnerships with major employers including the Chicago Executive Airport, and active marketing of available properties by the owner in cooperation with the City. This can provide the City with a consistent tax base and create jobs, thereby enhancing the City's position in the region.

Currently, industrial land uses are centralized on the east side of the City near the Airport. To attract desired industrial and manufacturing tenants, the City should create an active marketing strategy with Prospect Heights owners and brokers as well as develop business assistance programs. The City should focus its energy on recruiting businesses that support the Airport and businesses within the area that are looking to expand. These strategies are discussed in detail in the Economic Development strategies section.

Infrastructure improvements should be considered, especially for areas identified for infill or new development. These infrastructure improvements should include expansion of the sidewalk network, creation of pedestrian amenities, enhancement of connections to public transportation, expanded municipal water service and building improvements. The roadway network, specifically Palatine Road access, should be studied to ensure ease of truck access.

To enhance the regional identity of Prospect Heights, the City should consider branding this new Industrial District with unique signage and landscape. The creation of an overlay district in this area would help to achieve these goals. Incorporated into regulatory documents should be a provision to encourage sustainable development (such as LEED) and integration of sustainability requirements for industrial business practices.

The City should conduct an assessment that includes an inventory of properties available for reuse, development and redevelopment. This database will assist the City in its ability to market the properties effectively.

**Image and Identity Policy Statements**

1. Create a signage and wayfinding plan including types and locations for signage and signage guidelines.
2. Create guidelines for a distinct City identity. Highlight districts with a unique character including: the Town Center, Metra Station Area, and Industrial District.
3. Identify Prospect Heights' unique contribution to the region and actively market its assets.
4. Create a community/social gathering space in the City as a part of the symbolic Town Center concept.

**Figure 3.5:** The Milwaukee Avenue corridor today

**Recommended Strategies**

All recommendations should be coordinated with existing plans that address image and identity enhancements including the Milwaukee Avenue Tourism District Study, Milwaukee Avenue Streetscape Improvement Guidelines (currently in-progress) and the Signage Master Plan.

The City should identify specific areas for gateway signage and streetscape improvements to make visitors and residents aware of the City's boundaries. In the public workshops, residents commented that many did not have a clear understanding of the City's borders because of its irregular geometry. Identifying these borders would help with orientation within the City as well, such as to identify key Prospect Heights community facilities and recreational amenities.

Concurrent to physical improvements, the City should create a marketing plan to actively advertise its assets in partnership with local Chambers of Commerce, the North Shore Convention and Visitor's Bureau and Prospect Heights Tourism District Board. This campaign should include marketing of tourism, business, leisure, recreational and development opportunities.

The creation of a Town Center would create a focal point in the City and would give the City an identifiable 'center'. It has been expressed that currently the City lacks a central gathering space. Identifying the intersection of Camp McDonald Road and Elmhurst Road as a Town Center would give the City a notable center of activity and would reinforce its unique character.

## 3.2 Site Specific Recommendations

**Specific Site Policy Statements**

Prospect Heights is a mostly built-out city with very little vacant land. This limits the City's ability to accommodate new development in the future. The City has identified several redevelopment and infill sites to encourage economic development and repurposing of underutilized sites. It is important to understand the market potential of these sites and outline next steps to ensure that redevelopment occurs to satisfy the needs and desires of the community. Policies for all sites are:

1. Focus redevelopment along major arterial corridors within the community. The corridors identified include: Rand Road, Milwaukee Avenue, Elmhurst Road and Palatine Road.
2. Encourage and support more walkable development
3. Identify opportunities for independent senior housing units at locations proximate to shopping, medical care, recreation and senior services.
4. Encourage industrial development in and around the Chicago Executive Airport including the Arena Land.
5. Encourage retail/commercial development along commercial corridors and at major intersections within the City.

**Figure 3.6:** Allstate Property

**Recommended Strategies**

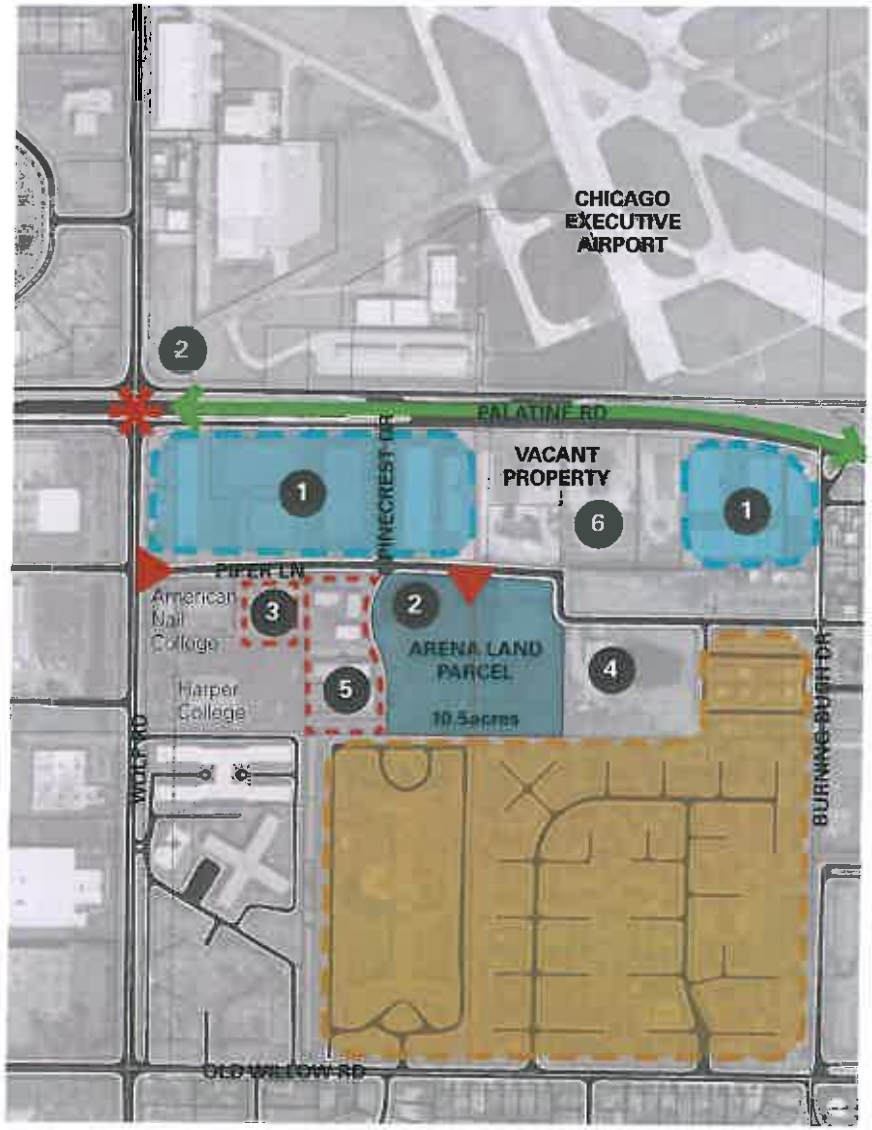
Redevelopment strategies vary widely for the following six sites. To realize the vision for each site and accomplish the City's goals of attracting viable development, the following shared strategies should be employed to all sites:

**Assess existing infrastructure including water service to ensure the needs of future businesses and residents are accommodated.** After an initial assessment, the City is encouraged to plan to provide the necessary infrastructure improvements for each site in line with the City's budgetary capacity. Creating an implementation timeline for each site's improvements will assist the City in prioritizing the allocation of funding.

**Utilize the Site Viability Matrix located in the appendix of the Comprehensive Plan.** The Site Viability Matrix is an analysis of each site's development potential. It allows the City to compare the relative attributes and 'development readiness' of each site to prioritize development efforts and time frame for implementation.

**Analyze access and circulation in and around the site as well as connectivity to regional transportation networks.** To accommodate desired development on each site, an assessment of the existing roadway network including sidewalks, streetscape, landscape and lighting should be conducted. At the completion of this task, the City will have an understanding of the level of effort and potential resources necessary to accommodate future development.

**Think long term.** While the City is interested in redevelopment of each of the six sites, each site should be measured against its long-term contribution to the City from social, economic and physical perspectives.




0 250 500 1,000 Feet

N

1. Existing industrial properties
2. On-site detention
3. Potential Harper College expansion zone
4. Existing Public Works facility - preserve adjacent greenspace
5. Consider redevelopment of multi-family residential including amendment of zoning ordinance and changing land use designation
6. Runway safety area controlled by the FAA, any new development must be reviewed by FAA

District Gateway

Residential neighborhood

Streetscape improvements and visual buffers needed

Arena Land Access

**Figure 3.7:** Example of High Quality Industrial Developments

**Site 1: Arena Land Site**

10.5 acres of land are available for development west of the City's Public Works facility, south of Piper Lane. The majority of the Arena Land site was cleared in the 1990's and redevelopment proposals for the site have resulted in a significant portion of the original land being sold. Located adjacent to the Chicago Executive Airport, the Arena Land site is currently zoned B-4: General Service P.U.D. The Future Land Use Plan recommends the site be developed with an industrial use, consistent with adjacent businesses and location within the City. Policy statements include:

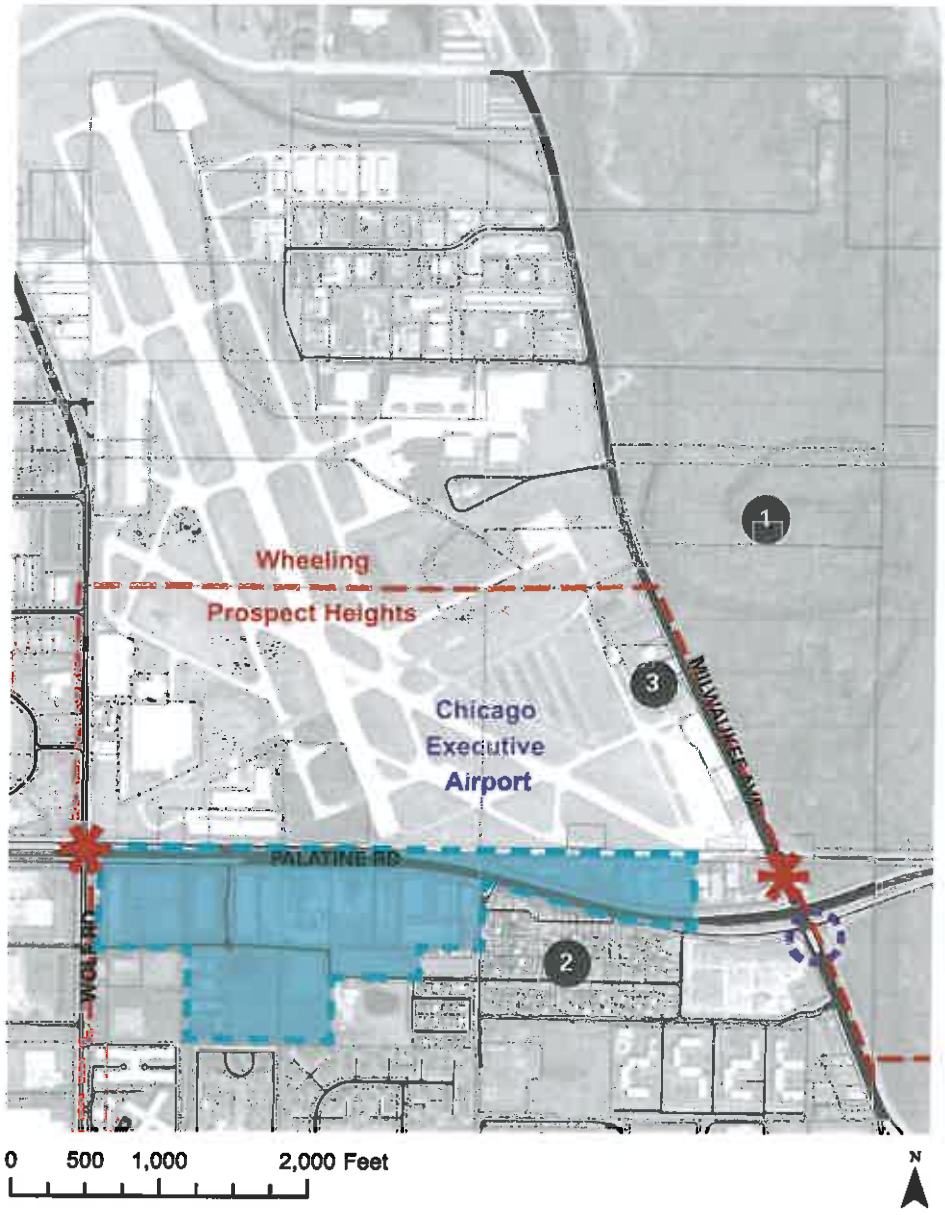
1. Create industrial design guidelines and standards to create a framework for desirable development.
2. Evaluate existing curb cuts and site access from Palatine Road.
3. Actively market the site to attract a developer.
4. Assess surrounding uses and site viability evaluate the highest and best use for the land. Evaluate use of the existing detention pond, utility and site infrastructure needs.

**Recommended Strategies**

The City's desire to market the Arena Land to developers is partially dependent on the site's context. Situated south of Palatine Road, both visibility and accessibility to the site will need to be addressed. Access from Piper Lane would need to be improved to carry truck traffic should the City attract a more intensive industrial use to the site. Multi-family residential development, office and institutional uses surrounding the site will need to be considered for compatibility with the desired redevelopment of Arena Land.

As part of developing an active marketing campaign for the site, the City should consider a larger area to be branded as an Industrial District or Industrial Business Park that would include the Arena Land. This district would include design standards and a regulatory framework that would identify the desired character for the site. The City should create a development framework before approaching developers. Consistent with the economic assessment conducted for this plan, the Arena Land is best suited for light industrial, manufacturing or office uses. The City should also consider logistics or warehousing for this site. Being sensitive to both FAA regulations and the adjacent multi-family residential, only compatible uses should be considered.

From conversations throughout the planning process, the City Planning and Zoning Board of Appeals (PZBA) feels the Arena Land is underutilized, and because of its size, has flexibility to accommodate a variety of uses. The PZBA also is open to reviewing the zoning for this parcel to ensure consistency with the City's redevelopment vision and ability to reinvigorate the immediate area.




1 Cook County Forest Preserve

2 Existing multi-family housing

3 Fixed based operators and hangers

Proposed Industrial District overlay district

Proposed intersection improvements to prioritize pedestrian and bike circulation to library and multi-family housing. Improvements to be coordinated with Milwaukee Avenue Streetscape Plan

Proposed Industrial District Gateway

**Figure 3.8:** Examples of branding for industrial areas

**Site 2: Chicago Executive Airport**

Located along Palatine Road and Milwaukee Avenue on the east side of the City, the Chicago Executive Airport serves primarily corporate air traffic and two FBO's (Fixed Based Operators). Recently, the City of Prospect Heights was successful in attracting a third FBO (Hawthorne), to begin operations in Spring 2014. Currently the Chicago Executive Airport is conducting a master plan to define the future expansion, phased development and modernization of airport facilities. Neighboring municipalities including Prospect Heights are in dialogue with the airport operators during this planning process. At the completion of the master plan, the implications of these airport improvements will be reviewed and any necessary amendments to the Comprehensive Plan will be considered by the City of Prospect Heights.

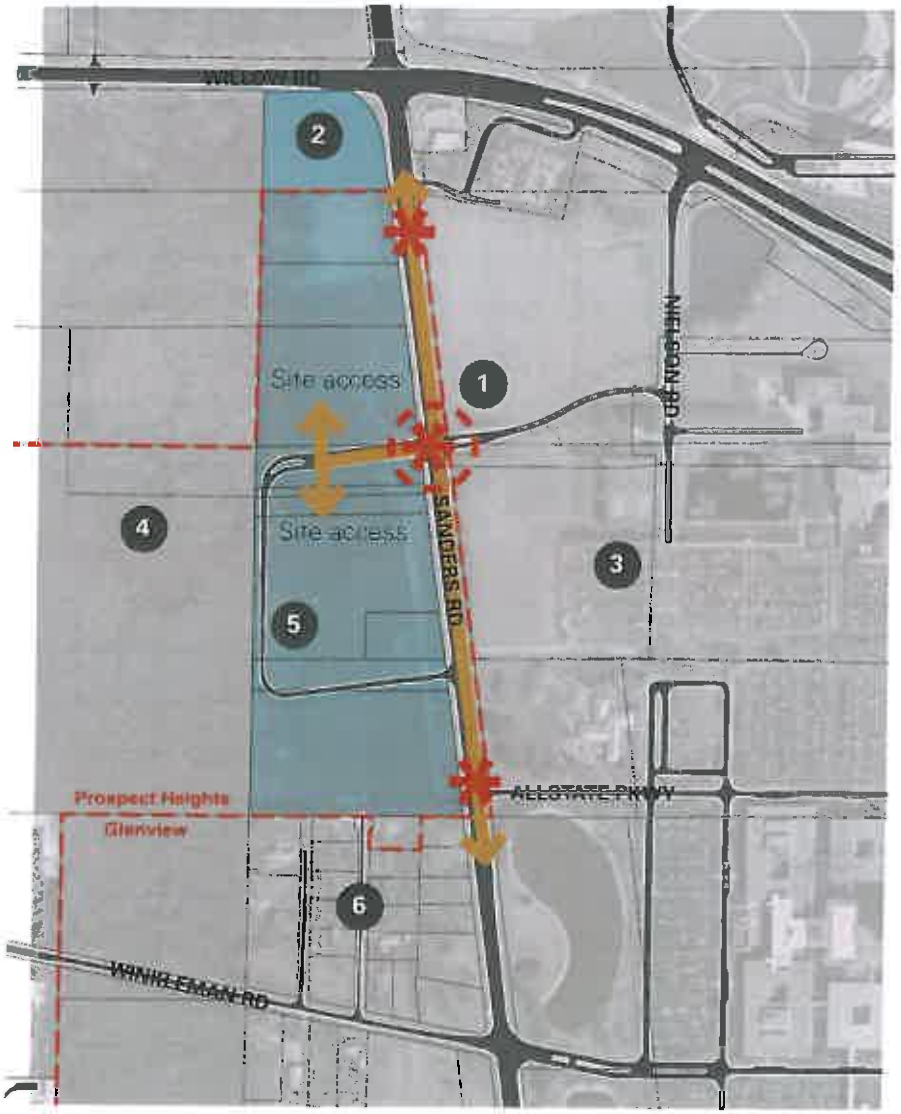
Sites surrounding the Airport vary from air traffic support, automobile related businesses, light manufacturing and industrial. Redevelopment opportunities for the area surrounding the Airport are desired by the City to increase both air traffic, Airport operations, support and industrial uses. Policy statements are:

1. Create an Airport Industrial District designation that identifies desirable businesses that support aviation related activities.
2. Leverage the Airport as an amenity in Prospect Heights through an active regional marketing campaign.
3. Assess redevelopment opportunities for the 94th Aero Squadron building - formerly a restaurant - into an aviation service business.
4. Create an attraction strategy for corporate tenants and/or users.
5. Consider complementary uses around the Airport including a corporate or tech park, hotel, office space or on-demand manufacturing.
6. Protect existing approaches to runways. Guidelines regarding heights of structures and noise compatibility need to be considered when evaluating any redevelopment proposal.

**Recommended Strategies**

To leverage the Airport as a community asset and utilize the surrounding available industrial and manufacturing zoned land, the City is encouraged to create an Industrial District Overlay District. This district would support the City's efforts to attract and retain viable manufacturing and industrial businesses and capitalize on existing synergies with the Airport. Design guidelines and standards would assist with creating a unified development framework for new businesses. During public workshops and meetings with stakeholder groups, residents were interested in expanding operations at the Airport as an economic generator.

With between 80,000-85,000 operations per year, the Airport serves primarily private corporate clients. The City may consider the addition of amenities for this demographic adjacent to the Airport. One example is renovating an existing hotel located adjacent to the Airport on Milwaukee Avenue for business travelers. The Airport continues to improve its facilities through safety improvements and runway protection. In stakeholder interviews, the Airport expressed the desire for complementary development including corporate/tech parks, offices, and light manufacturing. These considerations should be incorporated into the vision for the Industrial District Overlay District within the City's business attraction strategy.




1. Proposed signalized intersection
2. 2 acre Cook County Forest Preserve parcel- provide gateway signage
3. Allstate headquarters
4. Cook County Forest Preserve
5. Existing on-site detention
6. Unincorporated Cook County (Northbrook Postal Service)

* Site Gateway

**Figure 3.9:** Multi-family residential developments of an appropriate scale / density for the Allstate Site

**Site 3: Allstate Site**

The former HSBC property located at 2600 and 2700 Sanders Road was acquired by Allstate in 2010. After acquisition, the City worked with Allstate to demolish the existing buildings on site. The 30 acre site is currently vacant. The site is in a prime location across Sanders Road from the existing Allstate Insurance Headquarters and near I-294 access. Willow Road runs along the northern border of the site and provides access to the City of Prospect Heights from the east. The City of Glenview is currently in the process of constructing a 40-acre mixed-use 'GlenStar' development on the north side of Willow Road. It is recommended that the site be developed as mixed-use office, residential, retail and services. Currently, the Forest Preserve of Cook County owns a 2-acre parcel in the northeast corner of the site.

Policies for this site are:

1. Create a Master Plan and Planned Unit Development for the area that includes preferred and allowed land uses.
2. Amend regulatory documents to facilitate the desired development.
3. Create design guidelines and standards to ensure future development on the site is consistent with the City and land owner's vision.
4. Negotiate possible land dedication from the Forest Preserve of Cook County to the City of Prospect Heights for the site at the southwest corner of Willow and Sanders Roads to develop a signage gateway for the community.
5. Create an economic development recruitment plan.
6. Consider Allstate's future campus growth plan.

**Figure 3.10:** Existing frontage of the Allstate Site along Sanders Road

**Figure 3.11:** View of the existing Allstate site, looking northwest from Sanders Road

1. City Hall
2. Walgreens
3. Police and Fire Station
4. Prospect Heights Plaza - provide gateway signage on corner
5. Gary Morava Center - Prospect Heights Park District recreation facility
6. Existing Gas station
7. Residential neighborhoods

Consider a zoning amendment and change land use to accommodate uses consistent with a future Town Center overlay

Improve intersection to prioritize pedestrian and bike circulation

Proposed Town Center overlay district boundary

Gateway Signage Opportunity

Needed streetscape improvements

Appropriate pedestrian-scaled lighting fixture

Ornamental plantings to buffer parking from the street

**Figure 3.12:** Retail Town Center Example

Uniform retail signage

Decorative brick crosswalks

Landscaping along the parking

Generous sidewalk

Ornamental brick gathering space / plaza

**Figure 3.13:** Examples of Improved signage and pedestrian amenities for a retail strip center

**Site 4: Town Center**

Throughout conversations with the City and stakeholders, there has been consensus to create a 'focal point' in the City that functions as a Town Center. The intersection of Camp McDonald Road and Elmhurst Road has been identified as an ideal location for a future Town Center. Currently, City Hall, the Prospect Heights Fire District, Prospect Heights Park District, Prospect Heights Plaza, and Prospect Plaza are located in this area. The district is currently served by well water, with the exception of the institutional uses. The signalized intersection at Camp McDonald and Elmhurst Road is currently served by basic sidewalks. The proposed boundary of the Town Center site excludes the southwest corner of the intersection due to it being located within the neighboring municipality of Mt. Prospect. The District is currently classified as B-1: Retail Business and B-4: General Service PUD Policies for this proposed district are:

1. Create recommendations to modify land uses and zoning classifications to ensure future development is consistent with the goal of creating a Town Center environment.
2. Coordinate development goals and vision with Mt. Prospect to ensure implementation is consistent within the intersection.
3. Create a development master plan and/or overlay district for the Town Center.
4. Identify strategies to connect the Town Center with nearby recreational facilities, residential neighborhoods, schools, transportation and open spaces.
5. Implement a unified signage and wayfinding plan, consistent landscaping requirements and a clean-up/fix-up strategy for the existing retail shopping centers.

**Recommended Strategies**

The geography of Prospect Heights and perception of the City as a 'bedroom community' have created challenges to defining a distinct identity for the community. As discussed in the Economic Development section of this plan, there is potential to leverage the spending power in the community by providing opportunities for increased retail and commercial development. The creation of a Town Center which connects civic, recreational and retail amenities would give the City a center from which to build a vibrant shopping district.

To begin the process of developing this district, the City should amend their regulatory documents to designate the area with an overlay. The overlay district should include investigation into alternative funding mechanisms such as public/private partnerships. The City should then create phased development scenarios for their yearly fiscal budget with incremental steps for implementation. Consideration should be given to prioritize infrastructure and roadway improvements for this area. Planning for this district should emphasize the creation of a walkable district through pedestrian connectivity, coordinated access and consistent streetscape.

Future phases could include redevelopment of existing residential structures, relocation of non-conforming uses and increased density or mixed-use development. Concurrent to this process would be a dialogue with Mt. Prospect, which has jurisdiction over the southwest corner of the intersection of East Camp McDonald Road and Elmhurst Road, to ensure compatibility with the overall identity of this major intersection.

The Site Viability Matrix in the appendix can help the City prioritize which sites are more 'development ready' and help to allocate resources towards improvements.

1 Existing social security building

2 Residential neighborhoods

3 Randhurst Village Shopping Center

Improve sidewalks and parkway. Provide gateway signage

Residential neighborhood

Proposed parkway and sidewalk improvements

**Figure 3.14:** View of the existing site

**Site 5: Social Security Site**

The former Social Security Administration site is located at the northeast corner of East Euclid Avenue and South Elmhurst Road. There is an existing vacant building currently on the site, built in the 1990's, with approximately 50 parking spaces. The site is strategically located adjacent to Randhurst Village - a regional shopping destination. The site is smaller and has fewer parking spaces than what is desired by most retailers but it is currently served by municipal water. Policy statements for this site are:

1. Create a land assembly strategy for immediately adjacent properties to increase the size of the developable parcel and provide adequate parking.
2. Assess synergies with Randhurst Village.
3. Actively market the site to potential developers and retailers.
4. Incentivize development of the site through municipal, state and regional improvement programs.
5. Develop intergovernmental partnerships and agreements to provide water service to commercial properties.

**Figure 3.15:** View of the existing site at the gateway to the City

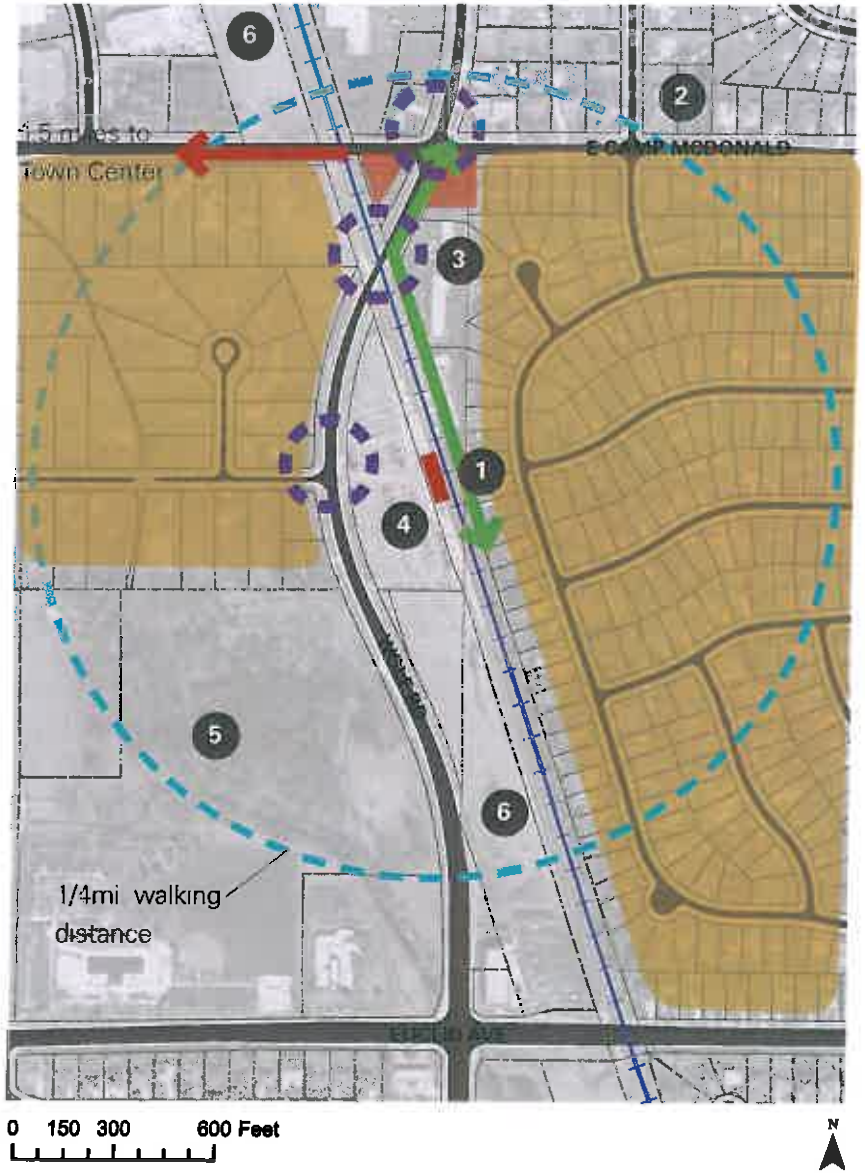
**Recommended Strategies**

The redevelopment of any site should start with a thorough analysis of its opportunities and constraints related to the larger community vision and assessment of the City's resources. The Site Viability Matrix in the appendix of this document can help the City prioritize efforts and measures that should be taken prior to redevelopment of the site.

Given its location adjacent to Randhurst Village, this highly visible corner location is very desirable for future development. In addition to these positive characteristics the site is already served by municipal water. Should a change of use occur in the future, the City will need to ensure that the current water agreement will continue.

Based on Steering Committee input, the community desires a higher intensity use for the site. A development framework, including adequate parking for the site, is a priority prior to active marketing. Properties adjacent to the Social Security site are zoned R-1: Residential Single-Family. The site is currently zoned B-2A: General Commercial District per administrative amendment, to offer greater variety of permitted uses for future development.

This site plays an essential role in the City of Prospect Heights as the southernmost gateway to the community. This unique position provides an opportunity to welcome visitors and residents as well as identify where the community begins and differentiate it from its neighbors. Improvements to the corner including sidewalks, streetscape, signage and wayfinding would communicate a sense of arrival to those coming into the community.




1. Existing Metra train station
2. 1/4 mi. walking distance
3. Ascot Center - see economic development strategies for long-term improvement program
4. Existing Metra surface parking lot
5. Woodland Trails Park
6. High voltage tension wire easement

Improve intersections to accommodate safe pedestrian and bike movements

Residential neighborhood

Redevelopment parcel

Proposed new sidewalk and streetscape

Articulated crosswalks

Decorative crossing strip

Landscaped corner treatment

**Figure 3.16:** Example of Pedestrian improvements that are possible on an arterial street

**Site 6: Metra Station**

The Prospect Heights Metra Station is located on the North Central Service Line, along South Wolf Road and south of East Camp McDonald Road. The station is in a relatively isolated position in the City and is most easily accessible by car, as no sidewalks are present in or around the site. On the west side of South Wolf Road, the Prospect Heights Bike Path runs for approximately 1/4 mile north of the site and turns west directly in front of the train station, ending at Woodlands Trail Park. There is evidence that the station is well used by cyclists, though safer connections from the City to the station by bike are needed. The site is currently zoned B-1: Retail Business. The Ascot Center is located east of the railroad tracks and services local residents. Additional retail areas north of Camp McDonald Rd are located within the Village of Wheeling and should be considered for inclusion in any future TOD plans for Prospect Heights to create continuity within the district. Policy statements are:

1. Consider creation of a Transit-Oriented Development land use designation or overlay district and supportive regulatory framework for development.
2. Consider connecting Ascot Center with the train station by providing safe pedestrian and bike amenities.
3. Create guidelines and standards for the Transit-Oriented Development area to ensure development is consistent with the City's vision.
4. Create a TOD master plan for the area that identifies potential infill sites along South Wolf Road.
5. Enhance the identity of the Station Area with signage and wayfinding.
6. Coordinate municipal incentives to improve Ascot Center and revitalize the area as a convenience for train riders.

**Recommended Strategies**

Both economic development strategies and a regulatory framework should be used to attract transit-oriented development around the existing Metra train station. Community connectivity is a primary concern of residents. The geographic location of the train station is a challenge to integrate into the larger community fabric. The train station benefits from ample parking and relative ease of accessibility by car. To encourage additional usage and reinforce the bike and pedestrian access, improvements to existing intersections and crossings should be prioritized. Bike access should be encouraged at the train station as well as wayfinding and directional signage.

On potential redevelopment sites, identified in the diagram, parcels too small or oddly shaped for buildings can be landscaped to provide more defined gateway to the station area. These can coordinate with bike crossings from the Prospect Heights Bike Trail and would enhance the user experience. The proposed Town Center at Camp McDonald and Elmhurst is located approximately 1.5 miles from the train station. Dedicated bike lanes should be create along this route to encourage use of the Town Center and Forest Preserve.

**Figure 3.17:** Example of a concept for Transit Oriented Redevelopment near a Metra station

## 3.3 Economic Development

**Economic Development Policy Statements**

1. Attract development of an appropriate scale and type to the Arena Land site and Allstate property.
2. Strengthen existing retail corridors and nodes with beautification, signage, overall maintenance and image improvements.
3. Work with industrial, commercial, residential and retail brokers to market Prospect Heights to prospective companies and residents.
4. Explore the water infrastructure issues for the west side of the City as it has direct implications for industrial, commercial and retail development.
5. Provide a diversity of housing for people of different ages and stages of life.
6. Enhance the area around Elmhurst Road and Camp McDonald Road as a center for the community.
7. Encourage redevelopment of obsolete properties along Palatine Road.

Figure 3.18: Prospect Crossing Shopping Center

**Recommended Strategies**

Economic development strategies focus on the active marketing and attraction of targeted developers to parcels and properties targeted for long-term redevelopment. Many of these strategies can be accomplished in the short-term, whereby success is measured in exposure of the community. These strategies may include:

- Host breakfasts and tours of the city and potential development/ redevelopment areas for industrial, commercial and retail brokers to familiarize them with the city and to show that the City is supportive of development.
- Host tours with residential Realtors to strategize about how to market the City to prospective residents.
- Reach out to existing business owners to identify their areas of concern. Follow-up with the owners as to how the City is addressing their issues.
- Select a broker to market the Arena Land site for industrial development.

Critical to any redevelopment project is to identify funding mechanisms and partnerships. In the near term, the City should research the benefits of different types of public incentives, their suitability for different areas within the city, and analyze the situations in which they are useful.

Based on feedback from the City, a significant barrier to business attraction and the associated increased tax base is properly geo-locating the business. The City can continue working with the U. S. Postal Service, U.S. Congressman and Senators to have the Prospect Heights ZIP code cover all areas of the City and accurately show Prospect Heights as an address. This could also include looking into ways to get addresses in Prospect Heights properly geo-coded for GPS systems and on-line maps so that customers can find local businesses.

In coordination with land use recommendations, utilization of the Site Viability Matrix in conjunction with an infrastructure assessment would

assist the City in prioritizing where marketing and financial resources should be allocated. It is noted that in the public workshops and meetings with stakeholders, municipal water was a barrier to business attraction. The City may consider expansion of municipal water service to the west side of the City by working with neighboring communities and the Northwest Water Commission to provide access to municipal water service for commercial properties.

**Retail Recommendations and Redevelopment Strategies**

Creating a positive image through the addition of desirable tenants, quality buildings and up to date signage are very important to maintaining a market for a retail center. As a retail center ages, it can lose its market appeal as a result of a deteriorating image and lower quality tenants unless the owner reinvests in the property. The following is a list of strategies for improving the existing retail centers in Prospect Heights.

**Fix-up/Clean -up**

This approach requires an evaluation of the tenant mix, building condition, facade and landscape improvements, signage and lighting. Also in fixing up the center, a theme could be considered to create a synergy of uses. Potential themes can be restaurants, lifestyle center, entertainment or specific groupings of shops.

Most applicable: Palwaukee Plaza

**Partial Redevelopment**

This approach involves a strategic demolition of a portion of the center and a re-configuring of the site plan to accommodate a different mix of stores, better access and/or increased visibility.

Most applicable: Prospect Crossing

**Mixed-Use Development**

This strategy adds a mixed-use component to the center with the inclusion of residential or office, providing an additional customer base.

Most applicable: Ascot Center

**Community Amenity or 'Town Center"**

This strategy works best with shopping centers identified to be the 'heart' of the community or part of an existing downtown or shopping district. These centers can accommodate a civic component or neighborhood amenity such as an outside plaza, outdoor dining, amphitheater, skating rink, etc. to attract customers. As new shopping centers develop or existing centers redevelop, opportunities may arise to introduce such amenity elements.

Most applicable: Prospect Plaza, Prospect Heights Plaza

**Full Redevelopment**

This strategy is oriented towards a center that is in a prime retail location but the design does not accommodate today's retail market expectations. In these circumstances, a full redevelopment of the site would benefit both the center and the City collectively.

Most applicable: Social Security Site

**Summary of Retail Center Strategies**

| Center | Attraction Strategy | Design Strategy |
|---|---|---|
| Palwaukee Plaza | Update and Renovate | Utilize incentives to update, remodel and add landscaping to the existing Plaza including outlot improvements, tenant attraction and signage |
| Prospect Crossing | Improve to create attractive gateway commercial | Infill existing parking lot and lots along Rand Road, provide landscaping at parking lot edge, and uniform signage. |
| Ascot Center | Strategic mixed use transit oriented redevelopment | New urbanist site plan with integrated retail, office and residential district in a TOD plan |
| Prospect Plaza | Improve to create a Town Center with community amenities | Coordinate Plaza design with municipal campus to create a neighborhood amenity. |
| Prospect Heights Plaza | Improve to create a Town Center with community amenities | Review optimal locations for potential infill and neighborhood shopping, use of design guidelines and visual improvements to storefronts, signage and awnings. |
| Social Security Site | Full Redevelopment | Redevelop (demolish) existing building and/or rehab existing building for a new tenant, reconfiguration of parking and access. |

**Figure 3.18:** Prospect Heights Plaza

**Figure 3.19:** Palwaukee Plaza

**Figure 3.20:** Prospect Plaza

**Figure 3.21:** Prospect Crossing

**Figure 3.22:** Ascot Center

## 3.4 Transportation

**Roadway Structure and Character**

The City of Prospect Height's roadway layout is characterized by both north-south and east-west major arterials, supported by a secondary roadway system that primarily serves the residential neighborhoods. The existing sidewalk system does not connect major community anchors, institutions, retail/commercial districts, parks or recreational facilities. Lighting, streetscape and landscaping improvements and safe pedestrian crossings are currently inconsistent within the existing street network. The focus of the recommendations will be on system-wide connectivity and safety.

Access for motorized vehicles to and through the City is good. Major intersections are signalized, and adequate capacity is provided yielding a good vehicular level of service. However, at the intersection of Palatine Road and Milwaukee Avenue, access is complicated by the grade separated overpass of Palatine Road over Milwaukee Avenue. The ramp and frontage road system creates difficult access configurations, especially for the Palwaukee Plaza and other parcels east of Wolf Road.

The table on the following page, summarizes the major roadways in the City's network, their function or characteristics and an improvement strategy.

**Figure 3.23:** Elmhurst Road today

**Figure 3.24:**Sanders Road today

**Recommended Roadway and Intersection Improvements Matrix**

| Street Name | Street Type | Characteristics | Improvement Strategy |
|---|---|---|---|
| East Rand Road/State Route 12 | North-South arterial | Commercial corridor with no landscaping or sidewalks. | Assess width of right of way for introduction of sidewalks, safe pedestrian amenities at bus stops, signage and landscaping |
| North Schoenbeck Road | North-South collector | Connects several institutions, schools and parks | Assess width of right of way for introduction of sidewalks, signage and landscaping.Coordinate with neigbhboring municipalities to ensure connectivity of sidewalk system. |
| North Elmhurst Road/State Route 83 | North-South arterial | Primary access through the City and major retail/commercial corridor | Assess width of right of way for introduction of sidewalks, signage and landscaping.Coordinate with neighboring municipalities to ensure connectivity of sidewalk system. |
| North Wolf Road | North-South arterial | Connects industrial districts, Metra station and Harper College | Ensure improvements include adequate access for truck movements and reduce driveways and other impediments to pedestrian safety. Create sidewalk and trail access to the Metra Station. |
| North Milwaukee Avenue/State Route 21/45 | North-South arterial | Connects Tourism District with Chicago Executive Airport, hotels and Palwaukee Plaza | Implement recommendations of the Tourism Beautification Study and on-going Milwaukee Avenue improvement study. Provide sidwalks, intersection improvements and pedestrian facilities to connect the Indian Trails Library, shopping center and bus stations. |
| West Hintz Road | East-West arterial | North border of the City | Ensure connectivity with City-wide road network |
| East Palatine Road | East-West arterial | Fast-moving auto-oriented arterial with frontage roads that connect industrial districts and other major roads in the city-wide network | Assess movements and access at critical intersections to improve vehicular access to existing industrial uses. |
| East Camp McDonald Road | East-West collector | Connects recreational, municipal buildings and facilities and large residential developments (Rob Roy) | Assess priority areas for introduction or expansion of sidewalk network, streetscape and intersection improvements for pedestrian and bicycle safety. |
| West Euclid Road | East-West arterial | South border of the City - connects Woodland Trails Park and Rob Roy | Introduce sidewalks on the north side of the street to provide access between Rob Roy, recreational amenities and shopping to the west. |
| West Willow Road | East-West collector | Connects parks and schools to residential neighborhoods | Maintain current character and utilization. |
| North Wheeling Road | North-South collector | Connect residential neighborhoods to other uses | Maintain current character and utilization. |

**Recommended Strategies**

**Sidewalk Connectivity**

An inventory and analysis was conducted for sidewalks in the City which focused on sidewalk availability, connectivity and critical gap identification. Generally, two types of areas were examined – commercial areas and schools. Among the commercial areas examined were the proposed Town Center at West Camp MacDonald Road and Elmhurst Road and the Palwaukee Plaza on Milwaukee Avenue. Both of these areas include commercial space as well as schools and other pedestrian facilities, including bus stops. This led to identifying four improvement areas (see diagram starting on page 87):

- North Schoenbeck Road near schools (page 88)
- West Camp MacDonald Road near schools and the proposed Town Center (page 89)
- Milwaukee Avenue which offers various pedestrian attractions and bus stops (page 91)
- North Wolf Road near the Metra Station (page 90)

**North Schoenbeck Road**

Public schools in Prospect Heights are centered in the Schoenbeck Road corridor. They include:

- Betsy Ross Elementary, Anne Sullivan Elementary and MacArthur Middle schools at the intersection of Palatine Road and Schoenbeck Road.
- Dwight D. Eisenhower Elementary School at West Camp McDonald Road and Schoenbeck Road.

The sidewalk improvement recommendations for the intersection of Palatine Road and Schoenbeck Road are detailed and illustrated in the diagrams on the following pages. They include creating a complete network of pedestrian access on both sides of both streets to connect the school with the surrounding residential neighborhoods and to the Prospect Heights Bike Path.

**West Camp MacDonald Road**

On West Camp MacDonald Road there is a sidewalk west of Elmhurst Road on the north side past the Eisenhower Elementary School. However, it should extend farther west to connect to the residential neighborhoods and the commercial sites along Rand Road. Also, there is no sidewalk along the south side. This improvement should be coordinated with transportation improvements of the Village of Mt. Prospect. The new sidewalk is recommended to be on both sides of Elmhurst Road/Route 83.

**Station Area**

The Prospect Heights Metra station is on the east side of Wolf Road between East Camp MacDonald Road and East Euclid Road. There are no sidewalks on Wolf Road except for a short distance on the west side where the Prospect Heights Bike Path comes in from the north on its way to its termination at the Woodland Trails Park. Limited sidewalks exist on East Camp MacDonald Road and on East Euclid Road. The illustration (on page 92) recommends a new sidewalk on the south side of East Camp MacDonald Road connecting to the River Trails Park District and on both sides of Wolf Road to provide pedestrian connectivity to the station and to the Ascot Center south of East Camp MacDonald Road.

There is a pedestrian crossing of the railroad at the north end of the platform, connecting the inbound platform with the outbound platform. This crossing allows access to the commercial site east of the railroad. Improvements to this area would make pedestrian accessibility to the Ascot Center more attractive.

**Milwaukee Avenue**

Milwaukee Avenue is the main commercial and transit corridor in Prospect Heights. Palwaukee Plaza shopping center is located on the west side between the Palatine Road frontage road and Apple Drive.

Recommended improvements to the signalized intersections along Milwaukee Avenue at the two Palatine Road frontage roads and at Apple Drive should include the following:

- Marked cross walks across Milwaukee Avenue on the south side of the intersections
- Marked cross walks across the side streets on the west side of Milwaukee Avenue
- Pedestrian crossing signals with countdown pedestrian indicators serving these two crossings at each intersection
- Revised signal timing and phasing to accommodate the pedestrian features

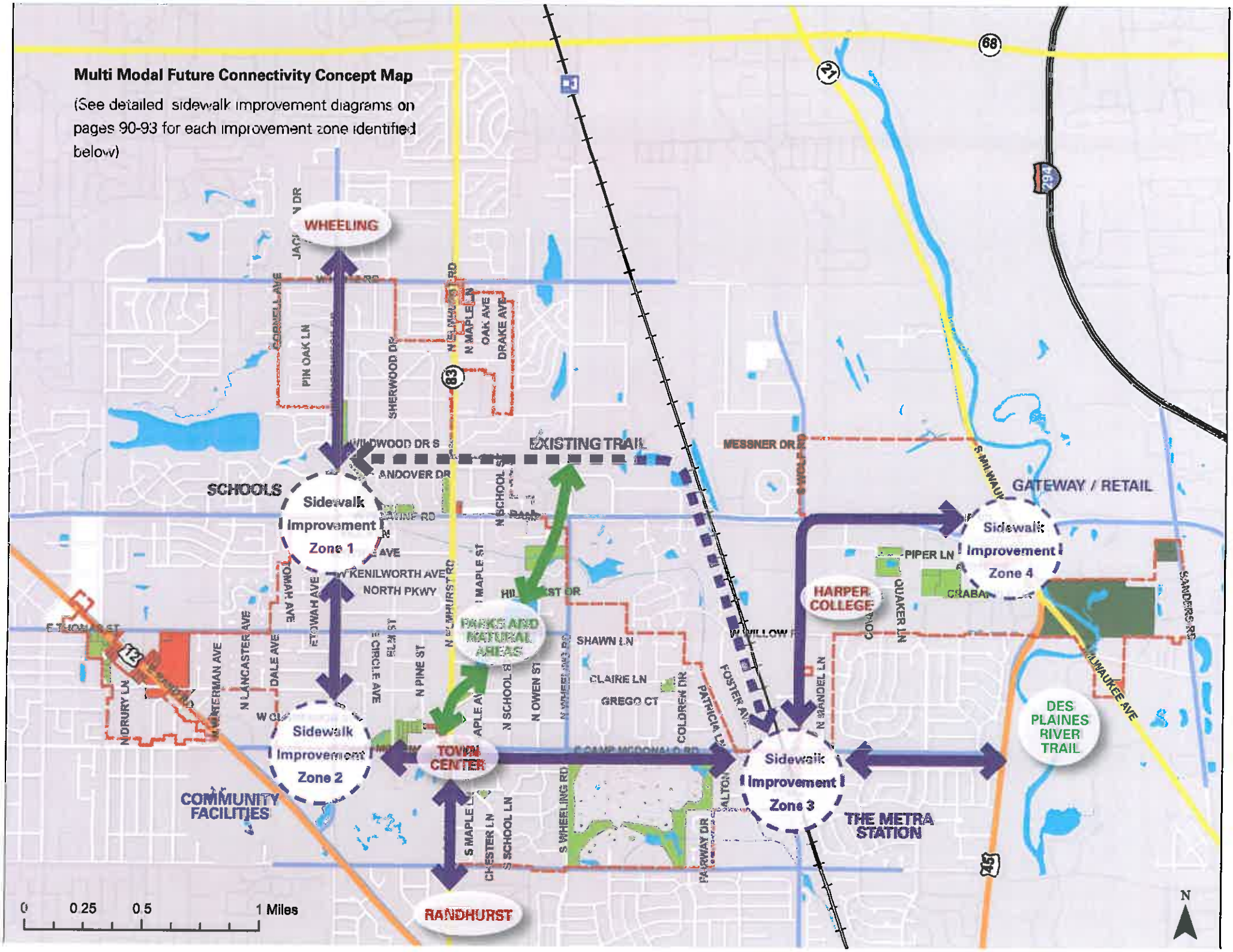
Additionally, at River Road and Old Willow Road the existing crosswalk across Willow Road should be renewed and pedestrian crossing signals with countdown pedestrian indicators installed along with the necessary revised signal timing and phasing to accommodate the pedestrians.

**Figure 3.25:** Pace bus stop along Milwaukee Avenue, near Palwaukee Plaza

**Figure 3.26:** Metra station area, Wolf Road looking south

**Multi Modal Future Connectivity Concept Map**

(See detailed sidewalk improvement diagrams on pages 90-93 for each improvement zone identified below)



# Sidewalk Improvement Zone 1 - School Connections

1 Proposed new sidewalk on Schoenbeck Road:

Phase 1: On the east side, connect Palatine Road to Prospect Heights Bike Path - approximately 800ft

Phase 2: Extend sidewalk on both sides to W Hintz Road - approximately 2000ft

2 Coordinate extension of existing sidewalk with the Village of Arlington Heights to complete frontage of school property to N Dale Ave

3 Proposed new sidewalk on both sides from Palatine Road to Willow Road - approximately 1/4 mi.

4 Connect new sidewalk to existing sidewalk.

5 Connect to and improve existing sidewalk to the east.

Existing sidewalk

Proposed sidewalk

Proposed future sidewalk connection

## Sidewalk Improvement Zone 2 - Town Center

1 Coordinate new sidewalk with the Village of Mt. Prospect to complete the Town Center circulation.

2 New sidewalk to connect Camp McDonald Rd to Eisenhower School.

3 New sidewalk to connect Camp McDonald Rd to the north.

4 New sidewalk to provide pedestrian access to Rand Road and Prospect Crossing from residential neighborhoods.

Proposed Town Center
Existing sidewalk
Proposed sidewalk
Proposed future sidewalk connection

# Sidewalk Improvement Zone 3 - Metra Station Area

1 Proposed new sidewalk on the south side of E Camp McDonald Road connects to the River Trails Park District

2 Connect existing sidewalk with new to connect to E Euclid Rd. New sidewalk from Palatine Road

3 Proposed new sidewalk on the east side of N Wolf Rd connects E Camp McDonald Rd and Ascot Center to the train station

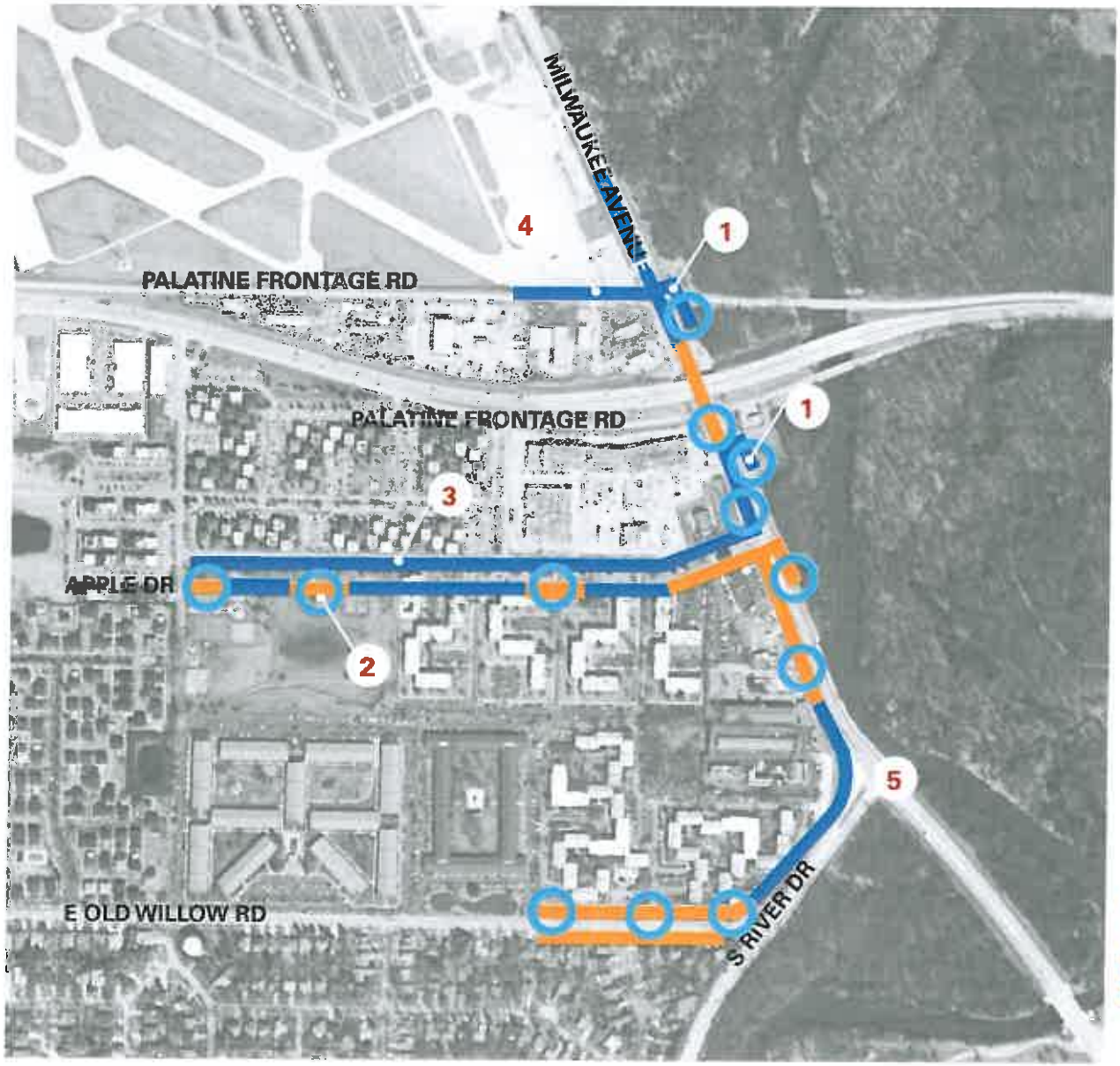
4 Proposed trail extension to connect residential neighborhoods to the Metra Station and park

Existing sidewalk

Proposed sidewalk

Proposed Trail Extension

## Sidewalk Improvement Zone 4 - Milwaukee Avenue Corridor




1 Proposed new sidewalk and crosswalk to connect bus stops on east and west sides of Milwaukee Avenue

2 New sidewalk on south side of Apple Dr. to connect existing sidewalk and bus stops

3 Proposed new sidewalk from Milwaukee Avenue along north side of Apple Dr

4 New sidewalk on the south side of Palatine Frontage Rd. New sidewalk to extend existing sidewalk on Milwaukee Ave and along River Rd to Old Willow Rd

5 Proposed intersection improvements

Bus Stop
Existing sidewalk
Proposed sidewalk

**Palatine Road Access**

One of the key redevelopment opportunities in Prospect Heights is known as the Arena Land located on the south side of Palatine Road, east of Wolf Road. As redevelopment potential was evaluated, the access to and from Palatine Road was considered. In its present configuration access could prove to be a limiting factor in the parcel's redevelopment. Though additional discussions and analysis with IDOT and other relevant agencies will be required to understand the feasibility of these improvements, general planning level recommendations for new access are provided below.

Palatine Road through Prospect Heights is considered a Strategic Regional Arterial (SRA) which is intended to "function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and regional expressway and transit systems". Access to adjacent property is a lower priority on SRA facilities.

**Existing Access Plan**

Access Management Standards for Palatine Road are established by the Illinois Department of Transportation (IDOT). Existing access between the mainline Palatine Road (four lane divided roadway) and the Palatine Frontage Road (two lanes, one-way on each side) is described and illustrated in the diagram on page 93.

Generally, the existing access meets the spacing standards for slip ramps and frontage road intersections. However from the perspective of Arena Land access there are some disadvantages (illustrated in the diagram on the following page).

**Ramp C** is the closest off-ramp to access the Arena Land. However, it is too far east to allow adequate deceleration for traffic leaving the mainline to safely enter the parcel.

**Ramp A** which is west of Wolf Road is an alternative route from the mainline to the frontage road, but traffic must go through the Wolf Road signal to reach the Arena Land.

**Ramp B** allows traffic on the frontage road to access the mainline, but it is too far west to serve traffic exiting the parcel. Therefore, traffic exiting the Arena Land has to go east on the frontage road and through the signal at Milwaukee Avenue to access mainline Palatine Rd.

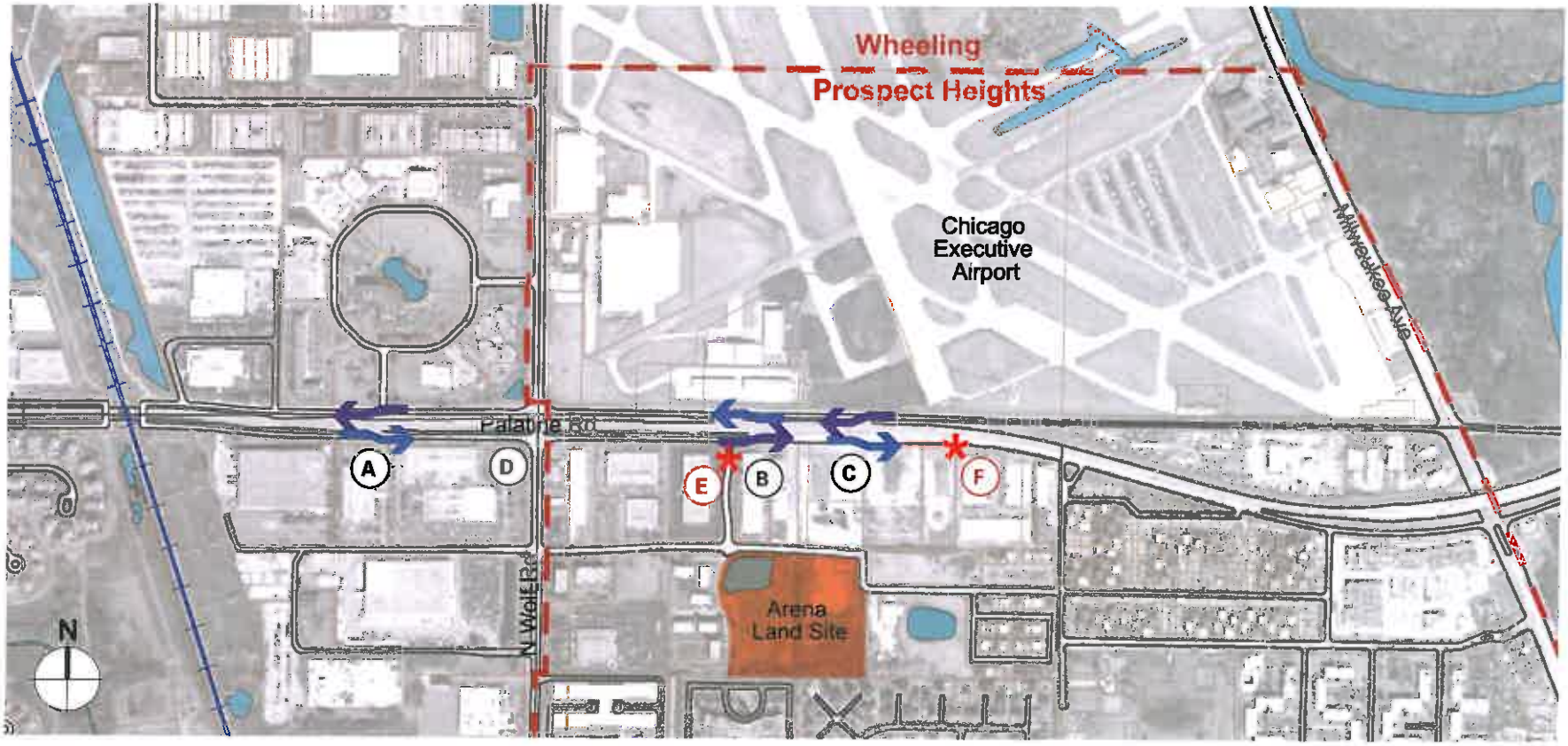
Modifications benefiting access to the Arena Land may be possible. For instance, interchanging ramps C and B would benefit the Arena Land.

If the off-ramp (C) was 200 feet east of Wolf Road (location E) then mainline traffic could reach the frontage road in time to enter the Arena Land.

If the on-ramp (b) was east of the parcel (location F) then exiting traffic could access the mainline without going through the Milwaukee Avenue signal.

The recommended ramp reconfiguration is illustrated on page 93.

**Figure 3.27:** Palatine Road today




**Existing Access Points**

- (A) Eastbound off-ramp from Palatine Rd. to the Frontage Rd. for Wolf Rd.
- (B) Eastbound on-ramp from the frontage Rd. to Palatine Rd.
- (C) Eastbound off-ramp to the Frontage Rd. towards Milwaukee Ave
- (D) At-grade intersection of the frontage roads and Wolf Rd

**Recommended New Access Points**

- (E) Proposed relocation of off-ramp (C) from the Palatine Rd. to the Frontage Rd. to access Arena Land.
- (F) Proposed relocation of on-ramp (B) from the Frontage Rd. to Palatine Rd.

**Key**

- Palatine Road Off-Ramp
- Palatine Road On-Ramp
- * Recommended New Access Point

## 3.5 Natural Resources and Infrastructure

The Prospect Heights Park District and the River Trails Park District together maintain an established system of quality parks and recreational amenities throughout the City. The adjacent Forest Preserve of Cook County provides additional recreational space for residents as well as access to the Des Plaines River Trail. Currently, this is an underutilized resource due to non-vehicular access challenges. The Park Districts serve a catchment population of approximately 15,500 people in 16 parks and recreational facilities, making up over 78 acres of land - excluding the golf course. The 4.1 mile Prospect Heights Park District bicycle trail has also been noted as an important community asset. Access to the trail from the adjacent residential neighborhoods is cited as a key limiting factor for its use. Based on input from the Park District during stakeholder interviews, the other community provided services in highest demand are:

- Daycare
- Senior Tours/Events
- Activities

Challenges facing the Park District include adaptation of aging facilities to accommodate modern needs and the changing demographic of the City including a continuously changing diverse demographic.

**Infrastructure**

The ability to attract future retail, commercial, industrial and office space will depend largely on the City's ability to provide municipal water to additional areas of the City. If substantial areas of the community are to remain on well systems, and water infrastructure plan should be created to ensure the long term sustainability of the ground water aquifers serving the residences. These strategies should be implemented to preserve water supply levels and enhance water quality.

**Stormwater**

The City has made great strides in stormwater and flood control over the last ten years. The flooding of McDonald Creek has been largely controlled by the construction of Lake Arlington and the Levee 37 project will control flooding on the east side of the City along the Des Plaines River and Milwaukee Avenue. There still exist isolated areas of flooding in the community that are created by a variety of other stormwater issues.

The completion of construction of Levee 37 is scheduled for the summer of 2014. The full benefit of the project will be realized upon the completion of the FEMA Map Revision to eliminate the flood plain area west of River Road. The elimination of the flood plain will be an economic driver to enhance the value and development potential of the land in this area. It should be a key factor in the economic planning of the area to strive for a higher use of the land as redevelopment occurs over the next 30 years.

The root cause of future flooding will be the redevelopment of large lots over the next 30 years. Consideration of more restrictive stormwater control measures should be considered for new developments.

**Sustainability**

Sustainability is defined as meeting the needs of the present without compromising the ability of future generations to meet their needs. This should be a guiding principal for the City of Prospect Heights as it plans for the future of the community. The importance of preserving natural resources for future generations and ensuring environmental, economic and social vitality should be considered at all levels of planning and implementation. Critical to successful preservation and conservation initiatives is coordination with water, storm and sewer infrastructure. This Comprehensive Plan provides guidelines for achieving these goals. The City should also work in conjunction with the CMAP GO TO 2040 Plan to achieve regional benefits. The quality of life in Prospect Heights is directly linked to a healthy environment and the sustainability of that environment for generations to come.

**Figure 3.28:** Des Plaines River Trail

**Natural Resources and Infrastructure Policy Statements**

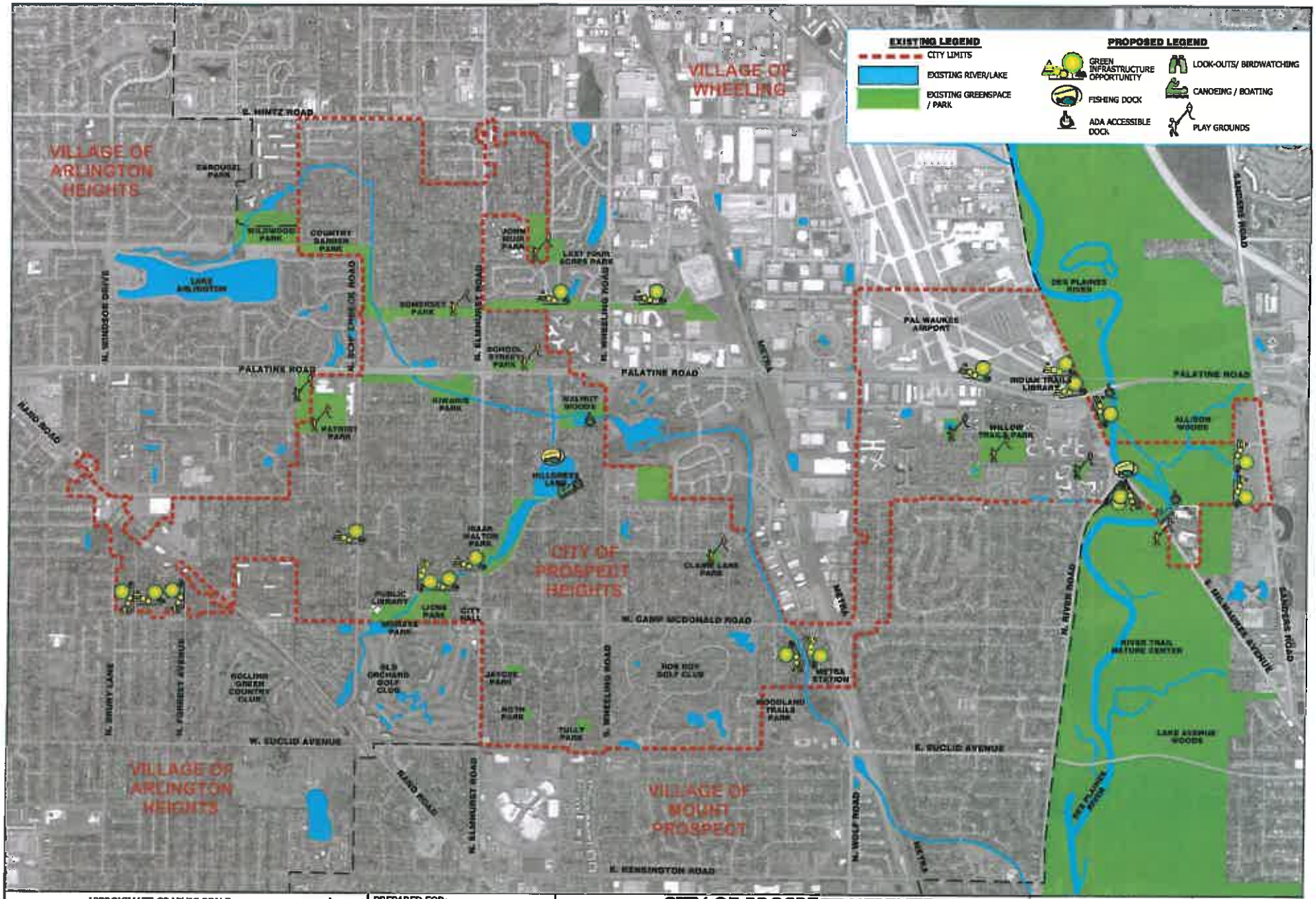
1. Always consider the acquisition of land that becomes available adjacent to waterways within the community. The potential for public benefits is great for any land adjacent to the waterways for flood control, water quality enhancement, recreational space, wildlife habitat, community connectivity routes and much more.
2. Create a long-term strategy to maintain the positive effects of flood impact and stormwater management projects. Continue identification of flood-prone areas and consider future additional remediation and flood control projects.
3. Review the effectiveness of existing stormwater detention systems and investigate opportunities to create additional detention and compensatory storage with in the community.
4. Identify additional opportunities for open space and parks within residential neighborhoods. Consider creating easements and setbacks for current natural features to allow for public access and greater utilization of these resources.
5. Create landscape guidelines for streetscapes and trail systems.
6. Coordinate with the City's public works department and Park District to create a strategic plan for improvement of existing open space and park areas as well as to identify additional areas for new open space.
7. Provide better access for pedestrians and cyclists to existing parks and open space.

**Recommended Strategies:**
**Parks and Waterways (see map on page 98)**

Prospect Heights has a unique opportunity for natural resource protection and enjoyment within the community along the existing waterways of McDonald Creek and the Hillcrest Lake tributary (FEMA- McDonald Creek Tributary A). These waterways are key assets for natural resource enhancement, wildlife habitat, flood control, aesthetic enjoyment, community connectivity, active and passive recreation and many other objectives the City has to increase the quality of life for its citizens. On a more regional scale, as a major tributary to the Des Plaines River, the enhancement of the water quality flowing in these creeks will contribute to the regional water quality goals set forth by the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) and the Illinois EPA.

As the waterways and adjacent floodplain offer natural locations for open space that can serve multiple purposes, areas along the creeks should be viewed as logical locations to enhance or increase public lands.

The enhancement of existing waterways offers many ways for community involvement. This will increase the community image as a natural resource friendly community. The enhancements can take many forms; eradication of invasive plant species, stream bank stabilization, improved wildlife habitat, raise public awareness of environmental issues and much more.




APPROXIMATE GRAPHIC SCALE

0 0.5 0.75 1 Miles

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PREPARED FOR:

CITY OF PROSPECT HEIGHTS

| REVISION DESCRIPTION |
|---|
| 05/15/2014 - Per Review Comments |

# CITY OF PROSPECT HEIGHTS

GREEN INFRASTRUCTURE VISION

PARKS & WATERWAYS MAP

PROSPECT HEIGHTS, IL

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WEAVER BOOS CONSULTANTS

CHICAGO, ILLINOIS

(312) 922-1030 www.weaverboos.com

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REVIEWED BY: JT

DATE: 5/19/2014

FILE: 3648-300-32

CAD: CONCEPTUALSITE

The newly formed Prospect Heights Natural Resource Committee was created with the mission to Preserve, Protect and Restore the natural areas of the community and raise awareness of environmental issues affecting Prospect Heights. This committee should be supported and sustained.

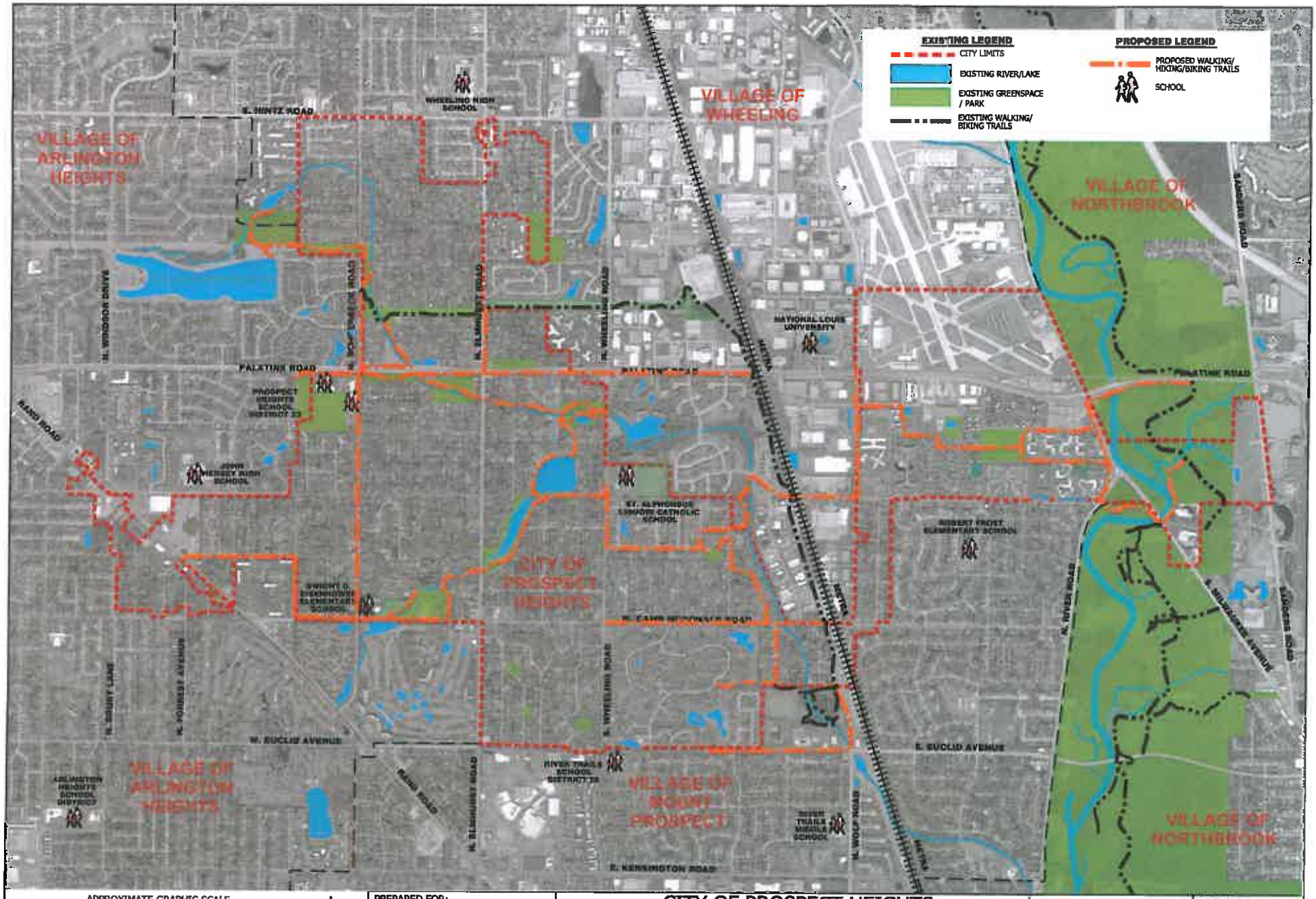
**Trails and Schools (see map on page 100)**

The City should strive to enhance non-motorized connectivity within the community. Accessibility to schools should serve as the primary guiding principle in achieving the goals of a connectivity program. The City should consider the creation of a plan for non-motorized connectivity to schools and be willing to implement it on a piecemeal basis as land development, funding, or project opportunities occur.

Seeking grants annually for sidewalk and trail implementation would help to secure funding for much needed pedestrian improvements within the City of Prospect Heights. Potential funding sources for sidewalks and trails can come from a variety of sources and causes. Examples include: Safe Route to Schools, roadway enhancement projects, natural resource education and awareness funding.

**Figure 3.29:** Willow Trails Park

**Figure 3.30:** Stormwater drainage area near the Prospect Heights Metra Station




APPROXIMATE GRAPHIC SCALE

0 0.5 0.75 1 Miles

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CITY OF PROSPECT HEIGHTS

| REVISION DESCRIPTION |
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| 05/15/2014 - Per Review Comments |

# CITY OF PROSPECT HEIGHTS

GREEN INFRASTRUCTURE VISION

TRAILS & SCHOOLS MAP

PROSPECT HEIGHTS, IL

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SHEET 3 OF 3

**Flood Issues/Study Areas**

Prospect Heights has been proactive in addressing the flooding issues that have plagued the community in the past. The support of the McDonald Creek reservoir in Arlington Heights has paid tremendous flood control dividends within the community. The support of the Levee 37 and Heritage Park Reservoir project will greatly improve the community by the reduction of flooding occurrences and the elimination of costly flood insurance for a large section of the community. These projects have been beneficial to the entire region. With this being said, there is still more the community can do on a more local scale. Pockets of local flooding have been studied and additional areas of concern exist. Controlling new sources of flooding should be a priority for the City in the future. In addition, the City should:

- Support the completion of the Levee 37 project
- Strive to complete the FEMA Map Amendment quickly in order to achieve the full benefits of the project.
- Support implementation of some of the recommendations described in the 5 flood studies completed in 2012 for local flood areas.
- Adopt the MWRDGC Stormwater Management Ordinance.
- Consider additional ordinance opportunities to support sustainability and green infrastructure controls for storm water management.
- Consider the utilization of Best Management Practices (BMP's) to further enhance the water quality of stormwater runoff before it enters local rivers and streams.
- Adopt development standards that encourage ground water infiltration. As a community reliant upon wells, public education and awareness on groundwater issues will serve the community's long term best interests.

**Figure 3.31:** Hillcrest Lake

9
PROSPECT HEIGHTS
TRUCK 9
PROSPECT HEIGHTS
9

# SECTION 4
# IMPLEMENTATION CHECKLIST

The following table provides an overview to the strategies of the Comprehensive Plan. The table contains information on whether the strategies include changes to City zoning ordinance, the proposed timeline, and the page number of the plan where the strategy is described in full. Strategies were placed into three categories: short-term, which should be worked on in the next two years; mid-term, which should be worked on in the next three to six years; long-term, which should be worked on in the next six to 10 years; and ongoing, which represent long-term initiatives.

## Residential Uses

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| A.1 | Analyze underutilized properties in residential neighborhoods for potential redevelopment sites | X | Short-term (0-3 years) | page 61 |
| A.2 | Review residential zoning regulations for consistency with the Comprehensive Plan vision and identify any needed revisions | X | Short-term (0-3 years) | page 61 |
| A.3 | Actively market residential opportunity sites within the City to developers and coordinate proposals for new development with the goals of the Comprehensive Plan | | Short-term (0-3 years) | page 61 |
| A.4 | Acquire properties within areas designated for redevelopment | | Mid-term (3-6 years) | page 61 |
| A.5 | Identify strategic corridors to create new pedestrian and cycling connections from residential areas to community facilities and schools along arterial streets | | planning for sidewalks: short-term (0-3 years); phased construction: mid-term (3-6 years) | page 61 |

## Institutional Uses

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| B.1 | Coordinate with Harper College's strategic plan, encourage growth of the College by creating supportive zoning adjacent to the existing location site and supporting new transportation connections. | X | Short-term (0-3 years) | page 64 |
| B.2 | Conduct a space utilization and parking needs assessment for each major community institution in the community to determine their future needs | | Short-term (0-3 years) | page 64 |
| B.4 | Identify opportunities for an additional library satellite facility within the City | | Identify potential location: short-term (0-3 years); begin procurement process: mid-term (3-6 years); construct library: long-term (6-10 years) | page 64 |

## Retail and Commercial Uses

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| C.1 | Review existing zoning related to commercial uses and create a new designation to allow for mixed-use (retail and residential or retail and office) in strategic areas of the City. | X | Short-term (0-3 years) | page 63 |
| C.2 | Create special overlay districts (for example the Town Center or Metra Station Area) to provide the appropriate regulatory framework for new retail developments that meet the goals of the Comprehensive Plan recommendations. | X | Mid-term (3-6 years) | page 63 |
| C.3 | Develop a 'Town Center Master Plan' for the district located at the intersection of Elmhurst and Camp McDonald Roads to provide a concept for future streetscape improvements, transit connections, branding/signage. building design and redevelopment of strategic parcels. As part of the process discussions with relevant development professionals should be conducted. | X | Mid-term (3-6 years) | page 63 |
| C.4 | Develop a signage and streetscaping program to give retail/commercial areas an identity and reinforce their importance in the community. | | Short-term (0-3 years) | page 63 |
| C.5 | Assess existing shopping centers for opportunities to develop additional out lot or infill developments to improve the character of arterial streets. | | Mid-term (3-6 years) | page 63 |
| C.6 | Identify underutilized commercial parcels in the Palatine Road corridor that would benefit from acquisition and redevelopment. | | Mid-term (3-6 years) | page 63 |
| C.7 | Create a system for effectively evaluating new retail and mixed use development projects to support the goals of the Comprehensive Plan | | Mid-term (3-6 years) | page 63 |

## Industrial Uses

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| D.1 | Create an industrial overlay district surrounding the Chicago Executive Airport to create the regulatory framework for new, high quality businesses to locate in this area. | | Short-term (0-3 years) | page 65 |
| D.2 | Identify opportunities for synergy between new industrial development and the Chicago Executive Airport by working closely with Airport leadership. | | Short-term (0-3 years) | page 65 |
| D.3 | Incentivize new industrial developments to use sustainable building and landscaping techniques (such as LEED). | X | Long-term (6-10 years) | page 65 |
| D.4 | Conduct a property inventory of industrial parcels using the 'Site Viability Matrix' tool found in the appendix of this document to identify opportunity sites most ready for development or redevelopment. | | Short-term (0-3 years) | page 65 |

## Natural Resources, Parks and Open Space

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| E.1 | Identify opportunities for easements and setbacks on private property to allow for greater utilization of existing natural features where additional land would benefit the City the most. | X | Mid-term (3-6 years) | pages 96-101 |
| E.2 | Create landscape guidelines for public areas that include a maintenance schedule, improvement location and planting zones for landscaping. Guidelines should be coordinated with existing and on-going studies. | | On-going; Short-term (0-3 years) | pages 96-101 |
| E.3 | Foster better communication between the City's public works department and Park District to implement open space and park improvements. | | Short-term (0-3 years) | pages 96-101 |
| E.4 | Identify locations for additional park and open space and create a plan for acquisition, development, maintenance and programming. | X | Identification of additional land: Short-term (0-3 years); Acquisition and development process: Mid-term (3-6 years) | pages 96-101 |
| E.5 | Encourage stricter Stormwater controls to include Best Management Practices (BMP's) for all new development. These BMP's could include concepts such as permeable pavement for parking lots/driveways, rain gardens, green roofs, bioswales, naturally vegetated retention basins, ground water infiltration systems, etc. | X | Short-term (0-3 years) | pages 96-101 |
| E.6 | Adopt a program to protect the existing natural habitat surrounding Hillcrest Lake, McDonald Creek and the Izaak Walton Slough. Coordinate with the Park District and local organizations for project maintenance. Utilize the Natural Resource Commission to assist with identification of habitats. Identify funding resources through the DNR to off-set maintenance costs associated with protection of these areas. | | Short-term (0-3 years) | pages 96-101 |
| E.7 | Accept and enforce the new MWRD Watershed Management Ordinance by incorporating management strategies into the City's operational practices. | | Short-term (0-3 years) | pages 96-101 |
| E.8 | Consider expansion of municipal water service. Work with neighboring communities and Northwest Water Commission to provide access to municipal water service for commercial properties by securing membership and continuing conversations on a regular basis with neighboring communities. | | Short-term (0-3 years) | pages 96-101 |

## Image and Identity

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| F.1 | Create a plan for gateway signage, monuments and wayfinding at entries to the City. | | Short-term (0-3 years) | page 66 |
| F.2 | Create a marketing plan in coordination with local tourism and business attraction organizations to advertise development opportunities within the City. | | Short-term (0-3 years) | page 66 |
| F.3 | Improve the perception of the City in the region by actively marketing its natural resource and neighborhood assets. | | Short-term (0-3 years) | page 66 |
| F.4 | Incentivize property improvements to retail and commercial properties through a façade improvement program, modernization program or maintenance program | X | Program development: Short-term (0-3 years); Funding: Mid-term (3-6 years) | page 66 |
| F.5 | Improve the community's sense of safety with the installation of additional lighting. Prioritize commercial corridors and areas near schools for additional lighting fixtures. | | Short-term (0-3 years) | page 66 |
| F.6 | Create a sense of place by identifying key corridors in the City with branded signage. | | Design and Implementation: Short-term (0-3 years) | page 66 |
| F.7 | Leverage the proximity of hotels, restaurants and entertainment adjacent to the Airport by providing travelers with additional amenities such as shuttles, car-sharing or cooperative agreements with businesses and corporations in the area. | | Short-term (0-3 years) | page 66 |

## Economic Development

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| G.1 | Improve Prospect Heights geo-code and address problems for GPS systems and on-line maps so that customers can find local businesses accurately. Work with the U. S. Postal Service, U.S. Congressman and Senators to have the Prospect Heights ZIP code cover all areas of the City and accurately show Prospect Heights as an address. | | Mid-term (3-6 years) | pages 81-84 |
| G.2 | Host tours for developers and real estate professionals to help market the City to business leaders. | | Short-term (0-3 years) | pages 81-84 |
| G.3 | Identify business types and specific businesses that can complement existing ones in the City - specifically retail and commercial uses - and create an attraction strategy for those identified. | | Identification of businesses: Short-term (0-3 years); Attraction strategy: Mid-term (3-6 years) | pages 81-84 |
| G.4 | Select a broker to market the Arena site for industrial development. | | Short-term (0-3 years) | pages 81-84 |
| G.5 | Reach out to existing business owners to identify their areas of concern. Follow-up with the owners as to how the City is addressing their issues. | | Short-term (0-3 years) | pages 81-84 |
| G.6 | Develop a comprehensive marketing and branding strategy for the city including websites, brochures, contacts, and available parcel matrix to help better market development opportunities in Prospect Heights. | | Short-term (0-3 years) | pages 81-84 |
| G.7 | Research the benefits of different types of public incentives, their suitability for different areas within the city, and analyze the situations in which they might be useful. | | Short-term (0-3 years) | pages 81-84 |

## Transportation

| | Action Items | Requires Zoning Ordinance Change | Timeline | Related Policies |
|---|---|---|---|---|
| H.1 | Coordinate with IDOT to explore resolution to issues associated with modifying the frontage road ramping along Palatine Road to better serve the adjacent land uses, especially the Arena site for industrial development. | | Short-term (0-3 years) | page 85-93 |
| H.2 | Create a master plan, phasing and funding program for sidewalks in the community including prioritization of connections between schools, commercial nodes and recreational areas. | | Planning: Short-term (0-3 years); Implementation: Long-term (6-10 years) | page 85-93 |
| H.3 | Explore pedestrian and bicycle improvements within the rights of way along Euclid Avenue and Camp McDonald Road to connect Rob Roy Golf Club and the Woodland Trails Park with the park system east of Milwaukee Avenue and the Des Plaines River. | | Planning: Short-term (0-3 years); Implementation: Long-term (6-10 years) | page 85-93 |
| H.4 | Adopt a Complete Streets Policy for any roadway improvement project. | | Short-term (0-3 years) | page 85-93 |
| H.5 | Create a streetscape program for major arterials and include crosswalks, signalization and access to public transportation stops | | Mid-term (3-6 years) | page 85-93 |
| H.6 | Identify funding options to offset construction costs related to improvements in the public right of way. | | Mid-term (3-6 years) | page 85-93 |

## Financial Incentives and Sources

### Economic Development

**Potential Funding Sources For Economic Development In Prospect Heights**

| Source | Program | Description |
|---|---|---|
| **Municipal** | | |
| | TIF | Assist development, redevelopment, infrastructure improvements in blighted areas over 23-year period |
| | Sales Tax Rebate | Rebate portion of municipal sales tax over specified period of time to attract retailers |
| | Industrial Revenue Bonds | Below market rate financing for businesses and development |
| | Property Tax Incentives | Lowers assessment ratio for new and substantially rehabbed industrial and commercial property for 12 years |
| | Property Tax Abatement | Reduces property tax for specified period of time |
| **County** | | |
| Cook County Bureau of Economic Development | Community Development Block Grant | Housing and economic development assistance |
| | Disaster Recovery Funds | Housing and economic development assistance |
| | BUILT in Cook | Business loan program for TOD, COD and business development |
| | Energy Efficiency and Conservation Block Grant | Assistance to businesses, families and individuals for energy improvements to property |
| **Regional** | | |
| CMAP | Local Technical Assistance Program | Planning grants |
| RTA | Community Planning | Planning grants |
| **State** | | |
| Department of Commerce and Economic Opportunity | Business Development Public Infrastructure Program and Large Business Development Program | Grants and loans for infrastructure improvements, purchase of land, buildings and equipment to support business expansion, retention and jobs |
| | Grant Management Program | Grants and subsidies through the General Assembly and Governor for economic development, environmental and quality of life improvements |
| | Tourism Attraction Development Grants | Matching grants to increase tourism in the state |
| | Workforce Development | Funding and training to retain and improve work force |
| Federal Transit Program | Various grants | Used for improving bicycle and pedestrian access to transit facilities and vehicles. |

## Financial Incentives and Sources

### Transportation

**Potential Funding Sources For Transportation In Prospect Heights**

| Source | Program | Description |
|---|---|---|
| **Regional** | | |
| | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | Projects can include pedestrian and bicycle facilities and transit improvements. |
| | Surface Transportation Program (STP) | Flexible funding for transportation improvements with grant applications submitted through the Council of Mayors |
| RTA | Community Planning | Planning grants |
| **State** | | |
| Department of Transportation (IDOT) | Safe Routes to School | Can be used for infrastructure improvements to enable and encourage children to walk and bicycle to school. |
| | Transportation Enhancement Program (ITEP) Grants | This allows the scope of transportation projects to expand beyond the traditional accommodations for cars, trucks and transit to accommodate pedestrian or bicycles. Applicable if Palatine Road was to be improved. |
| Federal Transit Program | Various grants | Used for improving bicycle and pedestrian access to transit facilities and vehicles. |

## Financial Incentives and Sources

### Natural Resources and Infrastructure

**Potential Funding Sources For Natural Resources and Infrastructure In Prospect Heights**

| Source | Program | Description |
|---|---|---|
| **Regional** | | |
| CMAP | Local Technical Assistance Program | Planning grants |
| RTA | Community Planning | Planning grants |
| **State** | | |
| Environmental Protection Agency | Brownfields Redevelopment Grants and Loans | Grants and low interest loans for investigating and cleaning up brownfields |
| | Underground Storage Tank Fund | Cleanup of contamination from underground storage tanks |
| Environmental Protection Agency | Nonsource Point Pollution Reduction | Protection of water quality |
| Department of Natural Resources | Trails Grant Program | Bicycle paths and trails through communities |
| National Fish and Wildlife Foundation | Sustain Our Great Lakes | Grants for habitat restoration and delisting of habitat-related beneficial use impairments |
| **Federal** | | |
| US Fish and Wildlife | Recreational Trails Program | Bicycle paths and trails through communities |

POLICE CENTER

# CHAPTER 5
# APPENDIX

Supporting Documents and Information:

- Site Viability Check List and Matrix Tool
- Market Analysis Data

## Site Viability Score Matrix - Summary

The 'Site Viability Matrix' (shown to the right) is a strategic analysis tool to assist City leadership in understanding which opportunity sites most ready for new development. The matrix rates each site on successful development characteristics based on industry best practices. The most highly rated, in terms of development readiness, are those that have a clear vision for redevelopment of the selected site, have had success in securing funding mechanisms to offset costs of site preparation and currently have developer interest or brokerage representation marketing the site. This tool can help City leadership to make critical decisions as well as help to prioritize marketing efforts and funding. The opportunity sites identified in the Comprehensive Plan have been rated using this tool as an example, a summary of their scores is located below and the complete matrix is located on the following pages.

| Site Name | Address | Development Elements | | | | | |
|---|---|---|---|---|---|---|---|
| | | 1.0 Private Sector Analysis | 2.0 Relationship with Municipal Goals and Objectives | 3.0 Physical Determinants | 4.0 Development Funding | 5.0 Market Analysis | |
| **Arena Land** | Palatine Road | 13 | 27 | 14 | 6 | 7 | **67** |
| **Town Center** | Camp McDonald and Elmhurst Rd | 8 | 23 | 12 | 3 | 6 | **52** |
| **Allstate Property** | Sanders and Willow Rd | 13 | 27 | 14 | 4 | 8 | **66** |
| **Metra Station** | Wolf Rd and Edward Rd | 6 | 20 | 10 | 3 | 4 | **43** |
| **Social Security Site** | Euclid and Elmhurst Rd | 6 | 22 | 9 | 3 | 4 | **44** |
| Possible Points | | 18 | 30 | 24 | 9 | 12 | **93** |

**The 'Development Readiness Checklist' was originally created by Business Districts Inc. , and was adapted for Prospect Heights**

## Development Readiness Checklist

| | Development Criteria | Site | | | | |
|---|---|---|---|---|---|---|
| | | Arena Land | Town Center | Allstate Property | Metra Station | Social Security Site |
| | | 1 - not started | 2 - in-progress | | 3 - completed | |
| **1.0** | **Private Sector Analysis** | | | | | |
| 1.1 | Potential anchor tenant identification and current business cluster strength analysis | 3 | 1 | 2 | 1 | 1 |
| 1.2 | Survey of purchasing power within 5- and 10-minutes drive time | 1 | 2 | 3 | 1 | 1 |
| 1.3 | Regional economic, market competition and potential for market growth analysis | 2 | 1 | 3 | 1 | 1 |
| 1.4 | Developer education on local issues | 3 | 1 | 2 | 1 | 1 |
| 1.5 | Identification of costs of doing business, including development costs | 2 | 1 | 1 | 1 | 1 |
| 1.6 | Establishment of consensus on development vision | 2 | 2 | 2 | 1 | 1 |
| | | 13 | 8 | 13 | 6 | 6 |
| **2.0** | **Relationship of Potential Project to Municipal Goals and Objectives** | | | | | |
| 2.1 | Determination if ownership of the parcel should be retained or sold | 3 | 1 | 3 | 1 | 1 |
| 2.2 | Consideration of what type of use is desired | 2 | 2 | 2 | 1 | 1 |
| 2.3 | Determine the level of urgency for completing the desired project (timeline) | 2 | 1 | 2 | 1 | 1 |
| 2.4 | Establishment of expectations while considering the existing real estate market | 2 | 2 | 2 | 1 | 2 |
| 2.5 | Cooperation with municipal government and interests | 3 | 3 | 3 | 3 | 3 |
| 2.6 | Outline the development process | 3 | 2 | 3 | 1 | 2 |
| 2.7 | Provide adequate support mechanisms | 3 | 3 | 3 | 3 | 3 |
| 2.8 | Identify the principal party responsible for decision making | 3 | 3 | 3 | 3 | 3 |
| 2.9 | Establish an efficient municipal development review process | 3 | 3 | 3 | 3 | 3 |
| 2.10 | Foster municipal relationships with other state agencies for approvals | 3 | 3 | 3 | 3 | 3 |
| | | 27 | 23 | 27 | 20 | 22 |

**The 'Development Readiness Checklist' was originally created by Business Districts Inc. , and was adapted for Prospect Heights**

## Development Readiness Checklist

| | Development Criteria | Site | | | | |
|---|---|---|---|---|---|---|
| | | Arena Land | Town Center | Allstate Property | Metra Station | Social Security Site |
| | | 1 - not started | 2 - in-progress | | 3 - completed | |
| **3.0** | **Ability of the Proposed Site to Sustain the Project (Physical determinants)** | | | | | |
| 3.1 | Analysis of site access and traffic counts | 1 | 3 | 1 | 1 | 1 |
| 3.2 | Analysis of site visibility, size and configuration | 2 | 2 | 2 | 2 | 1 |
| 3.3 | Identify any brownfield, wetland and/or remediation/remodeling costs | 1 | 1 | 1 | 1 | 1 |
| 3.4 | Assess need for infrastructure support | 1 | 1 | 1 | 1 | 1 |
| 3.5 | Establish related land costs | 3 | 1 | 3 | 1 | 1 |
| 3.6 | Design a site program consistent with development goals | 2 | 1 | 2 | 1 | 1 |
| 3.7 | Assess impact on neighboring properties | 2 | 1 | 2 | 1 | 1 |
| 3.8 | Analyze current zoning, height, density, design regulations and guidelines | 2 | 2 | 2 | 2 | 2 |
| | | 14 | 12 | 14 | 10 | 9 |
| **4.0** | **Development Funding** | | | | | |
| 4.1 | Identify private funding mechanisms | 2 | 1 | 2 | 1 | 1 |
| 4.2 | Identify public funding mechanisms | 3 | 1 | 1 | 1 | 1 |
| 4.3 | Identify local financial incentives | 1 | 1 | 1 | 1 | 1 |
| | | 6 | 3 | 4 | 3 | 3 |
| **5.0** | **Market Analysis** | | | | | |
| 5.1 | Regional economics, demographics analysis | 2 | 1 | 2 | 1 | 1 |
| 5.2 | Market demand assessment | 2 | 2 | 2 | 1 | 1 |
| 5.3 | Business competition analysis | 2 | 1 | 3 | 1 | 1 |
| 5.4 | Highest and best use of land analysis | 1 | 2 | 1 | 1 | 1 |
| | | 7 | 6 | 8 | 4 | 4 |
| | **Total** | **67** | **52** | **66** | **43** | **44** |

## North Suburban Market Data - Office

**OFFICE MARKET TRENDS IN THE NORTH SUBURBAN SUBMARKET**
**2009-2013**

| Year-End | | Rentable Building Area (SF) | Vacancy Rate | Annual Net Absorption | Gross Asking Lease Rates PSF | |
|---|---|---|---|---|---|---|
| 2009 | | 22,485,204 | 19.8% | -522,736 | $22.80 | |
| | Class A | 8,203,672 | 18.4% | -142,104 | $27.70 | |
| | Class B | 9,643,431 | 20.0% | -208,419 | $21.80 | |
| | Class C | 4,638,101 | 21.5% | -172,213 | $19.09 | |
| 2010 | | 22,645,204 | 20.4% | -345,372 | $22.38 | |
| | Class A | 8,363,672 | 17.8% | 19,105 | $27.21 | |
| | Class B | 9,643,431 | 20.6% | 185,861 | $22.28 | |
| | Class C | 4,638,101 | 24.7% | 140,406 | $18.74 | |
| 2011 | | 22,645,204 | 21.1% | -225,487 | $22.58 | |
| | Class A | 8,363,672 | 16.5% | 55,712 | $26.76 | |
| | Class B | 9,643,431 | 22.8% | -229,612 | $22.14 | |
| | Class C | 4,638,101 | 25.9% | -51,587 | $18.53 | |
| 2012 | | 23,753,024 | 19.3% | 211,826 | $22.65 | |
| | Class A | 9,059,083 | 15.0% | 68,818 | $26.24 | |
| | Class B | 10,055,840 | 20.9% | 88,078 | $22.41 | |
| | Class C | 4,638,101 | 24.1% | 54,930 | $18.63 | |
| | | | | | | **Available SF** |
| 2013 | | 23,887,623 | 19.4% | -131,427 | $23.45 | 19253424.14 |
| 2nd Qtr. | Class A | 8,896,344 | 15.7% | -86,646 | $27.20 | 7499617.99 |
| | Class B | 10,419,178 | 21.5% | -101,394 | $22.96 | 8179054.73 |
| | Class C | 4,572,101 | 21.8% | 56,613 | $19.00 | 3575382.98 |

Note: Data from Fourth Quarter unless specified
Source: CB Richard Ellis

## Northwest Suburban Market Data - Industrial



**NORTHEAST AND NORTHWEST COOK COUNTY INDUSTRIAL MARKET**
**2009-2013**

| Location | Year-End | Gross Building Area (SF) | Availability Rate | Vacancy Rate | YTD User Sale & Lease Activity (SF) | Net Absorption | Avg. Asking Lease Range/SF |
|---|---|---|---|---|---|---|---|
| Northeast Cook County | 2009 | 61,850,184 | 7.1% | 6.4% | 1,425,984 | -869,631 | $3.25-$5.25 |
| | 2010 | 62,003,561 | 9.4% | 7.2% | 1,582,289 | -1,678,902 | $3.25-$4.95 |
| | 2011 | 62,025,996 | 7.8% | 5.9% | 2,357,935 | 881,444 | $3.25-$4.75 |
| | 2012 | 61,717,348 | 6.0% | 3.6% | 2,142,894 | 1,071,840 | $3.25-$4.75 |
| | 2013* | 61,728,609 | 6.9% | NA | 973,631 | -290,431 | $3.25-$4.75 |
| Northwest Cook County | 2009 | 37,447,296 | 13.2% | 12.6% | 1,658,930 | -302,739 | $4.05-$4.80 |
| | 2010 | 37,563,693 | 11.7% | 10.9% | 1,880,617 | 566,835 | $3.75-$4.40 |
| | 2011 | 37,452,912 | 9.3% | 8.7% | 1,804,160 | 824,103 | $3.15-$4.35 |
| | 2012 | 37,703,564 | 8.9% | 7.6% | 1,430,098 | 411,245 | $3.85-$4.70 |
| | 2013* | 37,802,518 | 8.8% | NA | 387,870 | 138,181 | $4.05-$4.85 |

Note: Data are from Fourth Quarter unless otherwise noted.
NA: Not Available
*Data from Second Quarter, most recent data available.

Source: CB Richard Ellis

## Northwest Suburban Market Data - Retail

**NORTHWEST SUBURBS RETAIL MARKET**
**2009-2013**

| Year-End | Gross Building Area (SF) | Vacancy Rate | Net Absorption (SF) | Average Asking Lease Range/SF |
|---|---|---|---|---|
| 2009 | 15,874,756 | 13.3% | -643,011 | $13.34-$19.54 |
| 2010* | 15,720,219 | 13.3% | -133,984 | $12.69-$17.16 |
| 2011 | 15,720,219 | 11.9% | 220,083 | $16.55-$21.62 |
| 2012 | 15,272,376 | 11.0% | -257,098 | $16.07-$20.15 |
| 2013** | 14,911,156 | 11.3% | -366,219 | $16.64-$20.74 |

Note: Data from Fourth Quarter unless otherwise noted
*2010 data from Third Quarter; Fourth Quarter not available
**2013 data from Second Quarter, most recent available

Source: CB Richard Ellis

**COMPARISON OF 2012 RETAIL SALES AND RETAIL STORE POTENTIAL**

| Municipality | Total Retail Sales | Total Retail Potential | Retail Surplus |
|---|---|---|---|
| Prospect Heights | $71,144,372 | $161,030,524 | ($89,886,152) |
| Mount Prospect | 1,104,040,347 | 576,594,252 | $527,446,095 |
| Arlington Heights | 1,035,793,029 | 898,175,865 | $137,617,164 |
| Wheeling | 503,098,659 | 392,287,606 | $110,811,053 |
| Total | $2,714,076,407 | $2,028,088,246 | $685,988,161 |

Note: Potential is estimated for 2013, the nearest period available.
Source: Illinois Department of Revenue, Demographics Now and Valerie S. Kretchmer Associates, Inc.

## Northwest Suburban Market Data - Office

**OFFICE MARKET TRENDS IN THE NORTHWEST SUBURBAN MARKET AREA**
**2009-2013**

| Year-End | | Rentable Building Area (SF) | Vacancy Rate | Net Absorption | Gross Asking Lease Rates PSF |
|---|---|---|---|---|---|
| 2009 | | 27,875,918 | 24.4% | -799,640 | $21.29 |
| | Class A | 14,565,486 | 21.3% | -363,292 | $24.83 |
| | Class B | 7,355,800 | 26.3% | -351,211 | $20.13 |
| | Class C | 5,954,632 | 29.8% | -85,137 | $16.54 |
| 2010 | | 27,876,978 | 25.7% | -612,249 | $20.91 |
| | Class A | 14,566,546 | 23.2% | -458,782 | $24.02 |
| | Class B | 7,355,800 | 27.1% | -125,199 | $20.03 |
| | Class C | 5,954,632 | 30.3% | -28,268 | $15.59 |
| 2011 | | 28,092,191 | 26.6% | -635,717 | $20.31 |
| | Class A | 14,701,759 | 24.5% | -490,803 | $23.74 |
| | Class B | 7,355,800 | 26.8% | -29,393 | $19.15 |
| | Class C | 6,034,632 | 31.6% | -115,521 | $15.67 |
| 2012 | | 28,092,191 | 26.0% | 232,223 | $19.44 |
| | Class A | 14,701,759 | 22.3% | 347,261 | $22.33 |
| | Class B | 7,355,800 | 29.5% | -169,070 | $18.88 |
| | Class C | 6,034,632 | 30.7% | 54,032 | $15.50 |
| 2013 | | 28,185,574 | 24.1% | 499,575 | $19.51 |
| 2nd Qtr. | Class A | 12,948,746 | 20.9% | 128,155 | $22.36 |
| | Class B | 9,248,960 | 24.8% | 334,992 | $19.08 |
| | Class C | 5,987,868 | 30.3% | 36,428 | $15.40 |

Note: Data from Fourth Quarter unless specified
Source: CB Richard Ellis

## Northwest Suburban Market Data - Sales Tax Revenue

**2012 Sales Taxes by Municipality and Type**

| Municipality | Households | Total Sales Taxes | Total/HH | Food | Food/HH | Eating/Drinking | ED/ HH | Drugs/Misc. | Drugs-Misc/HH |
|---|---|---|---|---|---|---|---|---|---|
| Arlington Heights | 31,331 | $10,357,930 | $331 | $1,940,299 | $62 | $1,450,277 | $46 | $1,397,958 | $45 |
| Mount Prospect | 20,848 | 11,040,403 | 530 | 862,501 | 41 | 661,285 | 32 | 3,422,047 | 164 |
| Prospect Heights | 6,191 | 711,444 | 115 | 133,768 | 22 | 154,219 | 25 | 216,589 | 35 |
| Wheeling | 14,690 | 5,030,987 | 342 | 581,372 | 40 | 809,722 | 55 | 384,722 | 26 |
| **Prospect Heights Sales Taxes as % of Other Municipalities (2012)** | | | | | | | | | |
| Arlington Heights | | 6.9% | 34.8% | 6.9% | 34.9% | 10.6% | 53.8% | 15.5% | 78.4% |
| Mount Prospect | | 6.4% | 21.7% | 15.5% | 52.2% | 23.3% | 78.5% | 6.3% | 21.3% |
| Wheeling | | 14.1% | 33.6% | 23.0% | 54.6% | 19.0% | 45.2% | 56.3% | 133.6% |
| **Sales Tax Increase from 2010-2012** | | | | | | | | | |
| Arlington Heights | | 2.4% | | | | | | | |
| Mount Prospect | | 6.3% | | | | | | | |
| Prospect Heights | | 4.7% | | | | | | | |
| Wheeling | | 8.8% | | | | | | | |

Note: 2013 household estimates used for simplicity.
Source: Illinois Department of Revenue, Demographics Now, Valerie S. Kretchmer Associates, Inc.

## Northwest Suburban Market Data - Sales Tax Revenue

**2013 Year-to-Date (YTD) Sales Taxes by Municipality and Type**

| Municipality | Households | Total Sales Taxes | Total/HH | Food | Food/HH | Eating/Drinking | ED/ HH | Drugs/Misc. | Drugs-Misc/HH |
|---|---|---|---|---|---|---|---|---|---|
| Arlington Heights | 31,331 | $5,306,725 | $169 | $955,119 | $30 | $687,441 | $22 | $754,890 | $24 |
| Mount Prospect | 20,848 | 5,257,978 | $252 | 427,035 | $20 | 364,890 | $18 | 1,934,833 | $93 |
| Prospect Heights | 6,191 | 383,379 | $62 | 71,817 | $12 | 88,753 | $14 | 109,333 | $18 |
| Wheeling | 14,690 | 2,644,134 | $180 | 302,599 | $21 | 420,425 | $29 | 226,247 | $15 |

**2012 Sales Taxes by Municipality and Type**

| Municipality | Households | Total Sales Taxes | Total/HH | Food | Food/HH | Eating/Drinking | ED/ HH | Drugs/Misc. | Drugs-Misc/HH |
|---|---|---|---|---|---|---|---|---|---|
| Arlington Heights | 31,331 | $10,357,930 | $331 | $1,940,299 | $62 | $1,450,277 | $46 | $1,397,958 | $45 |
| Mount Prospect | 20,848 | 11,040,403 | $530 | 862,501 | $41 | 661,285 | $32 | 3,422,047 | $164 |
| Prospect Heights | 6,191 | 711,444 | $115 | 133,768 | $22 | 154,219 | $25 | 216,589 | $35 |
| Wheeling | 14,690 | 5,030,987 | $342 | 581,372 | $40 | 809,722 | $55 | 384,722 | $26 |

**2011 Sales Taxes by Municipality and Type**

| Municipality | Households | Total Sales Taxes | Total/HH | Food | Food/HH | Eating/Drinking | ED/ HH | Drugs/Misc. | Drugs-Misc/HH |
|---|---|---|---|---|---|---|---|---|---|
| Arlington Heights | 31,331 | $10,459,561 | $334 | $2,002,656 | $64 | $1,391,013 | $44 | $1,353,134 | $43 |
| Mount Prospect | 20,848 | 10,614,443 | $509 | 895,984 | $43 | 596,008 | $29 | 3,393,073 | $163 |
| Prospect Heights | 6,191 | 729,680 | $118 | 152,351 | $25 | 152,708 | $25 | 210,793 | $34 |
| Wheeling | 14,690 | 4,737,611 | $323 | 453,858 | $31 | 763,215 | $52 | 377,917 | $26 |

**2010 Sales Taxes by Municipality and Type**

| Municipality | Households | Total Sales Taxes | Total/HH | Food | Food/HH | Eating/Drinking | ED/ HH | Drugs/Misc. | Drugs-Misc/HH |
|---|---|---|---|---|---|---|---|---|---|
| Arlington Heights | 31,331 | $10,114,433 | $323 | $1,709,637 | $55 | $1,440,329 | $46 | $1,331,531 | $42 |
| Mount Prospect | 20,848 | 10,388,196 | $498 | 944,631 | $45 | 544,118 | $26 | 3,699,398 | $177 |
| Prospect Heights | 6,191 | 679,656 | $110 | 121,171 | $20 | 145,295 | $23 | 205,095 | $33 |
| Wheeling | 14,690 | 4,622,924 | $315 | 423,103 | $29 | 783,739 | $53 | 370,237 | $25 |

Note: 2013 household estimates used for simplicity.
Source: Illinois Department of Revenue Services, Demographics Now, and Valerie S. Kretchmer Associates, Inc.

City of Prospect Heights
8 North Elmhurst Road
Prospect Heights, IL
p: 847.398.6070