



**PLAN ADOPTED ON NOVEMBER 17, 2009 (ORDINANCE NO. 5769)**

PREPARED BY:

COMMUNITY DEVELOPMENT DEPARTMENT

VILLAGE OF MOUNT PROSPECT

50 S EMERSON STREET

MOUNT PROSPECT, IL 60056

[www.mountprospect.org](http://www.mountprospect.org)

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Consuelo Andrade, Development Review Planner  
Ryan Kast, Administrative Assistant  
Patrick Ainsworth, Former Planning Intern  
Douglas Tichenor, Former Planning Intern

### Village Manager's Office

Maura El Metenanni, Public Information Officer

*The South Mount Prospect Sub-area Plan was developed with input from the public through interviews and public workshop meetings. Several organizations and governmental offices were contacted and contributed to the fact finding process for the plan. Our thanks to these organizations, partners, and the public for their time and opinions.*

## PREFACE

The South Mount Prospect sub-area plan was developed based on the direction from the Village of Mount Prospect's Comprehensive Plan, which lists a strategy to "develop a strategic plan for the Dempster, Algonquin, and South Busse Road intersection to enhance this commercial corridor. Strategies for better pedestrian circulation should be a high priority." As an element to the Village's Comprehensive plan, sub-area and corridor plans provide a more localized focus on both existing conditions and vision for future development over the next 10-15 years on the areas they encompass.



*O'Hare International Airport*

Several factors contributing to the growth in South Mount Prospect are the O'Hare International Airport's Modernization Project, I-90 Interchange improvements at Elmhurst Road, and Metra's proposed STAR rail line. O'Hare International Airport is renovating and expanding to keep up with global transportation demands. The O'Hare Modernization Program includes the construction and reconfiguration of runways, taxiways, terminals, parking facilities, and passenger transportation services (Public Act 93-0450 of the 93rd General Assembly). With the O'Hare Modernization Program, a new western access and terminal are proposed to increase the region's accessibility to the airport. The proposed upgrade to a full interchange at Elmhurst Road and I-90 will also enhance South Mount Prospect's accessibility to and from O'Hare Airport and the interstate system. South Mount Prospect is positioned as an attractive place for new and existing businesses which may utilize the new western access.



**Figure 1**

Metra's Proposed Star Line

South Mount Prospect has been identified as a station location for Metra's proposed Suburban Transit Access Route (STAR) line. The STAR line is a 55-mile rail corridor that would connect O'Hare International Airport to 19 suburban stops including, Des Plaines, Mount Prospect, Schaumburg, Naperville, and terminating in Joliet. Metra is still investigating the project and is working toward completion of the alternatives analysis ([www.metraconnects.com](http://www.metraconnects.com)). Following the completion of this study, and approval of federal funding for the project, Metra has estimated that trains could be running on the STAR line system within ten years. In anticipation of the STAR line, the Village of Mount Prospect recently completed a Public Transportation Study, which provides guidance for future development and recommends a multimodal transportation hub at the proposed station site.

Businesses, community leaders, Village staff, neighboring municipalities, and other governmental entities were interviewed to gain insight and understanding on problems, issues, and strengths of the South Mount Prospect area. During the public input phase, the Village solicited feedback from the entire sub-area through mailings and open houses. Information for the sub-area plan was gathered from the U.S. Soil Survey, U.S. Census, IDOT, RTA, site observations and Village studies and planning documents. When the sub-area plan is adopted, the South Mount Prospect Sub-area Plan will become part of the Village of Mount Prospect Comprehensive Plan and will serve as a guide for future improvements in the area.

## BACKGROUND AND HISTORY

Transportation shaped development trends and patterns in Mount Prospect. Just as the Chicago Northwest rail line helped establish Mount Prospect in the 1850s, O’Hare International Airport and the I-90 improvements played a significant role in the development of South Mount Prospect. According to interviews with several stakeholders, multi-family housing in South Mount Prospect was constructed for the airline industry employees due to its proximity to the airport. Most of the multi-family housing in South Mount Prospect was developed in the 1960s and 1970s under county regulations. The properties were later annexed into the Village in the 1970s and 1980s. The majority of the commercial and industrial developments in the area occurred from the 1960s to the 1980s.



*Victoria in the Park Banquets*

The demographic profile in Mount Prospect has also changed over time. Originally, Mount Prospect was settled by German immigrants in the 1830s. Since its incorporation, Mount Prospect has attracted many different residents from different backgrounds. The same trend is seen in South Mount Prospect. In 1990, only one census tract was considered a “port of entry” - an area receiving large numbers of new foreign born residents - and it was located in North Mount Prospect. According to the 2000 Census, a total of four census tracts in the Village were identified as ports of entry; three of which are located in South Mount Prospect.

# EXISTING CONDITIONS

## SOIL

Soils in the sub-area accommodate growth or have been altered to accommodate growth as evidenced by the few parcels of vacant/undeveloped land. Soil properties influence the development of building sites, including the selection of the site, the design of the structure, construction, performance after construction, and maintenance. According to the U.S Department of Agriculture’s Natural Resources Conservation Web Soil Survey (2008), 80.8% of sub-area is 805B orthents, which is moderately well drained soil suitable for development. The remaining 20% of soils are smaller percentages of Ashkum, Beecher, and Markham, all of which are developable soils, but may not drain as well as other soils. As with any development, an engineer should be consulted as part of a developer’s due diligence process to ensure the soils of a particular property can accommodate any future development.



*United Plaza*

## UTILITIES

For the purposes of this report, Mount Prospect’s utility system includes water, storm, and sanitary sewers. Water is supplied by the Village of Mount Prospect (through the Northwest Suburban Joint Action Water Agency (JAWA)) and Illinois American Water Company (IAWC). The sub-area currently has water main infrastructure in place to serve properties in South Mount Prospect, with the exception of an unincorporated area on Dempster Road between Ida Court and the Alpine Apartments complex. The storm and sanitary systems are sufficient for current needs. The Village should evaluate the need for expansion or upgrading the systems when presented with proposals for future development, redevelopment, or annexation.

# UTILITY SYTSTEM MAPS

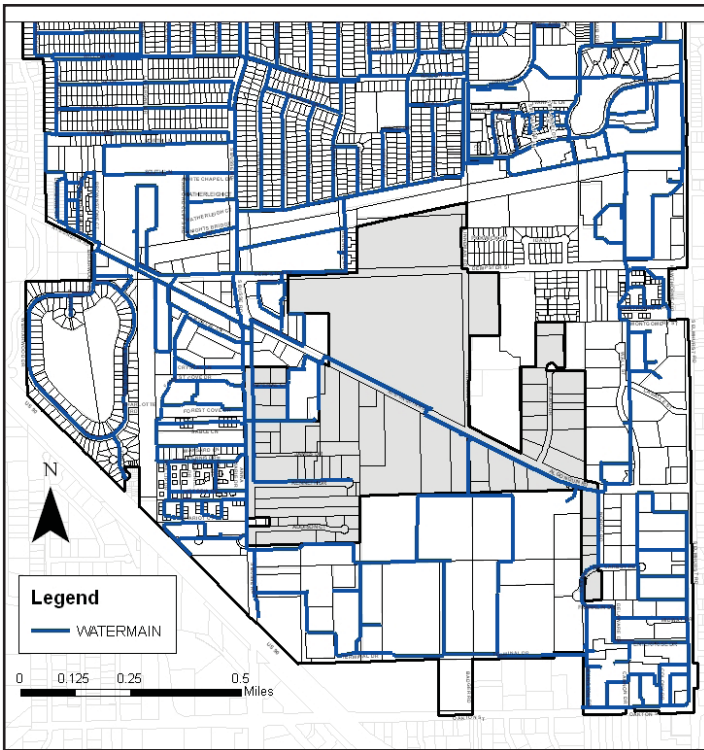


Figure 2  
Watermain Map

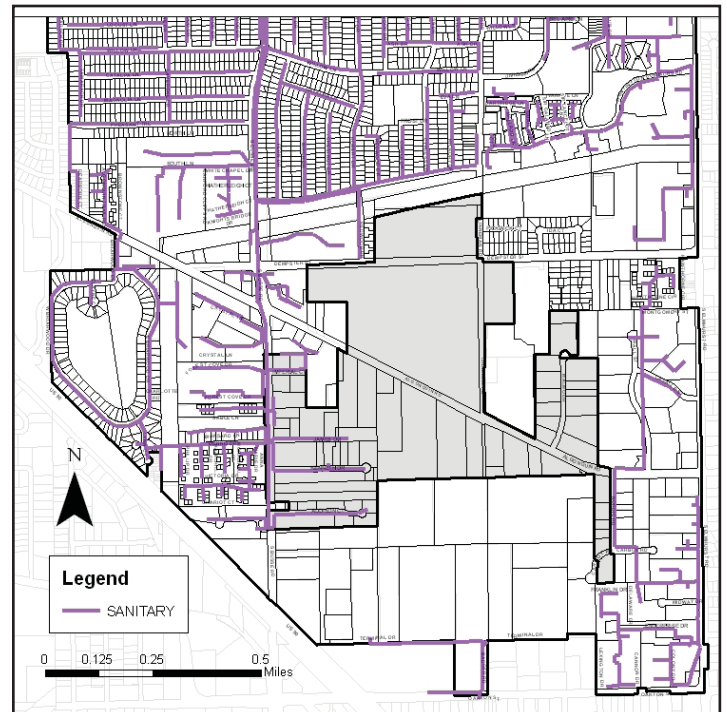


Figure 4  
Sanitary Sewer Map

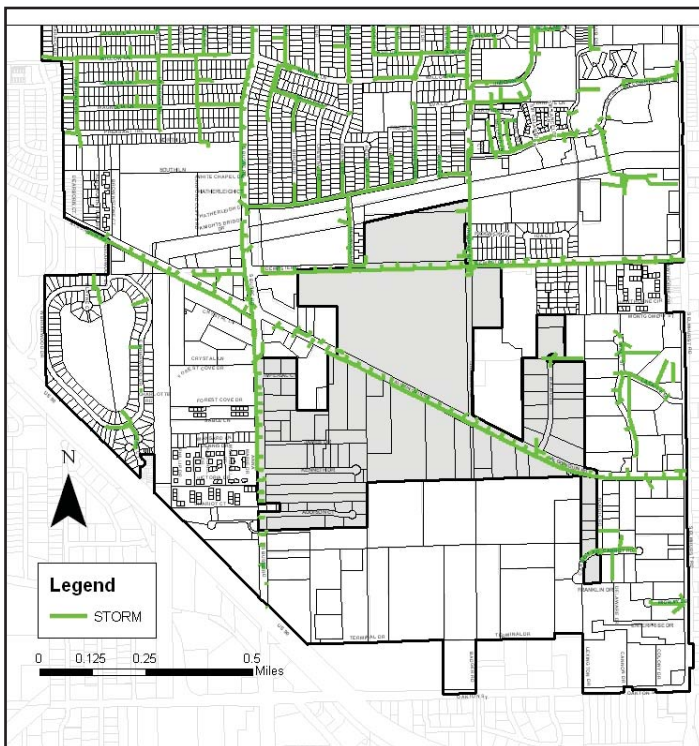


Figure 3  
Storm Sewer Map

## TRANSPORTATION

The South Mount Prospect sub-area is traversed by several arterial roadways that have high daily traffic volumes. The Illinois Department of Transportation (IDOT) reports the Average Daily Traffic (ADT) on state roads and the numbers are used by retailers or developers. South Mount Prospect has some of the highest ADT numbers in the Village as detailed below:

- Algonquin Road - 34,200
- Busse Road - 28,800
- Dempster Street - 10,500
- Elmhurst Road - 28,900
- Oakton Street - 26,500



*Intersection of Busse Road and Dempster Street*

The above roadways are not controlled by the Village. IDOT has jurisdiction over Algonquin Road (IL Route 62), Busse Road, Elmhurst Road (IL Route 83), and Oakton Street (IL Route 83). Dempster Road is under Cook County's jurisdiction.

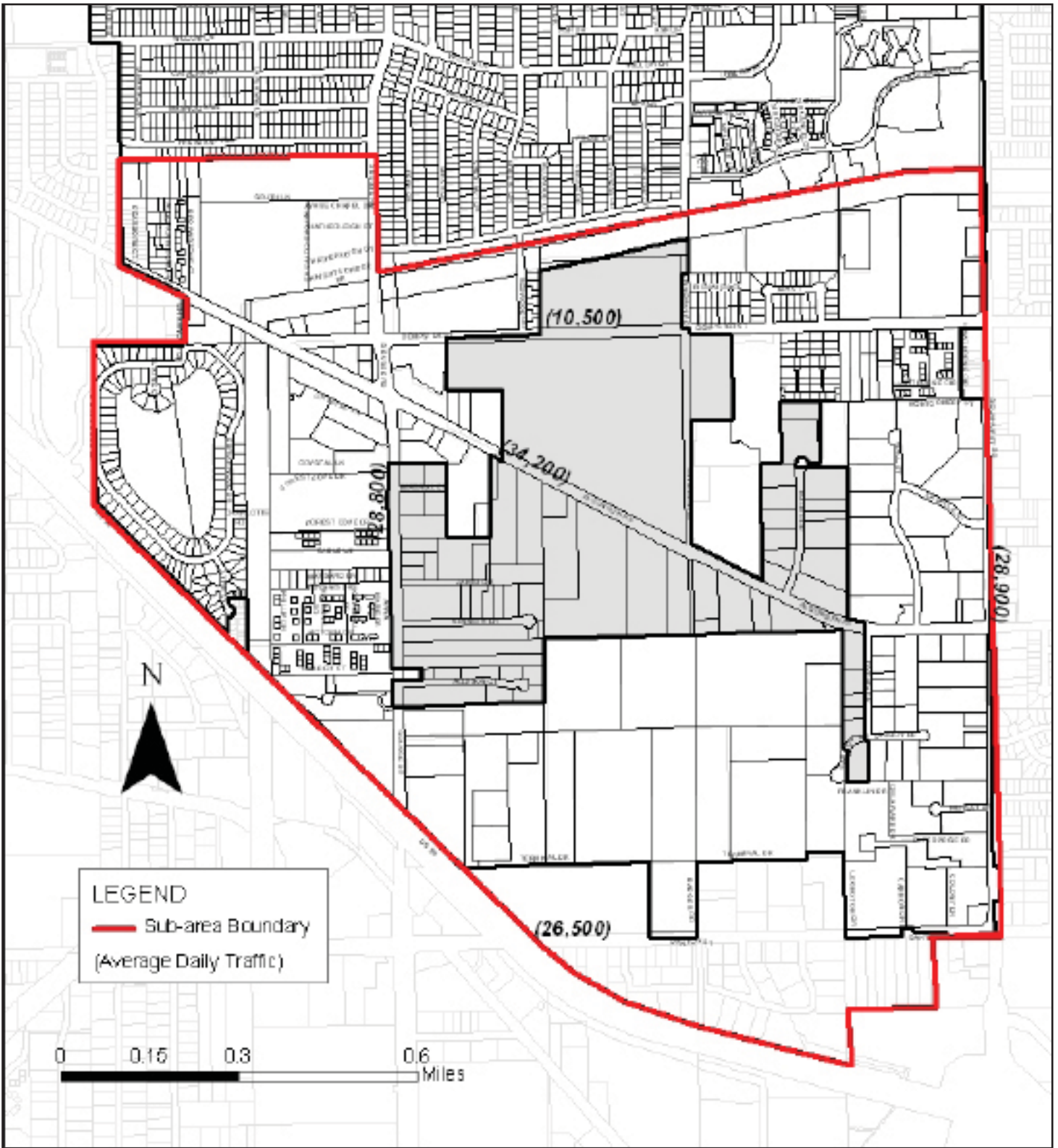
IDOT has designated both Elmhurst Road and Algonquin Road as Strategic Regional Arterials (SRA). This designation indicates a policy by IDOT to make signal and roadway improvements that provide for the efficient flow of traffic both entering and traveling along the roadway. In general, IDOT plans to minimize new curb cuts and traffic signals along SRA routes to encourage more efficient traffic flow. As new development occurs along these roadways, the Village should ensure access to properties is consistent with these plans. Additionally, IDOT plans to expand the interchange at Elmhurst Road into a full interchange with exit and entrance ramps to both west and east bound traffic on I-90.

In 2008, the Regional Transportation Authority (RTA) funded a public transportation study to examine how well the Village is served by public transportation. One of the highest priorities of the study was to improve the connectivity of South Mount Prospect to the rest of the Village. Currently four bus routes serve South Mount Prospect: routes 230, 606, 226, and 223. These routes connect South Mount Prospect to Elk Grove Village, Des Plaines, and Arlington Heights. However, the area is missing a north-south connection which would connect the sub-area to services in downtown Mount Prospect and Randhurst. The study recommends re-routing the existing 234 bus route from downtown and extending it to South Mount Prospect. This extension would connect the sub-area with the rest of the Village through several other bus routes. Once the STAR line station is developed, the station could become a transportation hub for both bus and train service.



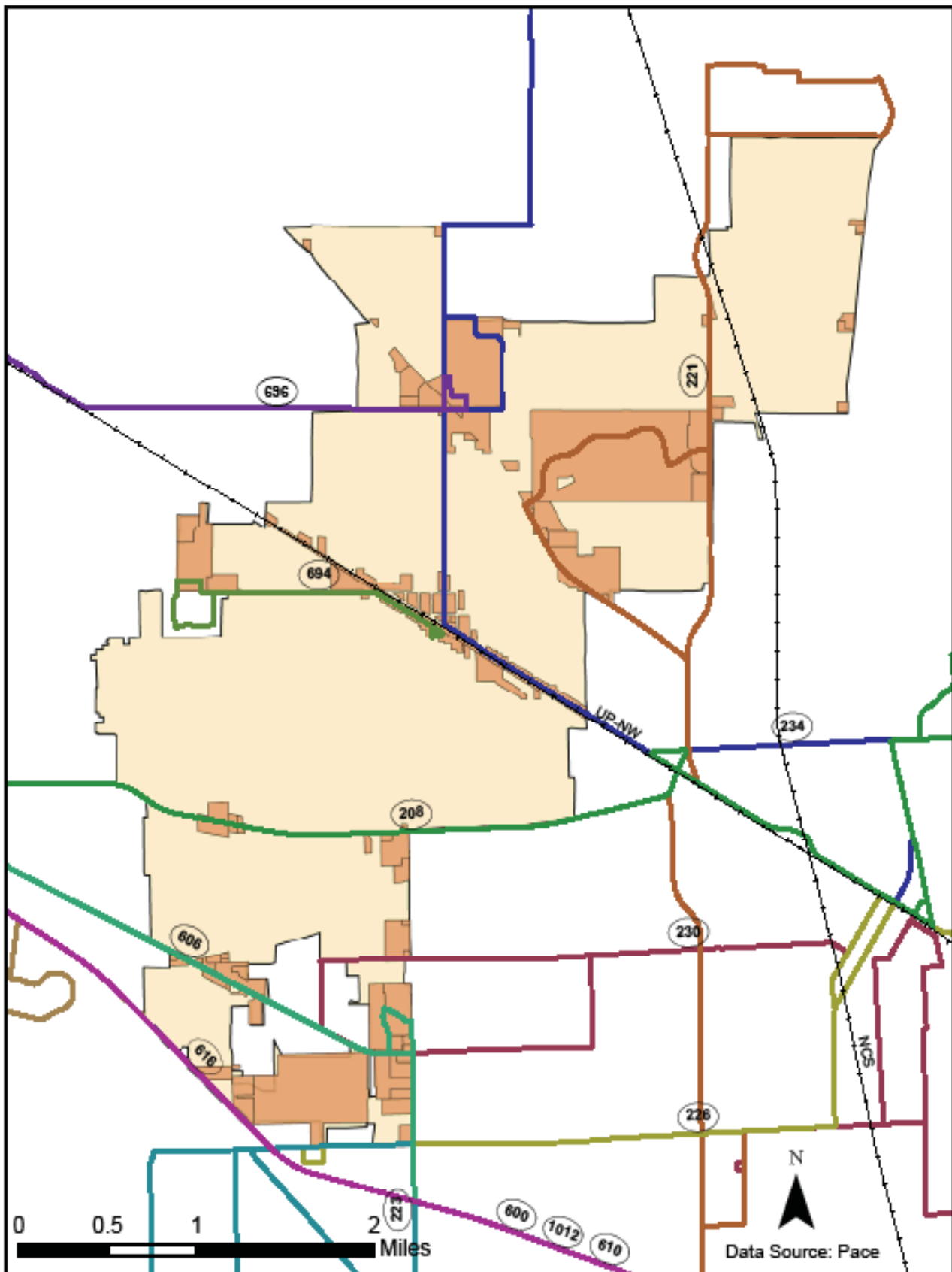
*Pace Bus*





**Figure 5**  
Sub-Area Boundary Map

# Mount Prospect Existing Pace Bus Routes



**Figure 6**  
Existing Pace Bus Routes

## ANNEXATION

Annexation is the incorporation of a property into a legal entity. Annexation may be voluntary or forced if the land is wholly surrounded and less than 60 acres. A benefit of annexation is the consistent service delivery to incorporated properties. South Mount Prospect is contiguous to several unincorporated areas:

- United Property (north west corner of Algonquin Road and Lin-neman Road)
- East side of Busse Road and South side of Algonquin Road
- Oakton Street Corridor



*South Busse Road*

There are both advantages and disadvantages to the Village and the properties involved with annexation. The Village of Mount Prospect is interested in annexation to provide cohesive service delivery and to ensure life safety both in the construction and maintenance of existing and new buildings. Annexation of the properties is essential for district improvements, such as consistent streetscape improvements and completing the sidewalk network. Annexation would also provide the Village with regulatory control over future land uses on properties in these areas.

Prior to considering the annexation of any properties, a detailed annexation study should be performed to understand the impacts of annexation on the Village and property owners. The Village of Mount Prospect must assess the costs associated with providing additional services, infrastructure improvements, and other related expenses. The annexation study will provide the information needed by the Village to determine the feasibility of annexation. The South Mount Prospect Sub-area Plan provides direction on future land uses that would be appropriate should unincorporated parcels be annexed into Mount Prospect. With the sub-area plan, the Village of Mount Prospect is not proposing to forcibly annex properties in the near future, but will continue to assess the viability of the area through annexation studies and cost benefit analyses. Should property owners approach the Village to voluntarily annex, the Village will review the requests on a case-by-case basis.

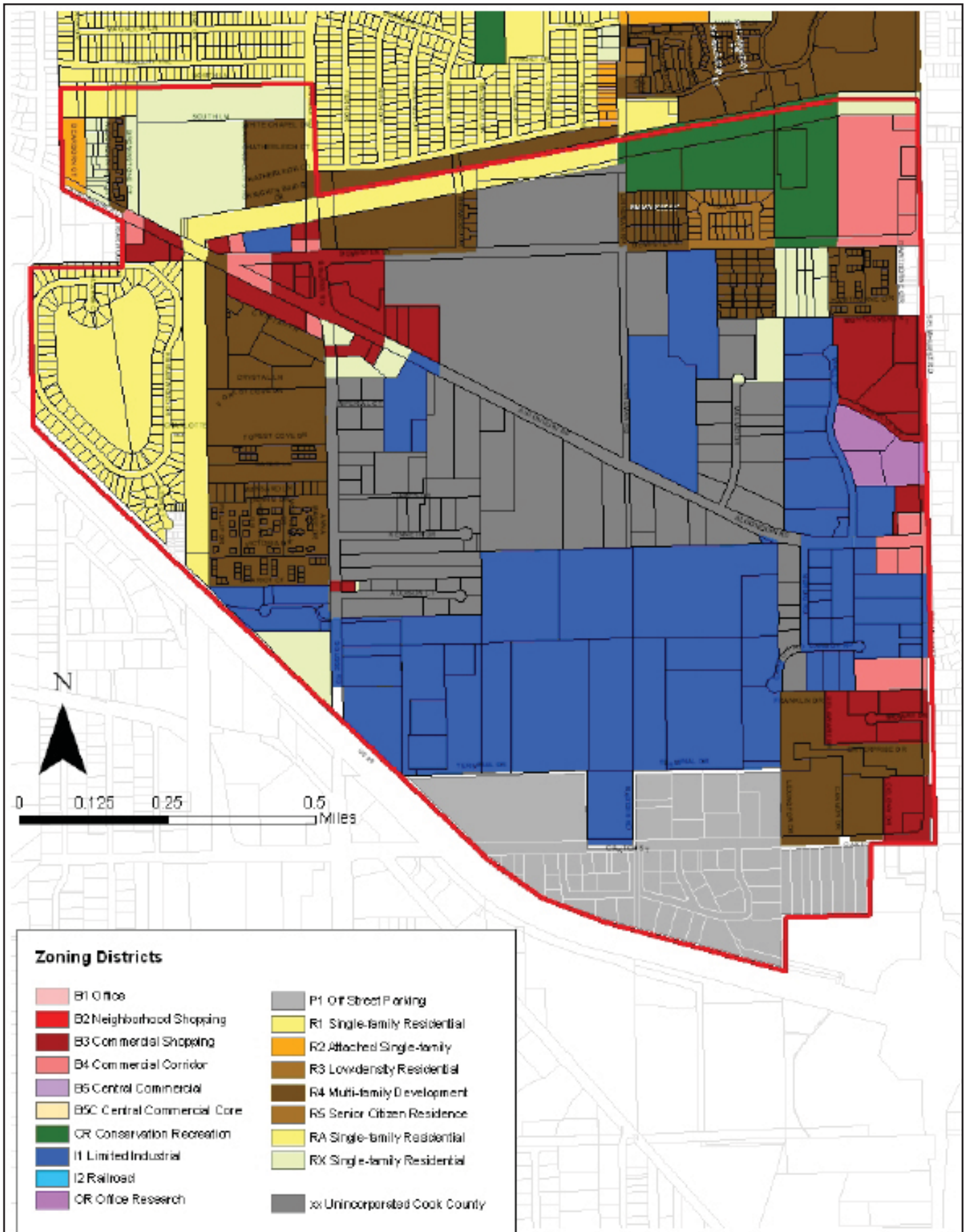


Figure 7  
Zoning Map

## ZONING

Zoning is a land use and site control mechanism utilized by governmental agencies to minimize conflicts between land uses. A couple of properties in South Mount Prospect do not have consistency between their existing land uses when compared to the Village's long range land use plan or the current underlying zoning district. Future development or redevelopment must comply with both the zoning requirements and long range land use policies of the Village.

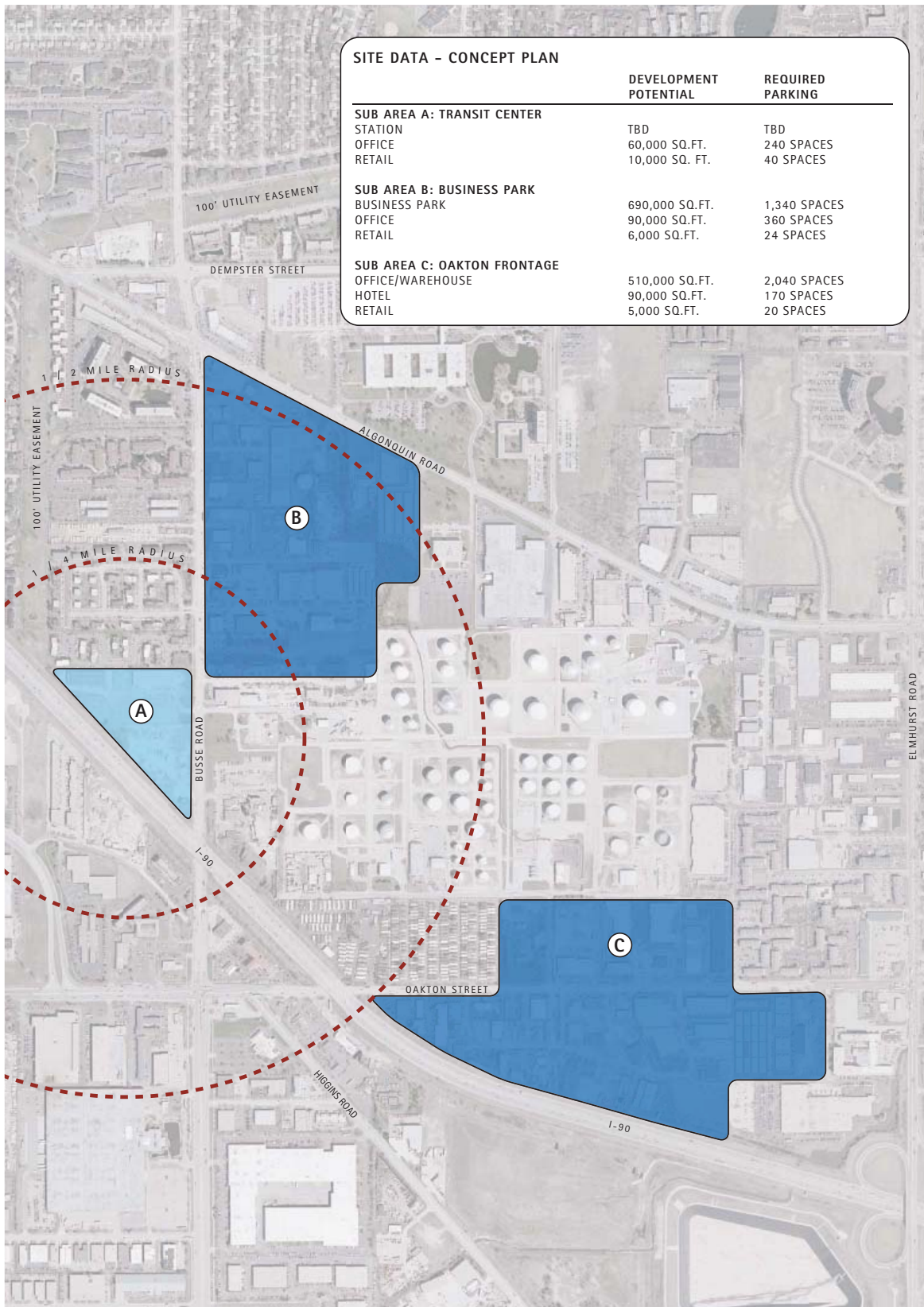
The most restrictive zoning is applied to newly annexed parcels. As discussed in the Background and History section, South Mount Prospect was developed before it was annexed into the Village. Colonial Greens, Timberlake Apartments and Algonquin Trails Apartments are zoned RX Single Family Residential. These properties were built under county regulations and annexed into the Village without rezoning the property. A zoning district of R4 Multi-Family Development designation would be a more appropriate designation for these properties.



*ComEd Right -of-Way  
West of Busse Road*

The southeast corner of the intersection of Algonquin and Busse Roads has three properties that do not have land uses consistent with their underlying zoning. These include an office building at 1601 W. Algonquin, a restaurant at 1799 S. Busse, and a gas station at 1651 W. Algonquin. All three are zoned R-X Single Family. These properties are designated as neighborhood commercial in the Village's land use plan and future service oriented uses (restaurants, retail, etc.) should be encouraged on these properties should they ever redevelop. A B-3 Commercial Shopping District would be an appropriate designation for the 1601 W. Algonquin and 1799 S. Busse properties, while a B-4 Commercial Corridor District would be suitable for 1651 W. Algonquin.

The Com-Ed right-of-way which transverses the sub-area is currently zoned R-1 Single Family Residential. To encourage more passive use of this area by residents a C-R Conservation Recreation District would be more appropriate and the development of recreational features such as walking paths and seating areas should be encouraged in the future.



Village of Mount Prospect, Illinois

# Transit-Oriented Development Planning

Station Area Plan

**LAKOTA**  
THE LAKOTA GROUP INC



0' 300' 600'  
July 2009

**Figure 8**  
Station Area Plan

The unincorporated areas in the sub-area boundaries are not zoned by the Village, but the Comprehensive Plan provides land use direction for areas within 1.5 miles of the Village’s corporate boundary. For the unincorporated areas on the east side of Busse Road, the land uses are split between light industrial/office/research (O/R Zoning District) and general industrial (I-1 Zoning District). The less intensive land uses are meant to buffer the industrial use from the multi-family housing on the west side of Busse Road. The mix of uses supports the future STAR line station and is a component of transit oriented development. For unincorporated properties, appropriate zoning districts would be recommended during the annexation process through a development agreement.

## HOUSING

South Mount Prospect has been developed with a greater amount of multi-family housing than the rest of the Village. While the South Mount Prospect sub-area represents 17% of the Village’s total land area, it is home to 57% of housing units in buildings with more than 20 units (2000 Census). The higher density housing and mix of uses are components that are consistent with a transit oriented district. If a transit hub is implemented at the Algonquin, Busse and Dempster intersection or the STAR line station is developed, the Village will have the housing density and mix of uses for a transit oriented neighborhood. Village programs such as, the Systematic Inspection Program and Crime Free Housing Program should be continued to ensure that the Village provides residents with all types of high quality housing: entry-level, rental, and ownership opportunities.



*Industrial Uses on South Busse Road*

## VISUAL AND AESTHETIC ELEMENTS

South Mount Prospect was developed in a piecemeal fashion resulting in an inconsistent appearance in streetscapes. The area would benefit from a comprehensive streetscape program to help unify the land uses and enhance pedestrian circulation along the major corridors. The Village should consider making public improvements to enhance its visual presence, such as the planting of parkway trees, installation of banners, sidewalks, pedestrian lighting, and other similar design elements.

## RECOMMENDATIONS

The Village updated the Comprehensive Plan in 2007 and designated future land uses for the entire Village and for land within 1.5 miles beyond the corporate limits of the Village. The Comprehensive Plan designates the Village's land use policy through the Future Land Use Map; thus, ensuring consistent development and compatible land uses for the incorporated and unincorporated land in the south Mount Prospect sub-area.

### LONG RANGE PLANNING CONCEPTS

Recommendations in the Goals & Objectives Section and Implementation Program apply to the entire subarea, but the "Long Range Planning Concept" section provides more specific detail for three distinct areas in the sub-area. Due to their size, location, or access to different modes of transportation additional focus was provided towards the STAR line station area, Algonquin/Busse/Dempster commercial center, and the United Airlines property.

**Proposed Land Use:** Algonquin Road, S Busse Road,  
Oakton Street  
*Business Park Setting*

South Mount Prospect is anticipating future growth and demand from the development of the STAR line station, full interchange at Elmhurst Road and I-90, and the O'Hare Modernization Program. The comprehensive plan designates most of the unincorporated land in the sub-area as office/light industrial or general industrial. A potential station location has been identified at South Busse Road and I-90, which works well with the mix of uses and the higher density housing in the area. To complement the proposed train station, a business park concept would be appropriate in the area bounded by Algonquin, Busse and Oakton with road modifications to improve access between the station and Oakton Road. The existing businesses and potential for expansion makes the Mount Prospect station a potential employment zone for future STAR line commuters.



*Proposed Industrial Park Setting*

Office uses are recommended along Busse Road to mitigate conflicts between the existing residential and industrial land uses. The concept plan (Figure 8) recommends a buffer between general industrial uses and housing on South Busse Road by utilizing office uses and/or enhanced streetscape as screening mechanisms.



Properties located along Oakton Street are designated in the Comprehensive Plan as Light Industrial and Office Research. The concept plan calls for office and light industrial uses as well as uses that will support the growing business park, such as a small hotel. Most of the existing businesses in the area are consistent with the future vision, but improvements should be made to the public rights-of-way. Because of the close proximity of the proposed STAR line station, shared parking and access should be required of all new development.

**Proposed Land Use:**      **Algonquin, Busse, & Dempster  
intersection**  
*Commercial Center*

The commercial center bounded by Algonquin Road, Busse Road, and Dempster Road is important since it acts as a “downtown” for the residents immediately surrounding the area and supports a large daytime population as documented in the 2008 Retail Market Analysis. According to the Market Analysis, there are 34,143 employees within a 5-minute drive time of the Algonquin Road, Busse Road, and Dempster Street intersection.



*Proposed Commercial Center*

Walkability of commercial districts is an important factor in maintaining their viability and ensuring the needs of the residents are met. Improving pedestrian circulation with better crossings, lighting, and complete sidewalk network are some steps to make certain that retail and services are accessible. The Village is working to improve the pedestrian crossings at the Algonquin Road, Busse Road, and Dempster Road intersections. Public Works and Community Development have worked together using Community Development Block Grant (CDBG) funds to complete the sidewalk network in the qualifying areas of South Mount Prospect. The Village should continue to reach out to other governmental organizations and property owners to ensure the area is adequately lit for pedestrians and motorists.

The roads that abut the commercial node have some of the highest ADT counts within the Village. Not only must attention be given to the walkability of the area, but movement of vehicles throughout the area must also be balanced. As discussed, Algonquin Road is a SRA, which means traffic must flow freely for the regional transportation system to function at its optimal level. IDOT recommends and controls the SRA improvements, but the Village may contribute to the road efficiency through infrastructure investments (i.e., new traffic signals at the intersections) and limiting curb cuts during the planning and development phase.

The Village must have a comprehensive development approach when developers and property owners approach the Village regarding property improvements. For future development and redevelopment, site design that accommodates functionality as well as aesthetics is recommended. New development must have high quality design standards and adequate parking. The Village should encourage cross access agreements to reduce curb cuts and encourage shared parking.

**Proposed Land Use: United Airlines Property**  
*Office Campus*

United Airlines’ headquarters is located south of Dempster Street within the unincorporated area surrounded by Mount Prospect. Recently United Airlines announced that they will be moving their headquarters from this location. While United Airlines is a large employer within the sub-area, employing over 2,400 individuals, their departure may present redevelopment opportunities for the sixty-six (66) acres of land the headquarters is located on. If United decides to move all of its operations from this location, it is recommended that the Village work with potential developers on annexation and enhancements to the property. The site should continue to be an employment center for South Mount Prospect.

If redeveloped, the Comprehensive Plan designates the property to be appropriately designated as Light Industrial and Office Research land uses. The large parcel could be redeveloped for an office park. To provide greater density, structured parking should be encouraged with shared parking provided between potential uses. Some residents in the sub-area stated that they would like to see more retail uses and open space if the United Airlines property is redeveloped. The use of structured parking maximizes the use of the land, potentially creating opportunities for more “outlot” retail development and open space on the property.



*Proposed Office Campus*

## VISUAL AND AESTHETIC ELEMENTS

In the Existing Conditions Report, the inconsistent streetscape and need for unifying elements was discussed in order to create a more aesthetically pleasing appearance in South Mount Prospect. The following steps are recommended to create visual consistency in South Mount Prospect:

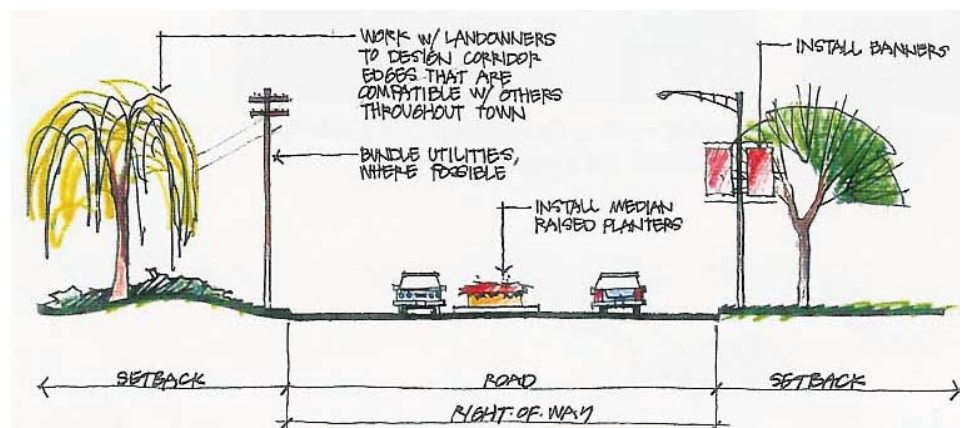
- Reduce curb cuts
- Shared parking and cross access
- Pedestrian crossing and signal enhancements
- Street banners
- Pedestrian lighting
- Gateway/identity markings
- Median planting
- Pocket park plantings

These visual and aesthetic recommendations are appropriate for all major corridors in South Mount Prospect: Algonquin Road, Busse Road, Dempster Road, Elmhurst Road, and Oakton Street.

### Corridor Design Guidelines Streetscape Recommendations



Commercial Corridor



Industrial Corridor

# GOALS AND OBJECTIVES

Because the sub-area plan is a function of the Comprehensive Plan, many of the goals and objectives from this document are similar to the Comprehensive Plan. The strategies (next section) are exclusive to South Mount Prospect.

## Residential

- A. Goal – To provide quality, affordable housing opportunities and choices for the community.
  - 1. Encourage investment and reinvestment of the residential sector.
  - 2. Preserve diversity in the housing stock to meet needs and demands of the population.
  - 3. Continue to support the Village’s property maintenance enforcement and compliance programs.
  - 4. Ensure amenities (recreation, services, transportation, and commercial needs) are accessible to housing.

## Economic Development

- B. Goal – To increase the viability of retail and commercial uses in the sub-area through investment, redevelopment, and development.
  - 1. Support business owners, managers, and landlords through business development programs.
  - 2. Initiate programs to encourage investment in commercial buildings.
  - 3. Ensure that commercial areas maintain acceptable appearance of all buildings, grounds, and parking areas.
  - 4. Work with developers and property owners to ensure they understand efforts regarding investing in this community.



*Briarwood Business Center*



- C. Goal – To improve the opportunities for industrial development in South Mount Prospect.
1. Continue to investigate financial incentive programs like the Class 6B Tax Classification for industrial land uses.
  2. Work with property owners in portions of unincorporated Cook County on property improvements and long-term business park plans.
  3. Minimize the negative impacts of industrial activities on neighboring land uses.
  4. Evaluate the configuration and trends in the industrial sector for attraction and retention purposes.
  5. Conduct an assessment of unincorporated properties for potential annexation into the Village.

### **Transportation & Infrastructure**

- D. Goal – Ensure a transportation system that is safe and consistent for all types of travelers (motorist, pedestrian, bicyclists) and that the infrastructure systems meet demands of future growth.
1. Improve the appearance and functionality of major corridors by implementing the adopted Corridor Design Guidelines.
  2. Collaborate with neighboring municipalities for consistency between shared borders.
  3. Collaborate with transit agencies on future improvements, including the STAR Line Station and bus route improvements, as recommended in the 2009 Public Transportation Study and Strategic Regional Arterial documents.
  4. Encourage lot consolidation, shared driveways, parking lot interconnects, and the use of planned unit developments for redevelopment.

### **Community Facilities, Services & Open Space**

- E. Goal – Ensure that the South Mount Prospect community is receiving a high level of community services and recreational opportunities.
1. Ensure facilities and services are accessible to everyone in the community needing assistance.
  2. Continuously seek out opportunities for open space expansion and enhancements.
  3. Continue to host educational meetings, events, and seminars with the community.

## IMPLEMENTATION PROGRAM

The Implementation Program lists specific strategies to meet the goals and objectives of the previous section. Making clear and measurable actions are the best way to meet a goal. In the implementation plan, “strategies” reference the objectives to which they meet and should be read “Strategy 1 is related to objective A1.” Strategies are listed as “action” or “study” indicating that more information on the topic is needed before taking action.

### Timing

The timing column indicates if the strategy will be implemented within 5 years (short-term), 5-15 years (long-term), or is an ongoing strategy of the Village of Mount Prospect.

## Residential

Strategy		Type of Strategy	Related Objective A.x*	Timing	Responsibility
1	Provide information to developers, owners, and brokers about reinvestment and investment resources (i.e. development requirements, available funding/grants, demographic information)	Action	A1	Short-Term	Community Development
2	Continue to implement systematic housing inspections and Crime Free Housing Program and expand the programs to include seminars on tenant responsibilities and rights.	Action	A3	Ongoing	Community Development
3	Implement recommendations from the RTAP Public Transportation Study to increase accessibility of Village-wide services.	Action	A4	Short-Term	Community Development
4	Continue to implement housing rehabilitation financial incentives programs for qualifying households.	Action	A1, A2	Ongoing	Community Development, Department of Housing and Urban Development

\* Indicates which goals and objectives the strategy originated. This should be read as "Strategy 1 derives from Goal A, Objective 1.

## Economic Development – Commercial

Strategy		Type of Strategy	Related Objective B.x*	Timing	Responsibility
1	Work with HUD to establish a Neighborhood Revitalization Study Area (NRSA) for expanded use of CDBG funds	Action	B1, B2	Short-Term	Community Development, Department of Housing and Urban Development
2	Establish a commercial grant program to provide financial assistance to prospective businesses to upgrade building façades and/or interior space.	Action	B2	Long-Term	Community Development
3	Continue to investigate new grants or incentives to fund South Mount Prospect initiatives.	Action	B1	Ongoing	Community Development
4	Host business seminars to educate business leaders on the resources available, responsibilities, and best practices of business.	Action	B1, B3, B4	Ongoing	Community Development

\* Indicates which goals and objectives the strategy originated. This should be read as "Strategy 1 derives from Goal B, Objective 1 & 2.

## Economic Development – Industrial

Strategy		Type of Strategy	Related Objective C.x*	Timing	Responsibility
1	Implement the STAR Line station area concept plan to create an Industrial Park to help attract new businesses and retain existing businesses.	Action	C4	Ongoing	Community Development
2	Host meetings with property owners of unincorporated land to discuss annexation opportunities and benefits.	Action	C2, C3	Short-Term	Community Development, Village Manager's Office
3	Increase marketing for South Mount Prospect as industrial center.	Action	C1	Long-Term	Community Development, Village Manager's Office
4	Work with new and existing businesses to establish high quality developments	Action	C3	Ongoing	Community Development
5	Conduct an annexation study	Study	C5	Long-Term	Community Development, Village Manager's Office, Public Works

\* Indicates which goals and objectives the strategy originated. This should be read as "Strategy 1 derives from Goal C, Objective 4."

## Transportation & Infrastructure

Strategy		Type of Strategy	Related Objective D.x*	Timing	Responsibility
1	Install pedestrian improvements including sidewalks, lighting, and crossing signals to encourage safe pedestrian walkways in South Mount Prospect.	Action	D1, D4	Short-Term	Community Development, Public Works
2	Implement corridor streetscape improvements, including gateway signage and parkway plantings.	Action	D1, D2	Long-Term	Community Development, Public Works
3	Continue to monitor utility infrastructure and perform improvements where necessary.	Action	D5	Ongoing	Community Development
4	Implement the recommendations from the Public Transportation Study, such as creating a transportation hub in South Mount Prospect and improving transit connectivity to the rest of the Village.	Action	D3, D4	Long-Term	Community Development, Public Works, Village Managers Office

\* Indicates which goals and objectives the strategy originated. This should be read as "Strategy 1 derives from Goal D, Objective 1 & 4."



## Community Facilities, Services & Open Space

Strategy	Type of Strategy	Related Objective E.X*	Timing	Responsibility	
1	<i>Work with ComEd and Park District's to better utilize the ComEd Right of Way property for recreational purpose.</i>	<i>Action</i>	<i>E2</i>	<i>Short-Term</i>	<i>Community Development, Public Works</i>
2	<i>Collaborate with both local organizations and Village Departments to ensure successful service delivery in South Mount Prospect.</i>	<i>Action</i>	<i>E1, E3</i>	<i>Ongoing</i>	<i>Community Development</i>
3	<i>Continue to support special events and cultural festivals to attract additional customer base to the area.</i>	<i>Action</i>	<i>E1, E3</i>	<i>Ongoing</i>	<i>Community Development, Village Manager's Office, Public Works, Police Department</i>

\* Indicates which goals and objectives the strategy originated. This should be read as "Strategy 1 derives from Goal E, Objective 2."