

VILLAGE OF MOUNT PROSPECT DOWNTOWN IMPLEMENTATION PLAN

Volume 1: State of the Downtown

ACCEPTED PLAN 12-3-2013



LAKOTA

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Village of Mount Prospect Gateway Signage

1: INTRODUCTION

PLANNING MISSION

In August 2012, the Village of Mount Prospect along with the Regional Transportation Authority (RTA) engaged The Lakota Group, Goodman Williams Group, Gewalt Hamilton Associates and Sparc, Inc. to evaluate and develop recommended land use, urban design and branding strategies for Downtown Mount Prospect. More specifically, the primary driver of the study is to develop an implementation plan that builds on the specific strengths of Downtown such as its transit-supported character, walk-ability and linkages to key community facilities. The plan will carefully balance desired community character with achievable economic realities.

“The plan will carefully balance desired community character with achievable economic realities.”

Since it is crucial that any new development fit with the physical and social character, framework, and surrounding context, the Village has identified key redevelopment sites that have the potential to act as catalytic projects to spur revitalization activities in Downtown. As part of this planning process, these key sites will be tested and analyzed to explore their redevelopment potential. A preferred vision and design aesthetic for the Downtown will be formulated and vetted with the input of the Project Steering Committee, community residents and stakeholders.

Regional Transportation Authority's Community Planning Principles:

- Plan for increased transit usage.
- Plan for access and circulation improvements in and around transit facilities.
- Plan for improved mobility for seniors and people with disabilities.
- Plan for multi-modal transportation improvements.
- Plan for enhanced or expanded transit service.
- Develop transit-oriented plans or principles.



Downtown Mount Prospect

PLANNING GOALS

The end goal of the planning process will be the creation of a cohesive Downtown vision and land use framework, a wayfinding and signage plan, multi-modal circulation and access plan and an overall marketing strategy and implementation tool kit. This will provide a framework and strategic action items necessary for future redevelopment. It will also outline strategies for use of the Downtown TIF District funds, as well as assign tasks and responsibilities to private and public parties to move initiatives forward.

Our Team recognizes that this planning assignment is an important opportunity for the Village to:

- Create a clear, documented and shared vision for the future of the Downtown that “sets the stage” for funding strategies, capital improvement programming, new development and retention/attraction of area businesses.
- Create and test a range of alternative development and urban design concepts and strategies that enhance and revitalize adjoining businesses and blocks within Downtown.
- Develop an optimal short and long-range land use strategy and development framework for the Downtown.
- Attract land uses and development more compatible with the goals, needs, infrastructure and “character” of the community and build a critical mass of energy and activity to spur surrounding businesses and encourage future mixed-use redevelopment in the Downtown.
- Maximize the transit-oriented nature of Downtown by improving traffic/parking, pedestrian and bicycle circulation, and detailing potential improvements to the transportation network.
- Establish a framework for future changes to development regulations that emphasizes high quality, sustainable site and building design.

“The end goal of the planning process will be the creation of a cohesive Downtown vision and land use framework.”

VILLAGE OF MOUNT PROSPECT COMPREHENSIVE PLAN • JUNE 2007

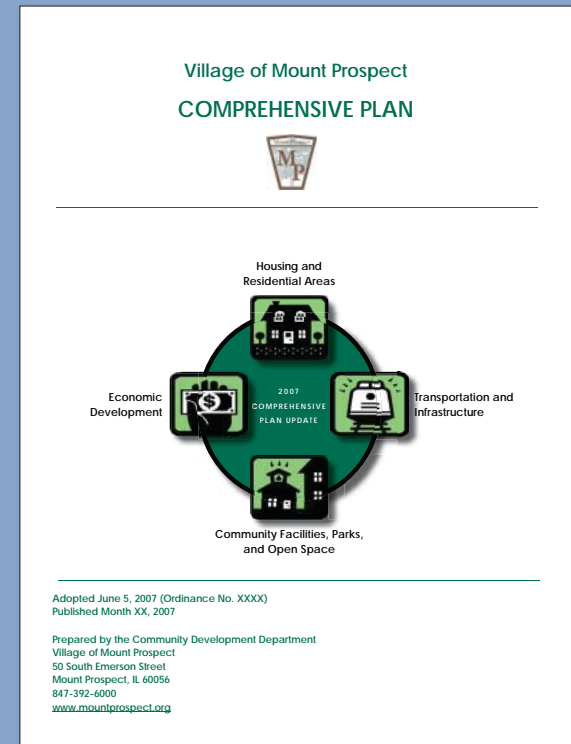
PREVIOUS PLANNING EFFORTS

The Planning Team analyzed a number of previous planning initiatives that have taken place in Mount Prospect over the last 20 years. During this time, a variety of plans have been created for sub-areas, such as Downtown or specific corridors, as well as the Village as a whole. Most recently a Village-wide bike plan was completed and approved in February of 2012.

This analysis has shown that each of these plans has had an impact on the Village in some fashion. The following summarizes some of the key elements from these documents.

The 2007 update to the Village of Mount Prospect Comprehensive Plan was the eighth revision to a Plan which originated in 1965. The Comprehensive Plan guides planning and development policies for the Village and describes goals and objectives for existing and future development. Key objectives of the plan that relate specifically to Downtown include:

- Downtown should contain a dense, intensive land use pattern focusing on an urban style of development and architecture.
- Pedestrian, bicycle, and transit access should be emphasized to ensure that the Downtown area is walkable.
- Downtown should contain a mix of land uses ranging from retail, high-density residential, office and institutional.



NORTHWEST HIGHWAY CORRIDOR PLAN • JUNE 2011

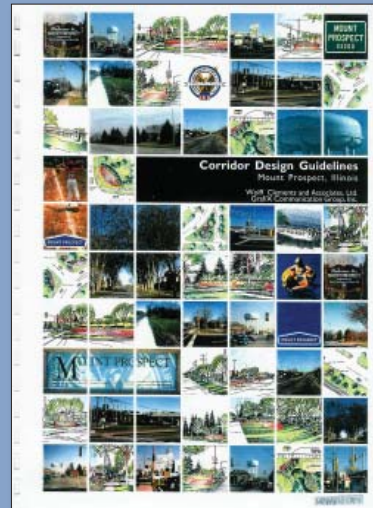
Adopted in June 2011, this plan identifies current issues within the Northwest Highway corridor and recommends actions to address these issues. Key recommendations that relate specifically to Downtown include:

- As redevelopment occurs, opportunities to consolidate lots and eliminate or combine curb cuts for parking and access should be explored to provide more cohesive development, lot access and continuous storefronts.
- Access within Downtown can be challenging for pedestrians because of several high traffic areas. The Village will work to enhance the pedestrian environment in Downtown with countdown pedestrian signals, areas of refuge or other improvements to increase crossing safety.
- A way-finding signage program would help to notify visitors and residents about local shopping areas.
- The public was pleased with the open public areas and are supportive of more open space opportunities, both public and private.
- The Village will continue to work with Union Pacific Railroad on landscaping and maintenance of their railroad property.
- To ensure continuity of the storefronts, staff will work with developers to encourage infill development without front yard setbacks and with parking behind the buildings to provide a continuous row of storefronts.

“The public was pleased with the open public areas and are supportive of more open space opportunities, both public and private.”

CORRIDOR DESIGN GUIDELINES • 2004

The Corridor Design Guidelines serve as a manual for an overall program of corridor improvements throughout key sites in the Village. Various major streets and highways were studied to determine the relative visual strength and condition of each. The key sites selected provide an opportunity to identify the Village and welcome residents and visitors to Mount Prospect.



CENTRAL ROAD CORRIDOR PLAN • MARCH 1996

Adopted in March 1996, this plan focused on the area of Central Road just west of the Downtown study area (from Northwest Highway to Arthur Avenue). The plan reaffirmed the Village's belief that the majority of the corridor should continue to be a combination of commercial and light industrial land uses and also made the following recommendations:

- Establish design guidelines for building appearance and massing adjacent to the Central Road corridor.
- Develop plan for public improvements within Central Road right-of-way.
- Efforts should be made to encourage pedestrian safety and landscaping within the public right-of-way.

“Efforts should be made to encourage pedestrian safety and landscaping within the public right-of way.”

DOWNTOWN TIF DISTRICT STRATEGIC PLAN • FEBRUARY 1998

Adopted in February of 1998, this plan identified consensus on the most appropriate redevelopment alternatives in the Downtown. The plan also outlined the process for redevelopment to occur and prioritized sites for redevelopment. Key objectives of the plan include:

- Downtown should serve as a place for Village residents to congregate. This includes outdoor dining, community events, formal and informal gathering spaces and Village Hall and other government facilities.
- Downtown should be attractive and comfortable for pedestrians to use. Building sizes should be carefully coordinated with their locations. A system of small open spaces should be located downtown, and open spaces should be connected visually and physically, where possible.
- Downtown should have an attractive character based on architectural guidelines setting the standard for the entire community.
- The implementation of the Downtown Streetscape Program should continue.
- The development of this area should create a mixed-use environment that defines an important commercial center.

“The development of this area should create a mixed-use environment that defines an important commercial center.”

PLANNING PROCESS

The Planning Team has worked and will continue to work closely with Village staff and the Steering Committee throughout the planning process to garner Village Board, Plan Commission, key stakeholder and community input. This includes: area/site tours, stakeholder focus groups, participatory visioning workshops, electronic outreach and social media, staff and Steering Committee reviews and presentations.

The Downtown Implementation Planning process involves three phases. These phases more clearly illustrate each of the steps towards achieving the final Plan.

Phase 1: Engage

The first-phase analysis includes a comprehensive review of Downtown and surrounding neighborhood context in regards to:

- Previous Plans/Studies, including the 1998 Downtown Tax Increment Financing District (TIF) Strategic Plan, 2011 Northwest Highway Corridor Plan and the 2007 Comprehensive Plan Update
- Recent/Pending Private Developments and Public Projects
- Existing Land Use Mix/Zoning Code
- Transportation Network and Parking Conditions/Plans/Studies
- Real Estate Market and Development Trends
- Downtown Urban Character (building and streetscape)

Following the formation of the Steering Committee, the Team kicked off the project with a Committee review of the goals, needs and strategies necessary to move the process forward. In addition to the Team's own reconnaissance and identification of necessary resources, the first phase consisted of an intensive community engagement process which included Village staff and focus group discussions, key stakeholder interviews and a Community Open House.

This first Open House focused on introducing the project mission, communicating resources available on the project website, illustrating the concept of transit-oriented development, highlighting key land use, transportation and physical conditions within Downtown and discussing the potential opportunities for enhancing Downtown.

As part of Open House #1, the Team also developed a Visual Preference Survey, to assist the Team and residents to better understand the details and character that the Downtown should strive to achieve. Participants also completed surveys regarding community strengths and weaknesses.



Community Open House #1

Phase 2: Envision

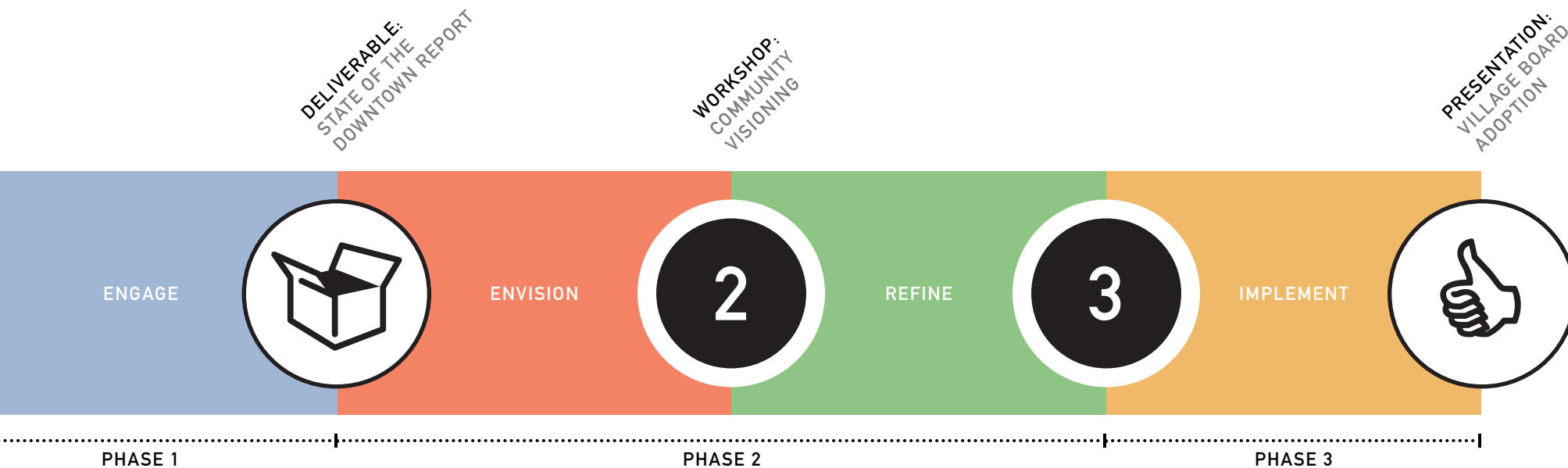
During this phase, the Team will generate ideas and concepts that address land and site capacities, availability and preservation of land and resources, modal access and circulation/linkage opportunities and potential development/redevelopment opportunities focused on blending desired physical character and context within a transit-rich Downtown.

The goal of Phase 2 is to solicit input from Village officials, residents, business/property owners and other area stakeholders on the desired development character related to the Downtown. In order to achieve this goal, a range of development concepts for each targeted opportunity site will be prepared by the Team, and internally analyzed and vetted with the Steering Committee prior to presentation to the community.

A Community Visioning Workshop will be held to test these refined ideas and gain public feedback and comment on preferred design concepts and potential recommendations. This phase will also begin to address and formulate goals, policies, traffic, parking and infrastructure needs related to the Downtown's potential.

Following input from the Community Workshop, the Steering Committee will meet with the design team to further hone and refine the plans into a preferred Plan direction for each of the target sites. The Team will continue to internally evaluate and analyze the plans for economic, transit, sustainability, traffic and parking impacts and summarize our findings and overview of each preferred concept plan in a summary narrative and draft Land Use Strategy.





Phase 3: Implement
 Based on the input from Phases 1 and 2, the Team will prepare a more specific development framework and Master Plan/Land Use Strategy for the target sites including a final supporting Parking, Circulation and Access Plan along with an Economic Feasibility Analysis. The Final Plan must integrate community input and be responsive to Downtown’s land use, physical conditions and overall economic development potential.

The final Plan must offer the Village optimal short-term and long-range development choices and provide a clear and concise mechanism to evaluate how future proposals conform to the Downtown vision. In order to achieve this goal, the Plan will outline and provide an implementation strategy that will address the necessary policy changes as well as public and private actions that can be taken to advance Village objectives and move Plan initiatives forward.

PLAN PURPOSE

The Village will use the Downtown Implementation Plan for evaluating and promoting planning and development decisions over the next 20 years. The Plan will serve many purposes depending on the needs of the ultimate user, which may include:

Development Framework

The Downtown Implementation Plan will provide a focused framework for potential development and revitalization activities within the Downtown. Village staff will review development projects for conformance with the goals, objectives and guidelines set forth by the Plan.

Public Investment Guide

The City will use the Downtown Implementation Plan to prioritize public investment initiatives and improvement projects. The information on existing conditions and future land use and transportation/transit needs will also be used to seek grants at the regional, state and federal levels.

Private Investment Guide

The Plan will provide a base of information about the area's constraints and potential for both local and outside investors interested in developing within Downtown Mount Prospect. It can also be used as a tool to attract outside developers by highlighting the unrealized potential of the area.

Future Vision

The Plan will act as a local or regional marketing tool to inform current and future residents, businesses and private investors about the adopted shared vision for Downtown. This Plan will further support the many other local and regional initiatives that focus on economic development for Mount Prospect.

“The Plan will serve many purposes depending on the needs of the ultimate user.”



The Downtown Implementation Plan will provide a focused framework for potential development and revitalization activities within the Downtown.

STUDY AREA

Mount Prospect is a suburban municipality located 23 miles northwest of downtown Chicago and is serviced by Metra's Union Pacific Northwest commuter rail line.

The study area for the Downtown Implementation Plan is generally defined by Henry Street to the north, Forest Avenue to the west, Lincoln Street to the south and William Street to the east (See Exhibit 1.1).

This area generally centers around the Metra train station and encompasses the primary civic uses, commercial district(s) and multi-family residential environment.



Bird's Eye View (Source: Bing Maps)

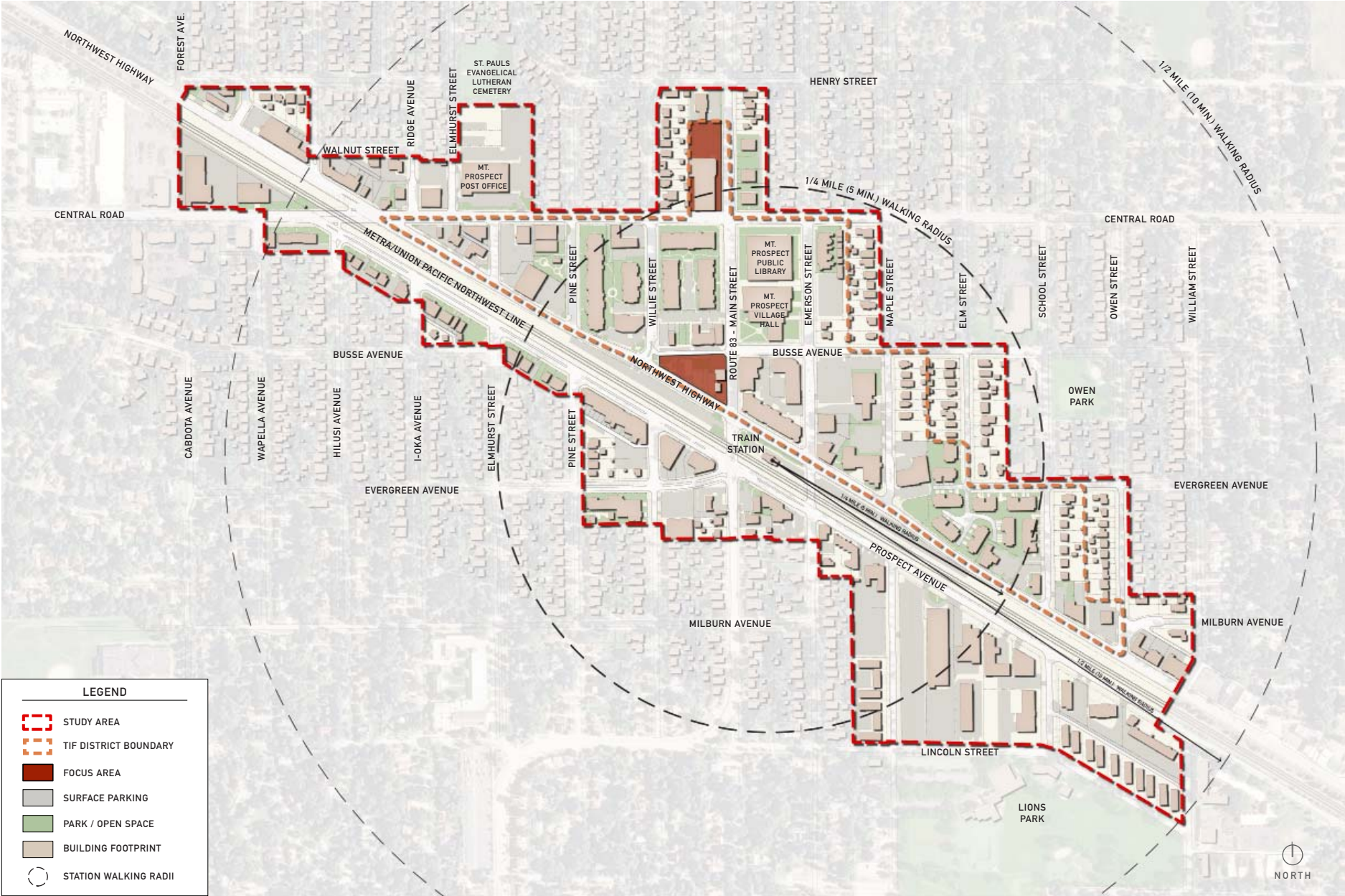


Exhibit 1.1 - Study Area Map



Commercial uses along Prospect Avenue

2: LAND USE

OVERVIEW

Downtown Mount Prospect includes a variety of existing land uses, making it a diverse and vibrant mixed-use area. Both traditional and modern residential and commercial structures exist, some oriented to pedestrian traffic and others to automobiles. Residential uses surround the Downtown area, while a number of civic and institutional uses are scattered within and around the area (See Exhibit 2.1). A more detailed description of these uses follows in this section.

“Downtown Mount Prospect includes a variety of existing land uses, making it a diverse and vibrant mixed-use area.”



The Chase office building located at Maple Street and Busse Avenue

Commercial

Downtown Mount Prospect essentially consists of two distinct commercial districts separated by the train tracks. This physical separation has manifested into a mental obstacle for many residents that has influenced the way they perceive Downtown and how they shop, travel and interact on a daily basis. The larger Downtown core to the north contains the TIF district, as well as the majority of the new development that has occurred over the past two decades. The south side consists of older, more traditional buildings, but is also home to some of Downtown's most notable and unique businesses. Understanding the issues and opportunities of each of these areas is critical to developing a vision for Downtown revitalization.

North of the tracks, the key commercial block is bounded by Northwest Highway, Main Street (Route 83), Busse Avenue and Emerson Street. This block is directly across from the train station, and due to the size of the buildings and activity, has a high level of visibility. The majority of the commercial uses are within multi-floor, mixed-use structures that have been built since the mid-1990s, with the exception of a series of older

one and two-story buildings fronting Main Street at Busse. The buildings on this block do not have front yard setbacks, creating a traditional downtown feel and establishing a continuous, consolidated pedestrian-oriented shopping district. This block contains notable businesses such as Caribou Coffee, Le Peep Cafe and Central Continental Bakery.

From this core block, other commercial uses are within walking distance, such as those on the corner of Northwest Highway and Emerson and west of Main Street along Busse, including Blues Bar and Ye Olde Town Inn. A variety of retail, restaurant and service uses can be found in this central Downtown area ranging from optometrists to UPS stores, law offices to Italian restaurants and chiropractors to nail salons. In general, this extended area serves as the focus of Downtown, with its mix of commercial, residential and institutional land uses served by both shared public parking lots and on-street parking. While there are some storefront vacancies and gaps between uses, the overall district is generally cohesive and tangible, likely as a result of the consistent urban form and streetscape character.



Commercial uses at Northwest Highway and Emerson Street

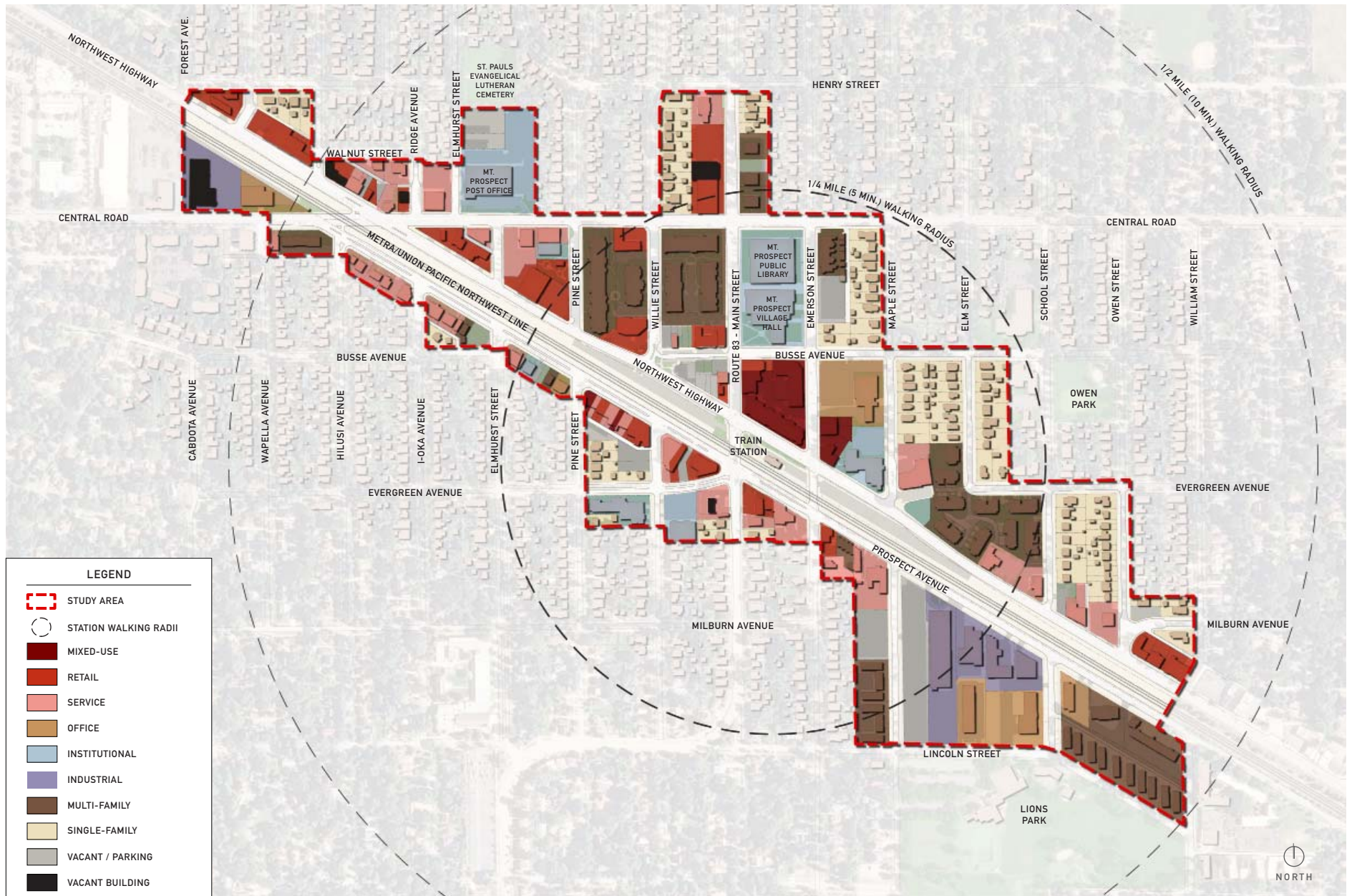


Exhibit 2.1 - Existing Land Use Map

Outside of this immediate area, commercial land uses are organized in a different pattern and form. Many buildings are single-story, single-use structures and are separated from each other and the sidewalk by surface parking lots. This pattern occurs along Northwest Highway, as well as along Central Road west of Willie Street, as the area becomes more defined by “service retailers” and strip centers, as opposed to clustered shopping, dining or entertainment uses. These service uses include banks, gas stations, car washes and auto body shops, many of which include drive-thrus and multiple vehicular access points.

Just as the tracks create a physical divide on the south, Central Road also serves as a divide on the north. Approximately 21,600 cars travel on Central every day, creating a different type of commercial environment and thereby decreasing the number of pedestrians found on the north side of Downtown. A key commercial node is located at Central and Route 83, which currently consists of a partially vacant retail strip center that has been noted as a potential redevelopment site by the Village. Additional

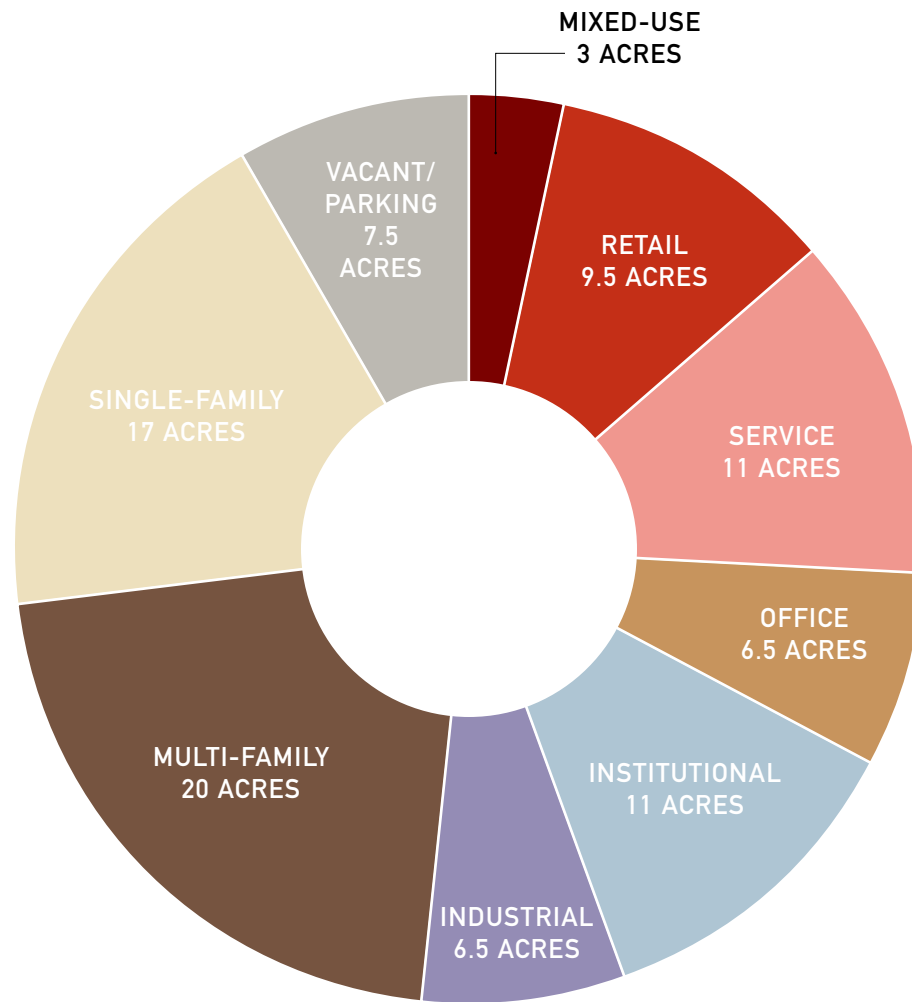


Exhibit 2.2 - Existing Land Use Breakdown (92 total acres)

auto-oriented commercial uses are located north of Central along Northwest Highway on the periphery of Downtown, disconnected by a busy intersection and distance from the prime commercial core.

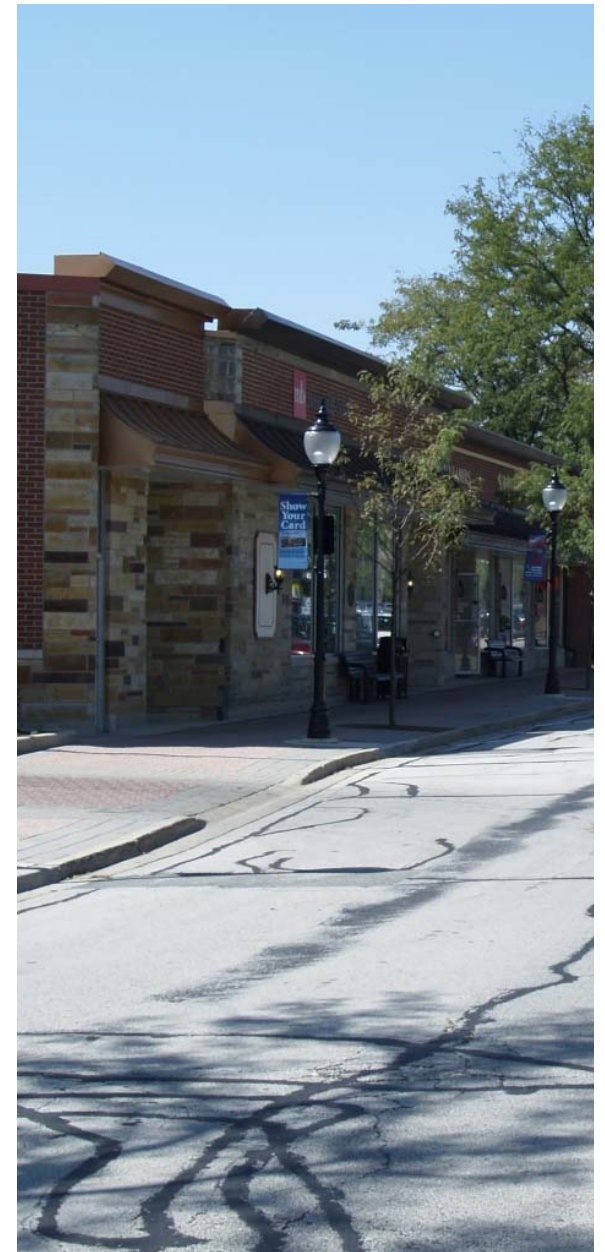
A similar pattern occurs southeast of Downtown along Northwest Highway, where individual auto-oriented service and retail uses are found. Generally, this area consists of mid-century buildings close to the right-of-way with parking lots in between or in the rear. The parking lots break up the continuous storefront feel and multiple curb cuts prevent a pedestrian-friendly environment. This commercial land use pattern continues southeast along Northwest Highway beyond the Downtown study area. Ultimately, the commercial land use and zoning classification of these properties should be revisited to ensure that a cohesive land use framework is established for Downtown.

On the south side of the tracks, this Downtown commercial district consists mainly of single story, single-use commercial buildings along Prospect Avenue. The character of this area is decidedly different than the main commercial core on the

north, in large part due to Prospect's ample sidewalks and unique boulevard configuration. The buildings generally have consistent setbacks and shared parking areas in addition to street parking.

The stretch between Emerson and Elmhurst Streets contains some of Downtown's most unique destination businesses, such as Mrs. P & Me, FA Skate and Snowboards, Dave's Specialty Foods and Games Plus. In addition, there are some newer restaurants and a multitude of professional office and service uses, including chiropractors, optometrists and dentists. The walkable character of this area changes southeast of Emerson, where there is a car wash, a large commuter parking lot and a series of light industrial uses.

As noted in the Northwest Highway Corridor Plan, the challenge for this area is maintaining building conditions, such as accessibility, sprinkler systems and water service upgrades as new businesses locate in these storefronts. Most stakeholders noted their desire to see this commercial area maintained and enhanced in the future.



Commercial buildings along Prospect Avenue

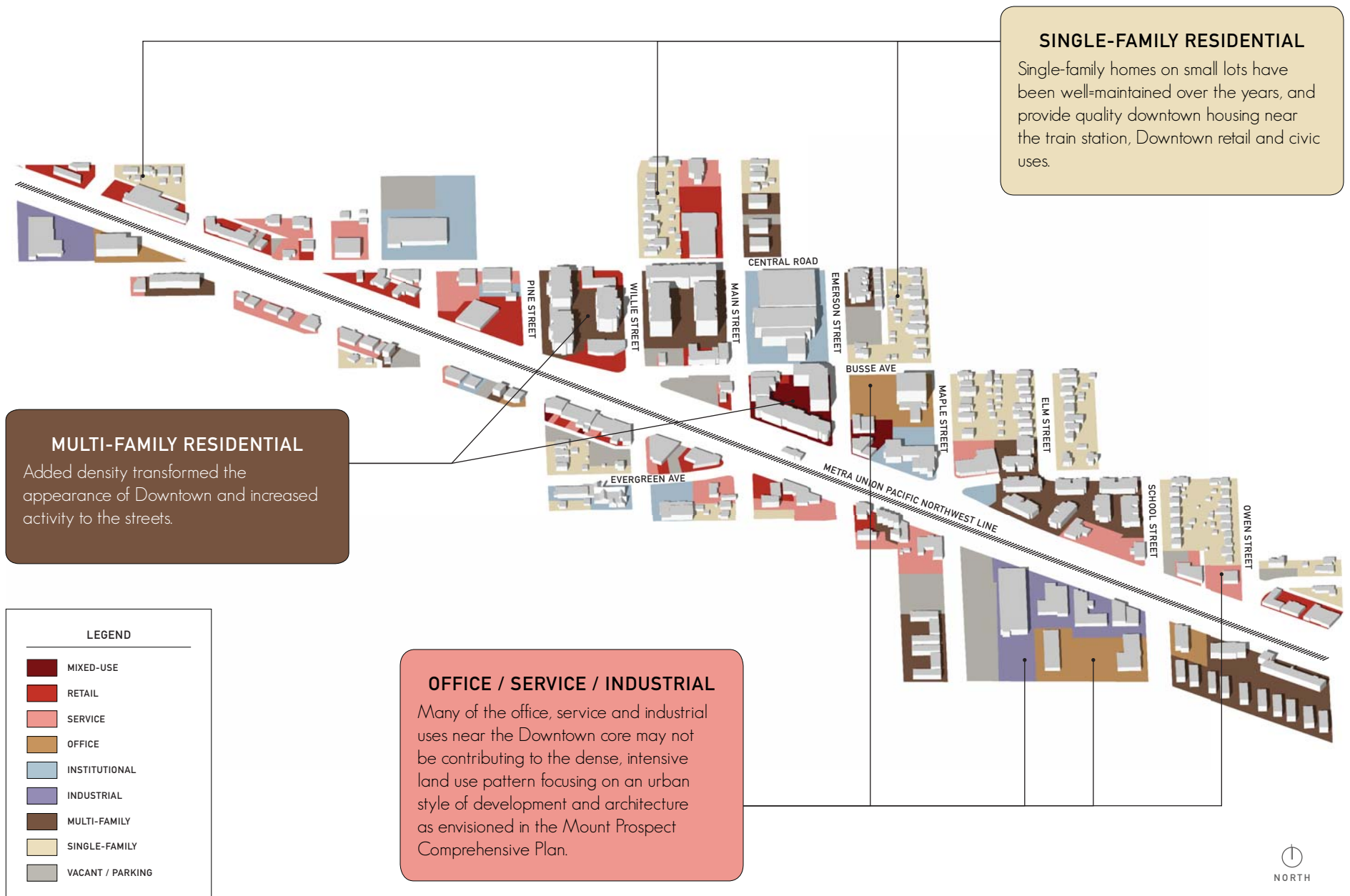
Institutional

There are a number of noteworthy civic and institutional uses existing within the Downtown study area. The Village Hall and Public Library are located in the heart of the Downtown core along Emerson Street. These three to four story structures anchor an entire Downtown block and serve as employment centers and civic gathering spaces for a broad range of residents. The mass of the buildings is offset by ample setbacks and open spaces and they are served by a central public parking structure. These uses generate vehicular and pedestrian activity throughout the day and contribute to the Downtown's prime commercial core on the north side of the tracks.

Other government facilities north of the railroad tracks include a combined police and fire station on the corner of Northwest Highway and Maple Street and the Post Office at the intersection of Central Road and Elmhurst. The Post Office generates primarily vehicular trips and its location on Central most likely does not contribute to the activity and pedestrian level of the Downtown core.



Mount Prospect Public Library on South Emerson Street



SINGLE-FAMILY RESIDENTIAL
 Single-family homes on small lots have been well-maintained over the years, and provide quality downtown housing near the train station, Downtown retail and civic uses.

MULTI-FAMILY RESIDENTIAL
 Added density transformed the appearance of Downtown and increased activity to the streets.

OFFICE / SERVICE / INDUSTRIAL
 Many of the office, service and industrial uses near the Downtown core may not be contributing to the dense, intensive land use pattern focusing on an urban style of development and architecture as envisioned in the Mount Prospect Comprehensive Plan.

LEGEND	
	MIXED-USE
	RETAIL
	SERVICE
	OFFICE
	INSTITUTIONAL
	INDUSTRIAL
	MULTI-FAMILY
	SINGLE-FAMILY
	VACANT / PARKING



Exhibit 2.3 - Existing Land Use Analysis

Residential

Over the past 20 years, Downtown Mount Prospect has undergone a transformation by redeveloping large portions of the Downtown with multi-family condominiums, mixed-use buildings and both rowhome and townhome residences. Although Mount Prospect has historically been comprised of single-family homes on modest lots, the modern demand for housing near transit and walkable, convenient services and Downtown amenities paved the way for a variety of high-density multi-family buildings. Overall, this transformation has added 500 new residential units in the Downtown area. This recent trend benefits Downtown retail as an increase in housing units results in an increase in foot traffic, customers and retail demand, while also adding to the activity level and vibrancy of the area.

The main concentration of these Downtown residences is located in five and six story condominium and mixed-use buildings bounded by Pine Street, Central Road, Emerson Street and Northwest Highway. Overall, this consolidated population corresponds with the central commercial core on the



An example of existing multi-family housing in Downtown

northern half of Downtown. Generally, these buildings contribute positively to Mount Prospect's character and form. The brick materials, setbacks and architectural styles are consistent and, as a whole, the landscape and streetscape conditions complement those throughout this district.

Additionally, on the east side of Emerson, a series of rear-loaded rowhomes were built prior to the recent economic downturn. The original plan proposed additional rowhomes to be constructed to the south with a park or open space on the northeast corner of Busse, but has yet to be completed. These units offer a different type of multi-family residential product at a higher price point than the condominiums built within the same time period. The scale and building mass of these types of units provides an appropriate transition from the larger buildings in Downtown to the single-family homes on Maple Street.

A few other multi-family residential buildings are located within the study area, most notably a pocket of more suburban style townhomes accessed by Evergreen Avenue and Elm Street and three 12-unit apartment buildings fronting

Route 83 north of Central Road. Generally, the predominant context immediately surrounding the Downtown area within a half-mile radius consists of solid, well-maintained single-family neighborhoods.

Within the south portion of the Downtown, there are some multi-family residential buildings located in close proximity to the train station area. Along Prospect Avenue east of Emerson, five newer rowhomes infill the parcels between Mrs. P & Me and the Greco's Grooming Salon. Further to the east, there are multiple apartment buildings on Prospect and a series of multi-unit two flat buildings fronting Lions Park to the south. Similar residential buildings are found on Maple Street across from the commuter parking lot.

These types of rental apartment buildings fill a niche within Mount Prospect, providing affordable housing near public transportation. As the land use framework is being developed as the next step of this planning process, there may be additional opportunities for multi-family residential, both condominiums and apartments, in close proximity to the train station within this south half of Downtown.



Well maintained single-family housing surrounds Downtown.

Office

The Chase Bank building located at the intersection of Emerson Street and Busse Avenue is the major office building in Downtown. This six-story building has 12,000 square feet per floor and 25,000 square feet of below grade storage. The main tenant is Chase, which currently occupies three floors, and local professionals, such as engineers, architects and attorneys also lease space in this building. However, the 4th floor is currently vacant, in addition to partial vacancies on the 3rd and 6th floors. The building owner noted in discussions that the proximity of the train station is the biggest selling point for the building.

The building is also served by a sizable surface parking lot located at one of Downtown's most prominent and visible corners. Many people noted the contrasting architectural style and large building setback from Emerson, as well as the condition of the parking lot, as elements that detract from Downtown's character.



The Chase Bank building located at the intersection of Emerson Street and Busse Avenue.



Industrial land uses along Lincoln Street.

Industrial

Along Prospect Avenue, a number of light industrial uses can be found between Maple and School Streets. Generally, these uses signify the end of the Prospect Avenue commercial district. The proximity of these industrial uses to Downtown may not ultimately be complementary to the overall land use vision for Mount Prospect. These large parcels are ideally situated within a quarter-mile of the train station and may be better suited as multi-family residential. Industrial uses within the station area do not match the principles or land use vision established in the Village Comprehensive Plan or Northwest Highway Corridor Plan.

Parks/Open Space

Open space within the Downtown study area is limited to two green spaces around Village Hall and a small pocket park adjacent to Capannari's. The main Village open space located on the northwest corner of Busse and Emerson is the site of most Downtown events. It consists of an open lawn meant for flexible use, as well as some seating around the perimeter. Many residents noted that the space is not enticing and does not serve as a gathering spot on regular occasions, only for larger Village-wide events or festivals.

Another smaller green space is located on the opposite side of Village Hall at the Main Street/ Busse intersection. This area consists of a variety of landscape planting, a focal point sculpture and seating. Both of the spaces around the Village Hall complex visually enhance the Downtown environment and are useful for certain occasions. However, many residents and business owners expressed the desire to make the main space more useable, as well as add other spaces/public plazas within Downtown.

The pocket park near Capannari's is an example of a successful Downtown space. Although the park is not large it is used for more intimate informal gathering and accommodates people of all ages. The park has become successful in part due to programming. Events, such as movie nights during the summer, have activated the space and invited residents and families to interact. Its location off Pine Street is not in the immediate hub of Downtown, but it is walkable and serves as an important and recognizable public space.



Small green space at Village Hall



Small pocket park adjacent to Capannari's

There are three larger community parks located within the half-mile station area. Owen Park is a 2.0 acre park on the northeast side of Downtown, bounded by Busse Avenue, Owen and School Streets. This park has a basketball court, a baseball field and a playground.

Busse Park, also located northeast of Downtown is a 7.5 acre park. Amenities at Busse Park include two tennis courts, two baseball fields and a playground.

Lions Memorial Park to the southeast of Downtown is the largest open space in the Downtown area at approximately 20 acres. This greenspace includes two baseball fields, eight tennis courts, Big Surf Wave Pool, a playground and a number of pavilions and structures. There is also ample off-street parking and a recently completed Veteran's Memorial Plaza located within Lions Memorial Park.



Busse Park north of Central Road



Open Space in front of Village Hall



Lions Memorial Park south of Lincoln Street.



Recent mixed-use development in the B5C: Central Commercial Core zoning district

3: ZONING

OVERVIEW

There are two key downtown zoning classifications in Mount Prospect: B-5C (Central Commercial Core) and B-5 (Central Commercial). Multi-family and Single-family zoning is also present around the periphery of Downtown, along with the I-1: Limited Industrial classification.

This section examines several aspects of the Village's existing Downtown zoning framework and offers preliminary observations about possible changes in approach that will be further explored as the project moves forward.



Multi-family residential development in the B5C: Central Commercial Core zoning district

COMMERCIAL ZONING

A majority of the property within the Downtown study area is regulated under the B-5: Central Commercial zoning district. The “Downtown core” area, also known as the “core area” is further designated as the B-5C: Core Central Commercial district. Specific bulk regulations are included for each of these areas.

These districts are intended to accommodate retail and specialty shops, and business, professional, and civic uses characteristic of a traditional downtown area. The “core” area also permits higher density multi-family residential uses for the purpose of providing a downtown living environment. Special attention is focused on uses with an emphasis on consumer goods and services easily accessible by pedestrians.

Business and professional offices and other non-sales tax generating uses are permitted in the downtown core area. However, such uses should be encouraged to be located at the periphery of this area. The primary focus of the downtown core area is to attract high levels of pedestrian activity for retail, service and specialty shops.

B-5C: Core Central Commercial

The B-5C district allows a maximum density of 80 units per acre. The maximum height in the “core” area is limited to eighty feet (80') and no setbacks are required.

There is no requirement for minimum open space for uses in the B-5C district. However, screening and perimeter landscaping requirements are required and regulated by the landscape regulations in the zoning code.

This designation is found entirely on the north side of the tracks bounded by Maple Street, Central Road and Northwest Highway.

B-5: Central Commercial

The B-5 district allows a maximum density of 16 units per acre, while the maximum height is limited to three (3) stories or thirty-five feet (35'), whichever is less.

There is no requirement for minimum open space for uses in the B-5 district. However, screening and perimeter landscaping requirements are required and regulated by the landscape regulations in the zoning code.

Wherever a lot in the B-5 district abuts any single-family residential zoning district, all buildings must be setback a distance equal to the height of the building in the B-5 district. These setbacks must be landscaped as required in the zoning code, except for those properties that abut a dedicated public alleyway.

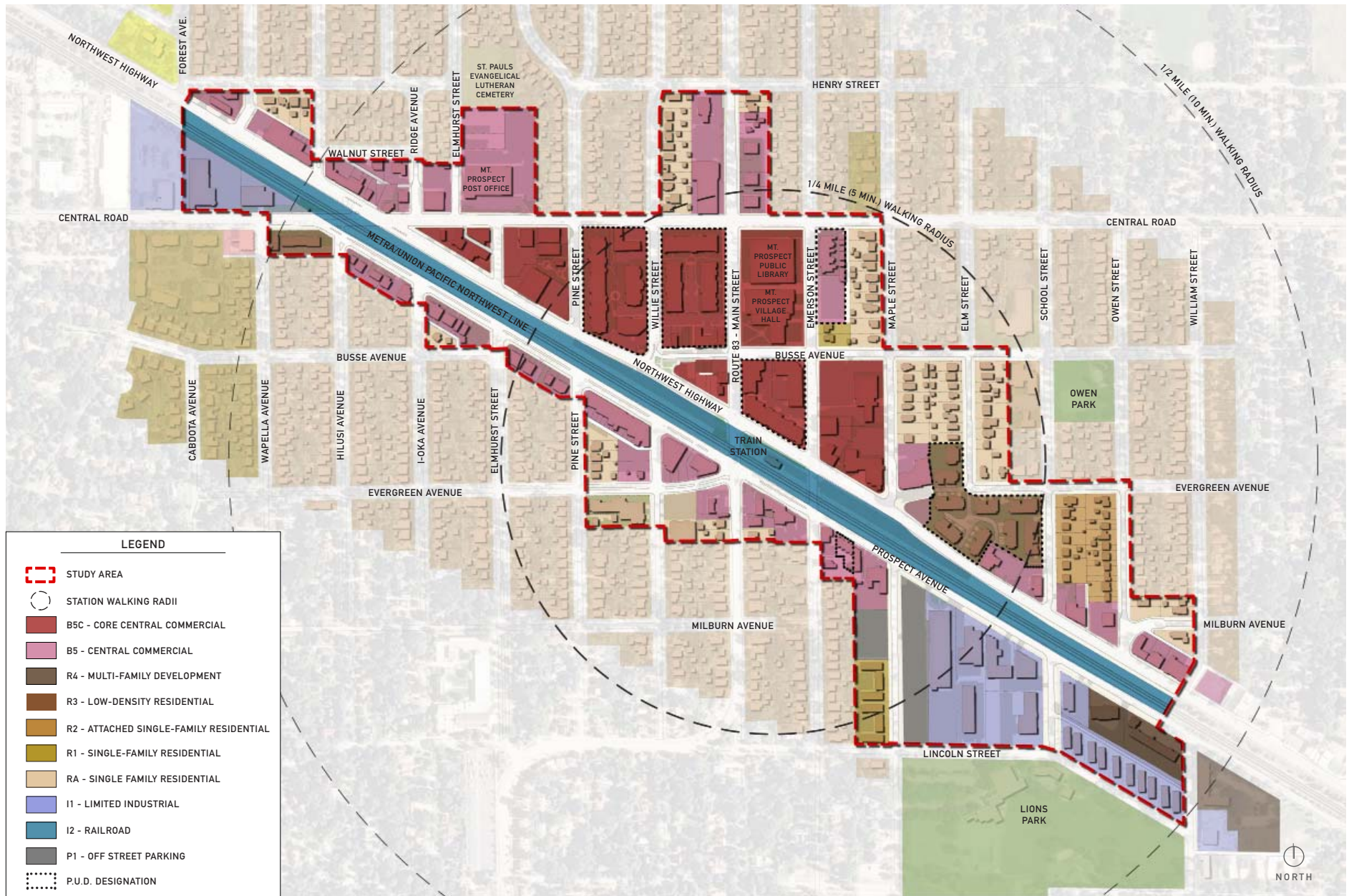


Exhibit 3.1 - Existing Zoning Map

Commercial Zoning Analysis

The B-5C and B-5 districts are generally appropriate, however, the regulations for the B-5 district in its current form may not necessarily be appropriate for an urban downtown center. The multi-family regulations in the B-5 district are not likely to result in an appropriate type of mixed-use, multi-family residential development for the Downtown. The limited density results in an actual product type that is either unfeasible to build, or results in a single-use commercial or residential only building type.

The Village should determine whether multi-family above commercial outside of the B-5C district is desirable for the Downtown study area. The B-5 regulations should be adjusted to a community vision for what it would like to see Downtown, and the regulations crafted in a way that results in the uses and building types that will not only be compatible with the mixed-use fabric of Downtown, but can actually be built.

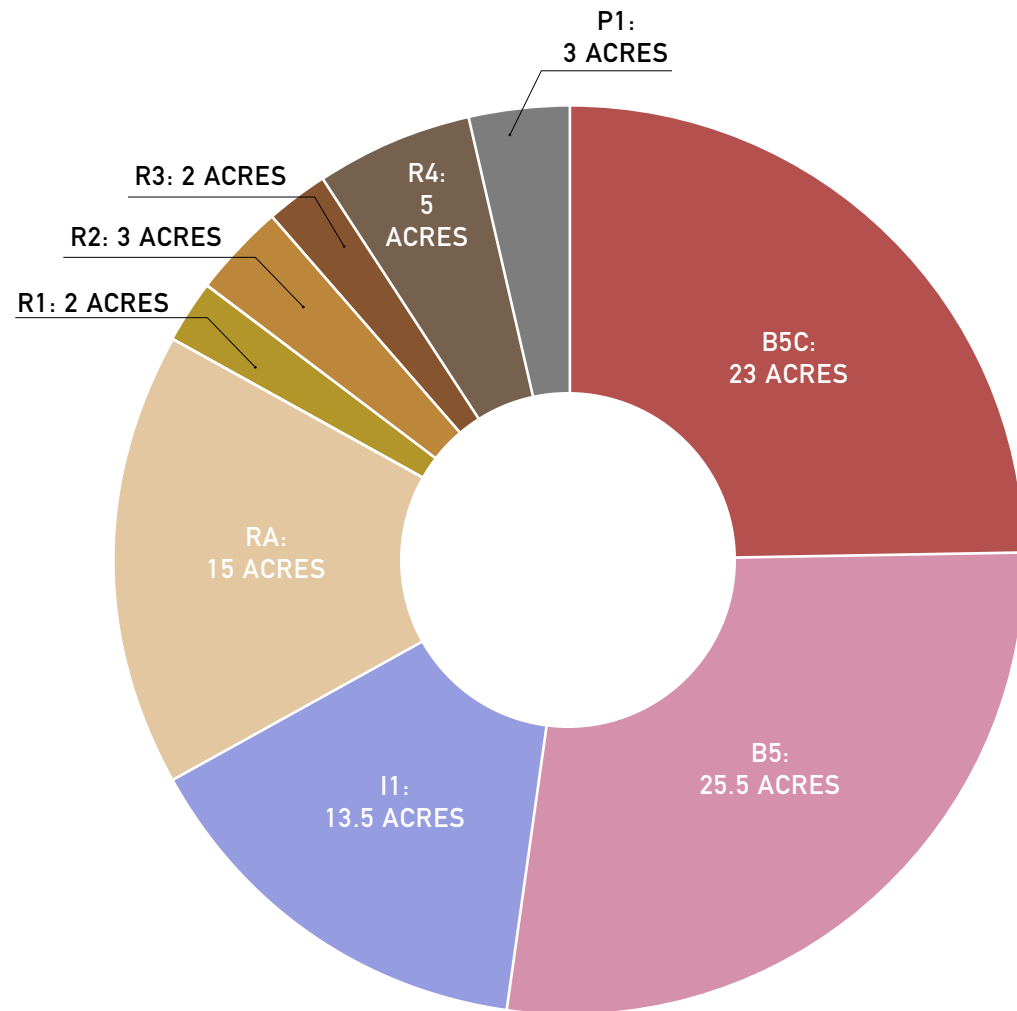


Exhibit 3.2 - The B5 and B5C zoning districts account for over half of the Downtown study area (48.5 of 92 total acres).

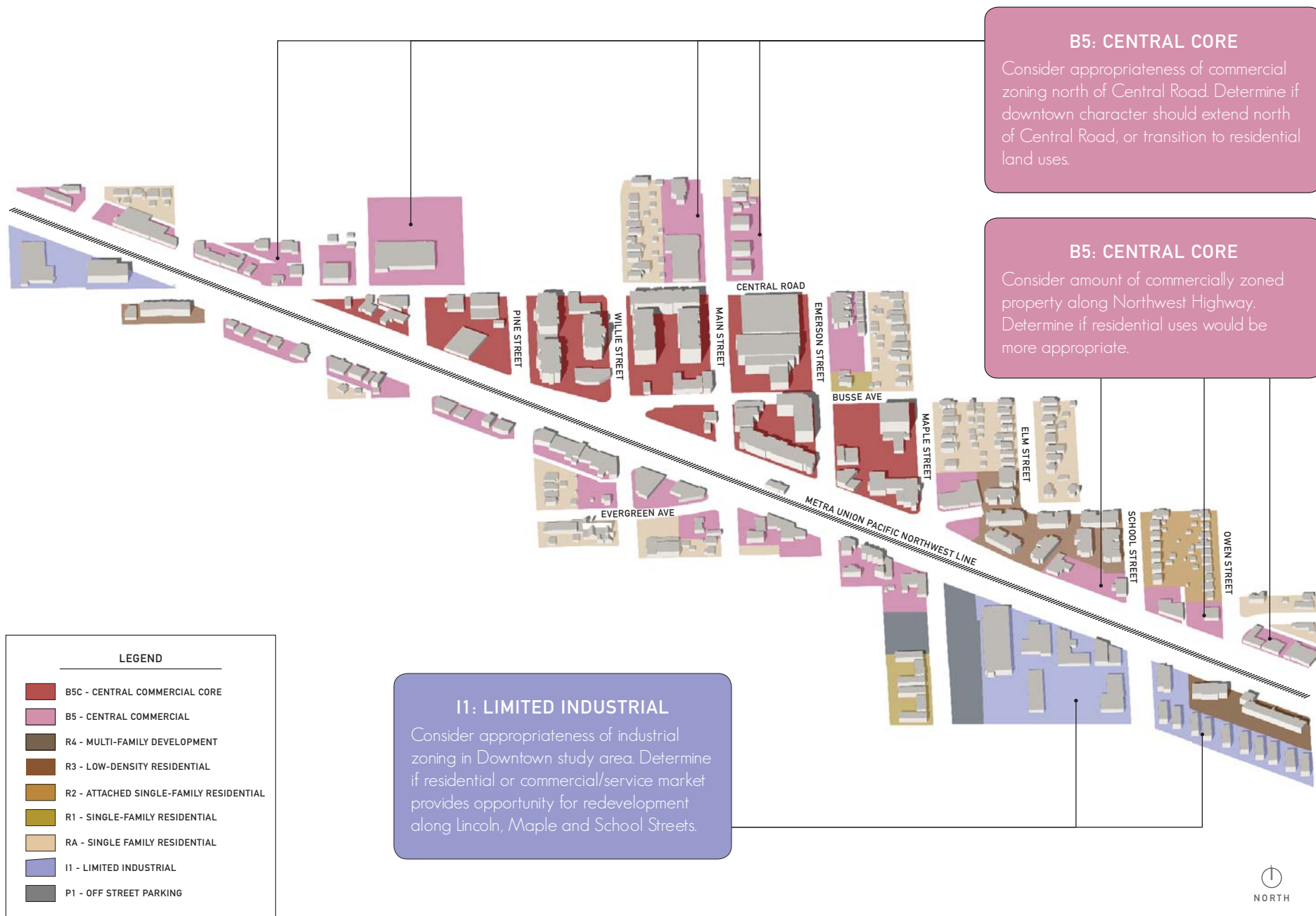


Exhibit 3.3 - Existing Zoning Analysis

RESIDENTIAL ZONING

The study area includes five residential zoning districts: three single-family districts and two multiple-family districts.

R-1 and R-A: Single-Family Residential

The purpose of the R-1 single-family residence district is to provide areas for low density, single-family residential and other compatible uses on standard sized lots.

The R-A single-family residence district is provided to accommodate existing single-family residential development in older, established sections of the Village. These neighborhoods are characterized by smaller lots than required in the R-1 district.

The maximum height of a residential building in the R-1 and R-A districts is limited to twenty-eight feet (28') while non-residential buildings are limited to thirty-five feet (35') in height.

FAR in the R-1 and R-A districts may not exceed 0.5.

R-2: Attached Single-Family Residential

The purpose of the R-2 attached single-family residence district is to provide areas for limited concentrations of duplex, two-family and single-family attached dwellings, such as townhomes.

The maximum density of the R-2 district is ten (10) units per acre and height limitations similar to the R-1 and R-A district apply; residential buildings limited to twenty eight feet (28') and non-residential buildings limited to thirty five feet (35') in height.

Additional restrictions on attached single-family dwellings include a limit of no more than six (6) attached single-family dwellings connected together in a single building with a building length limited to one hundred seventy five feet (175'). Separations between groups of attached single-family dwellings must be at least thirty feet (30').

FAR in the R-2 district may not exceed 0.5.



Single-family housing on Evergreen Street



Attached single-family housing on Prospect Avenue

R-3: Low-Density Residential

The purpose of the R-3 low density residence district is to provide areas for medium to low density multi-family residential development and compatible uses.

The maximum density of the R-3 district is thirteen and a half (13.5) dwelling units per acre and the maximum height of any building in the R-3 district is limited to thirty five feet (35'). FAR in the R-3 district is limited to 0.5.

Separations between groups of attached single-family dwellings must be at least thirty feet (30').



Multi-family housing on Millie Street

R-4: Multi-Family Development

The purpose of the R-4 multi-family residence district is to provide areas for limited concentrations of medium to higher density apartment and multi-family development.

The maximum density of the R-4 district is sixteen (16) dwelling units per acre and the maximum height of any building in the R-4 district is limited to thirty five feet (35'). FAR in the R-4 district is limited to 0.5.

Where two (2) or more multi-family buildings are located on the same zoning lot, a minimum of thirty feet (30') plus area for patios shall be maintained between buildings.

Residential Zoning Analysis

The residential regulations generally mirror the types of housing constructed in the areas that they are located. The community should determine whether higher density, multi-family development is desirable for the Downtown study area and the residential zoning districts should be adjusted to a community vision for what it would like to see Downtown.

Ultimately, higher-density multi-family residential may be an appropriate land use along both Northwest Highway and Prospect Avenue. Providing a higher concentration of residences within the station area and around Downtown would match the stated goals of the Village Comprehensive Plan.

INDUSTRIAL ZONING

I-1: Limited Industrial District

The I-1: Limited Industrial District is intended to provide an area suitable for industrial, manufacturing, warehousing and research facilities that do not create appreciable nuisance or hazards, or an area for such uses that require a pleasant, hazard and nuisance free environment.

The minimum lot size requirement in the I-1 district is two (2) acres and the maximum height of any building in is forty feet (40').

Industrial Zoning Analysis

The existing land uses that are zoned I-1 are generally consolidated on the south side of the tracks in a large block between Prospect Avenue and Lions Park. Additionally some existing residential housing on Lincoln Avenue falls within this district.

Consideration should be given to eventually rezoning both the smaller and larger industrial parcels as they become vacant to be redeveloped into more compatible land uses. Such land uses may include multi-family residential or commercial.



Rarely do industrial parcels activate the public realm.



Industrial parcels typically do not enhance the pedestrian environment.

PLANNED UNIT DEVELOPMENT (PUD)

Purpose

The purpose of a planned unit development is to provide a tool to accommodate development which is in the public interest, provides a public benefit and which would not otherwise be permitted by the zoning ordinance. A planned unit development may be for residential, commercial, office or industrial use. A mixed use development is also permitted, subject to appropriate regulations.

A planned unit development is of a substantially different character than other uses and is, therefore, considered a conditional use. The regulations applicable to planned unit developments provide for a greater degree of flexibility than the strict regulation of individual zoning districts.



Most of Downtown's recent developments were approved as Planned Unit Developments.



Landscaped medians at the intersection of Northwest Highway and Willie Street

4: PHYSICAL CONDITIONS

GENERAL CONDITIONS

The physical appearance of buildings and structures is a key component in creating and maintaining a vibrant downtown and contributes towards the ability to attract redevelopment and investment. Downtown Mount Prospect has many positive characteristics which contribute to its attractiveness, including well-designed parks, and well-maintained and preserved residential and civic uses.

The appearance and condition of the residential areas that are in and around the Downtown core are generally in good condition and are an asset to the Downtown in providing it with a stable population base.

The industrial portion of the Downtown concentrated along the southeast portion of the study area is in generally good condition. By their nature however, industrial uses are not attractive and therefore do not contribute positively to the Downtown's appearance.

The majority of the commercial buildings are one to two story commercial structures that have commercial storefronts on the first floor and housing, office or residential uses on the floor above. The conditions of these buildings vary on a parcel by parcel basis.

To gain a better understanding of the overall physical conditions within Downtown, walking tours were conducted to assess the general physical conditions of each property. This information can often be synthesized with other data and analysis to determine potential opportunities for redevelopment or priorities for other enhancements, such as building maintenance or streetscape improvements.

After analyzing the property condition, streetscape condition, building form and building height of each property, certain physical condition patterns begin to appear which give insight and direction to potential recommendations and implementation strategies.

“The physical appearance of buildings and structures is a key component in creating and maintaining a vibrant downtown.”

PROPERTY CONDITIONS

A rating system to evaluate property conditions was developed that includes the following levels:

Excellent

Property is well maintained with no damage to exterior features and retains much of its original building materials, details and finishes.

Good

Property may have experienced some alterations to the original facade and building materials. Property has been maintained, but could be improved to meet the quality of its nearby counterparts.

Fair

These properties may exhibit signs of structural and/or building envelope damage including cracks and missing materials. Regular maintenance may be questionable with overgrown landscaping and/or deteriorating pavement present.

Exhibit 4.1 indicates the conditions of parcels within Downtown. A majority of the structures located between Pine and Maple Streets from Northwest Highway to Central Road are in excellent condition. There are three sites however in this vicinity that detract from an otherwise well maintained and visually appealing Downtown core. These sites include: the six story Chase Bank building, which primarily consists of a somewhat deteriorating asphalt parking lot, the triangle site between Northwest Highway, Route 83 and Main Street, which consists of mostly asphalt parking and the large vacant lot just south of the townhome development along Emerson Street. With the exception of these three sites, the Downtown core feels inviting and valued.

Outside of the downtown core residential land uses east of Maple Street and north of Northwest Highway range from good to excellent. These residential streets are comfortable and appealing and add to the historic and livable character of Downtown.

South of Northwest Highway and east of Maple Street, however, industrial, service and warehouse uses overwhelm the visual landscape and disrupt an otherwise appealing residential area. With Lions Park as a valuable asset just to the south, close proximity to the train station and strong surrounding residential neighborhoods, this portion of the study area is significantly underutilized. These contrasting land uses coupled with poor property conditions, suggests that this area should be evaluated and studied as a potential redevelopment area during the "Community Visioning" portion of this planning process.

Other properties in need of improvement or redevelopment are scattered throughout the study area, but most often are located along Route 83, Central Road or Northwest Highway. The condition of these roadways combined with the amount and speed of traffic may be contributing to the lack of maintenance and deteriorating nature of these properties.

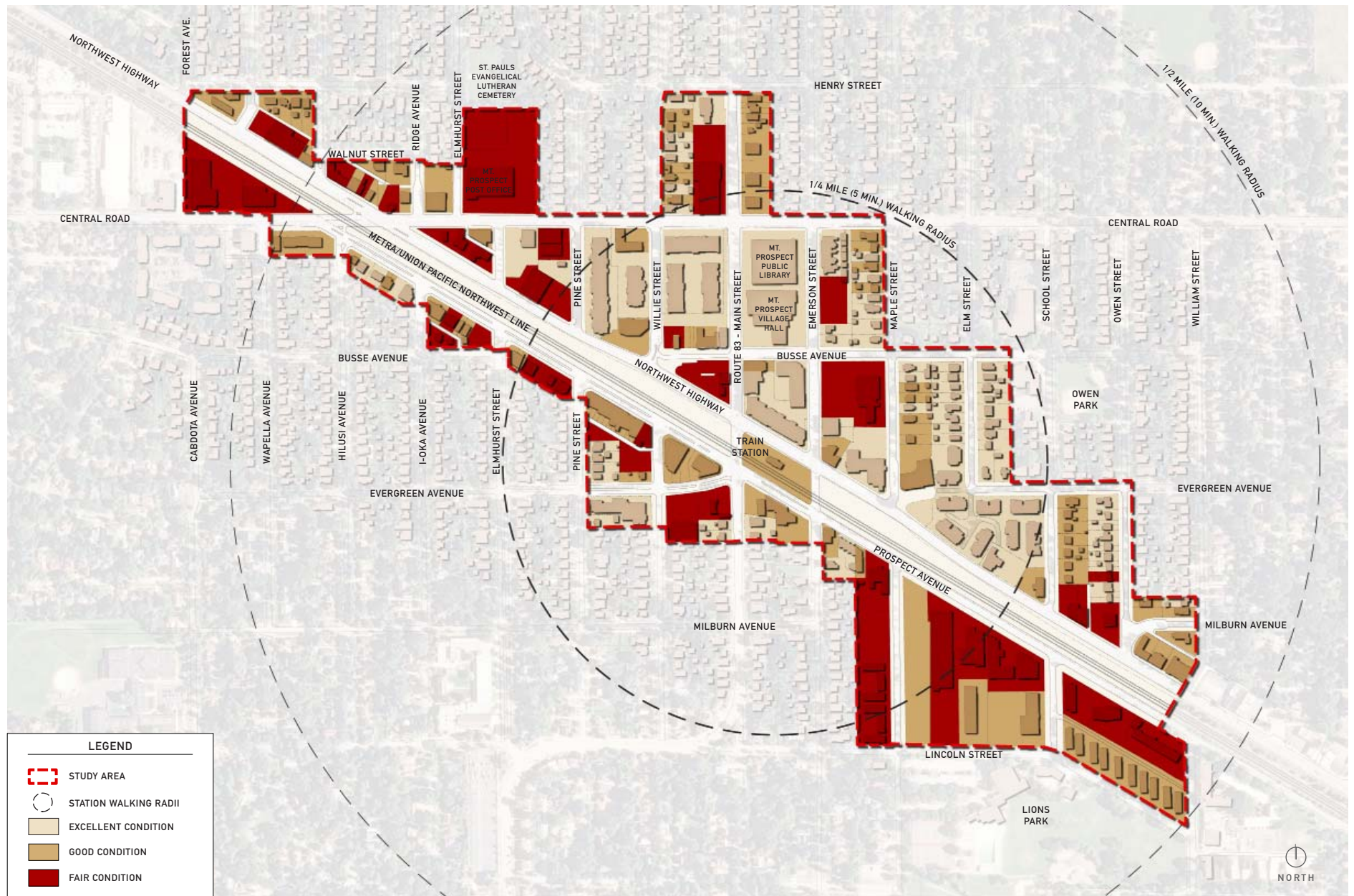


Exhibit 4.1 - Property Conditions Map

STREETSCAPE CONDITIONS

As with building stock, Downtown Mount Prospect's streets, parkways, alleys and sidewalks are in varying states of condition ranging from fair to excellent. It is critical that the overall infrastructure of the Downtown is enhanced in a comprehensive manner. The "curb appeal" of a community sets the tone for an area's character, interest and value. Broken or missing sidewalks, excessive curb-cuts, poor paving conditions along streets and overgrown or poorly landscaped parkways contribute to the overall value, as well as perception of a place.

Exhibit 4.2 shows the streetscape conditions for the overall study area. A majority of the streetscape conditions are in good or excellent condition. Recent streetscape improvements along Pine, Willie, Main and Emerson Streets create a distinct character unique to Mount Prospect. The use of special paving, pedestrian lighting, banners, custom bike racks and incorporation of the Mount Prospect logo all add to the high quality character and unique sense of place for the Downtown core.

Outside of the Downtown core, specifically along the north side of Central Road and portions of Northwest Highway, the streetscape conditions degrade into fair and even poor conditions. The south side of Northwest Highway and the north side of Prospect Avenue along the train tracks often lack sidewalks completely. For roadways with high levels of speed and traffic it is important to provide a safe and comfortable sidewalk condition, and currently Central Road and Northwest Highway lack that element. Even where storefronts are not present, it is crucial to provide a network of safe pedestrian routes that residents and patrons can use to get from one destination to another and be encouraged to explore Downtown further.

The high standard set for streetscape conditions in the Downtown core should be expanded into other portions of the study area, especially those areas that receive a high level of vehicular traffic. Central Road and Northwest Highway provide the opportunity for Downtown Mount Prospect to market and advertise itself as a special high quality place.



Streetscape in "excellent" condition



Streetscape in "fair" condition

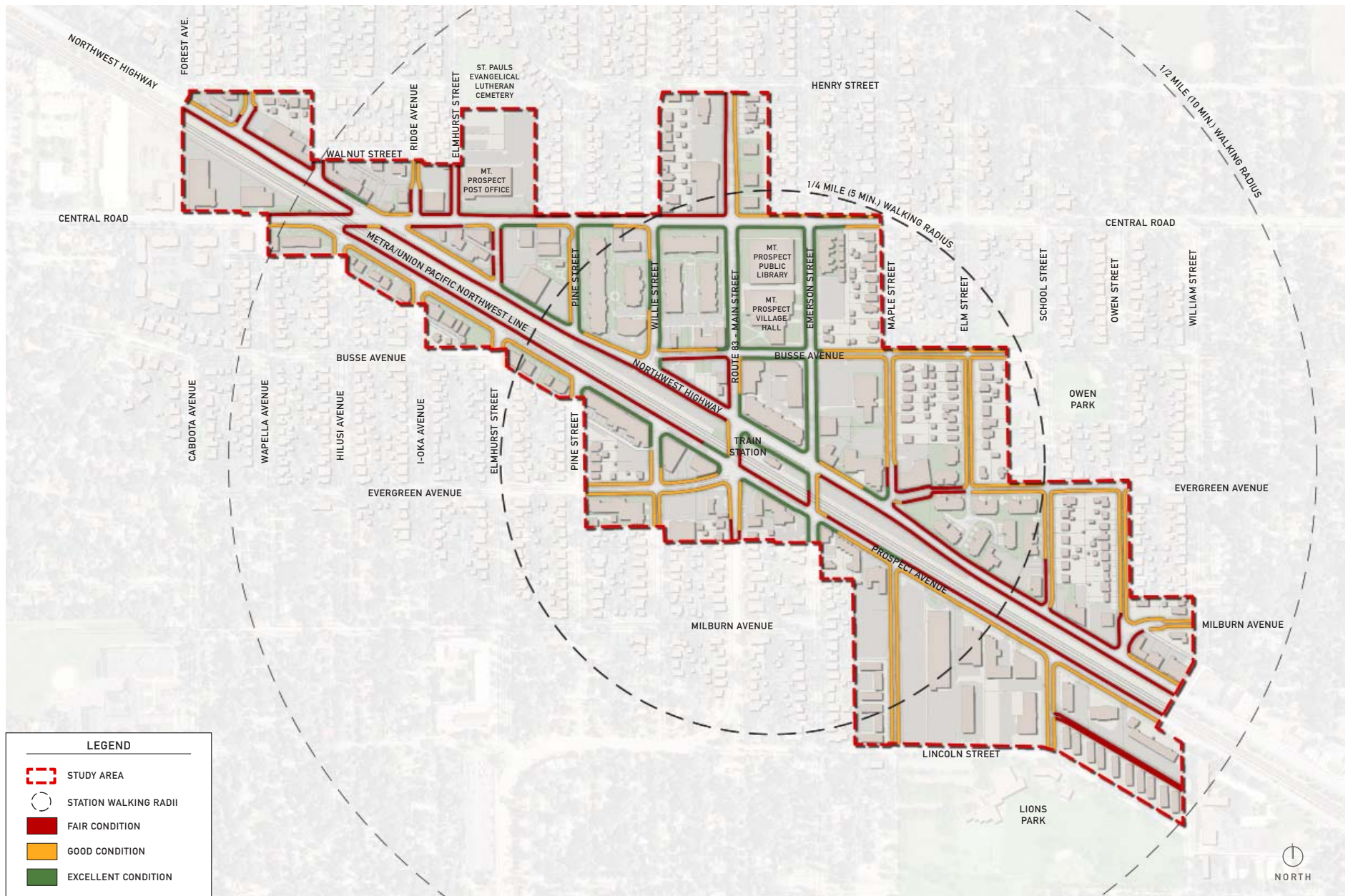


Exhibit 4.2 - Streetscape Conditions Map

BUILDING FORM

More than any physical element, it is often building form that contributes to the character and overall “sense of place” for any given area. Downtown Mount Prospect has a number of mixed-use and commercial buildings which are located on the front property line with zero front yard setback. Buildings which have this form contribute to a pedestrian-oriented environment where residents and visitors can stroll sidewalks, window shop and visit multiple destinations by foot. Other developments within Mount Prospect’s Downtown are more auto-oriented in form. These buildings have inconsistent setbacks and are often separated from the sidewalk by asphalt parking lots. This form of development encourages residents and visitors to use their car to travel from one destination to another, thus increasing traffic and parking congestion, while also creating conflicts between pedestrians and vehicles.

PEDESTRIAN ORIENTED FRONTAGE

The recently developed portions of the B-5C zoning district (from Pine to Emerson Streets) contain the greatest amount of pedestrian-oriented street frontage. This newer development has led to a character that many reference when they speak about the identity of Mount Prospect. Historically, pedestrian-oriented buildings were also developed along Prospect Avenue and a large portion of that roadway, from Hilusi Avenue to Maple Street, still has pedestrian-oriented buildings and storefronts intact.

VEHICULAR ORIENTED FRONTAGE

The highest concentration of vehicular oriented building frontage occurs in the I-1 zoning district south of the tracks and east of Maple Street. There are also nodes of vehicular-oriented buildings along Northwest Highway near the Elmhurst Street and Maple Street intersections. These properties have a high amount of surface parking and a general lack of architectural character. Inconsistent setbacks and excessive curb cuts have also made these areas uninviting to pedestrians. These areas have a distinctly different character than the rest of Downtown Mount Prospect.



Percentage of pedestrian-oriented frontage to vehicular-oriented frontage within the Downtown study area



Vehicular-oriented frontage

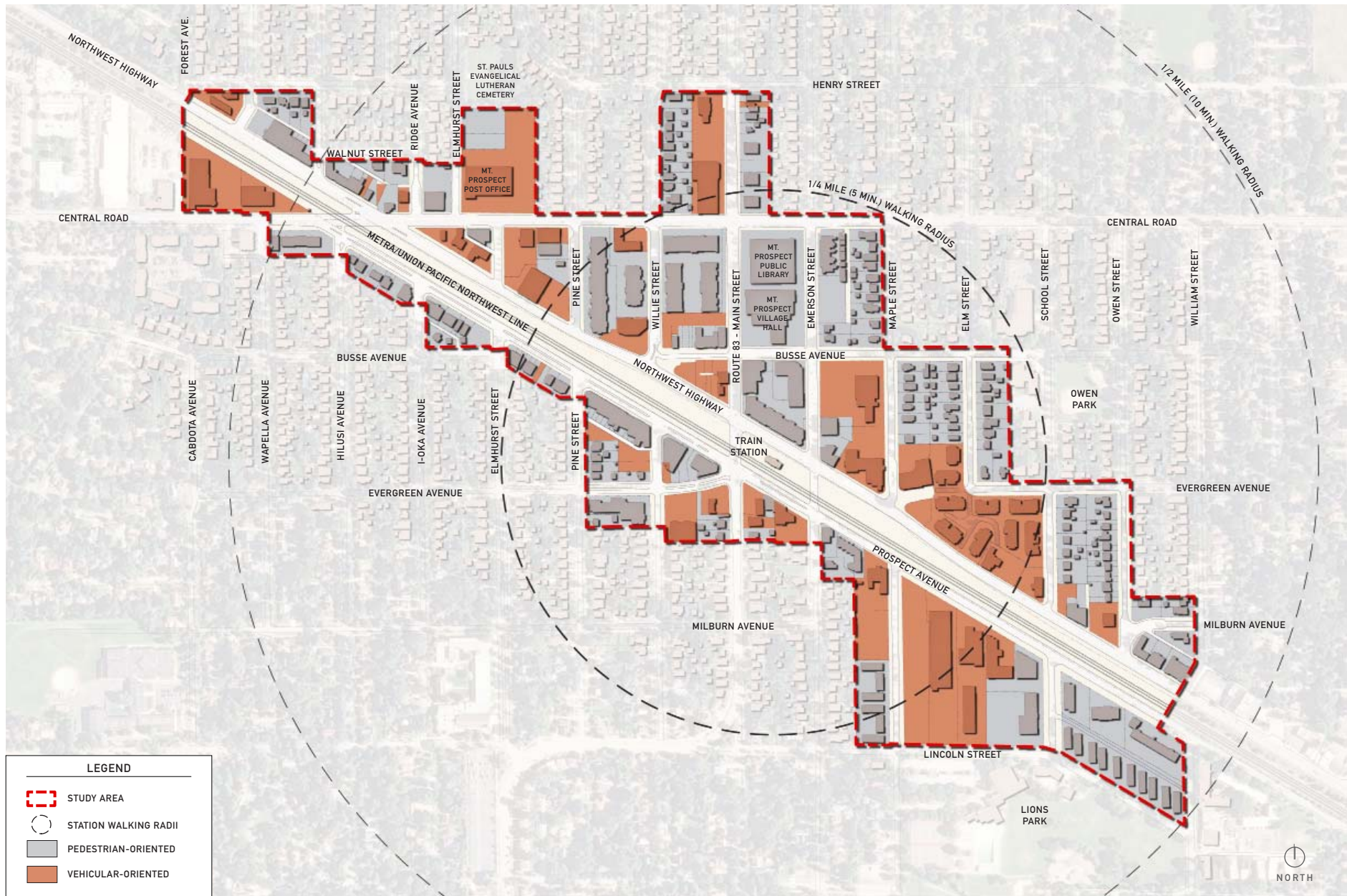


Exhibit 4.3 - Building Frontage Map

BUILDING HEIGHTS

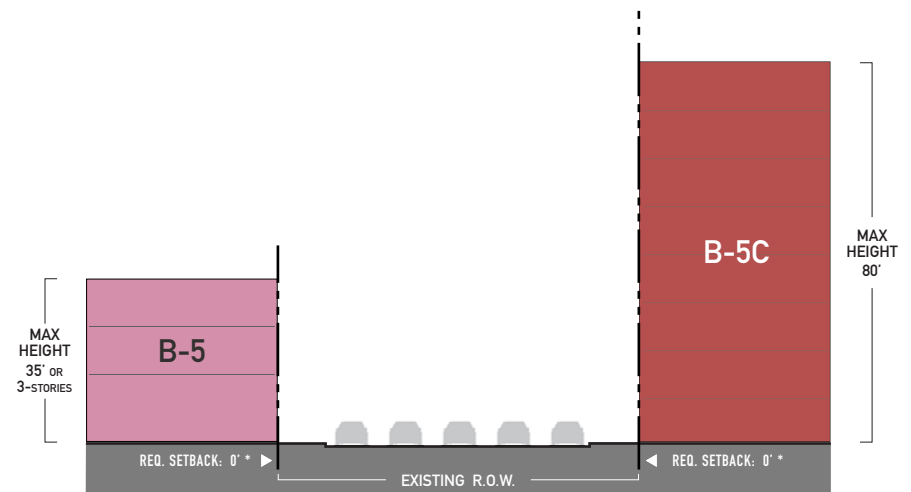
The buildings in Mount Prospect range from one to six stories with most structures being two stories or less. South of the tracks all buildings are less than four stories. A majority of the historic commercial structures are one to two stories, and a few three story buildings exist on the edges of the study area along Prospect Avenue.

North of the tracks a cluster of taller buildings ranging from three to six stories denote a “downtown core” by having a distinctly taller and larger building form than structures found north of Central Road, west of Pine Street or east of Maple Street, which remain three stories or less. These taller buildings seem appropriately placed near the train station and at the center of Downtown. However, the transition from six story buildings to one story buildings can appear drastic and consideration should be given to developing transitional zones which can help integrate and buffer these taller buildings to the adjacent single story single-family residential houses.

The townhome development at Central Road and Emerson Street is a good example of an appropriate transitional zone. At this location the four story Village Hall steps down to three story townhomes across Emerson Street. The three story townhomes then step down to one and two story single family homes on Maple Street.



The six story Chase Bank building is across the street from one story single family homes.



The transition from an 80' height limit in the B-5C district to a 35' height limit in the B-5 district may appear drastic.

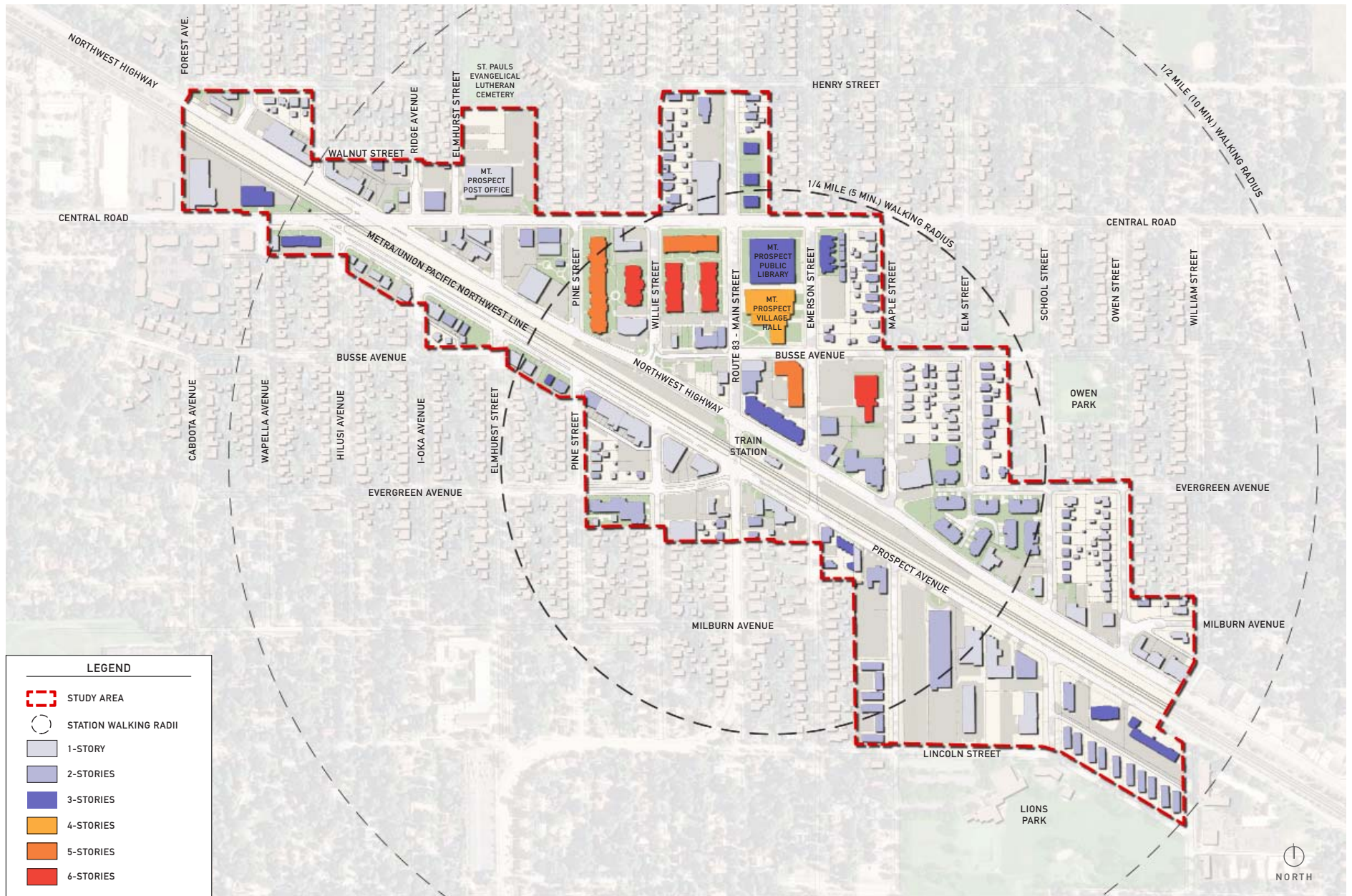


Exhibit 4.4 - Building Heights Map

ROADWAYS / WAYFINDING

There are three major roadways that lead into Downtown Mount Prospect: Route 83, Northwest Highway and Central Road.

From the north and south, Route 83 leads right into the center of Downtown, becoming Main Street. Near Golf Road, over one mile from Downtown, there is a community gateway sign welcoming drivers to Mount Prospect. As one continues to travel north, however, there is no gateway or signage notifying drivers that they are about to arrive or have arrived to Downtown. Additionally, from the north there is no Downtown gateway or signage. With the regional retail center, Randhurst Village, less than one mile north of Downtown, the lack of gateway or identification signage advertising Downtown Mount Prospect is a missed opportunity.

From the east and west, Central Road leads drivers along the northern edge of Downtown. With high travel speeds and single-family homes lining the northern side, Central Road functions almost more like a vehicular by-pass around Downtown rather than leading drivers

into it. With the high level of traffic that travels along Central Road, the lack of identity and wayfinding signage that could lead drivers into the core of Downtown is another missed opportunity.

From the southeast and northwest, drivers arrive into Downtown along Northwest Highway. Northwest Highway is paralleled by the Metra/Union Pacific Northwest rail line, and is therefore single loaded by service and retail establishments on the north side of the street. Two community gateway signs were noted along Northwest Highway. The sign located near the intersection of Mount Prospect Road was partially hidden by a large evergreen tree and was located on the opposite side of the road. A couple of wayfinding signs were noted near the Library on Central Road, Northwest Highway and Emerson Street, but the size of these signs appears to be more effective for pedestrians rather than vehicles. Although pedestrian lights were present and decorated with banners, the overwhelming presence of large vehicular lights, traffic signals and other arterial roadway infrastructure prevents any true sense of arrival into the Downtown.



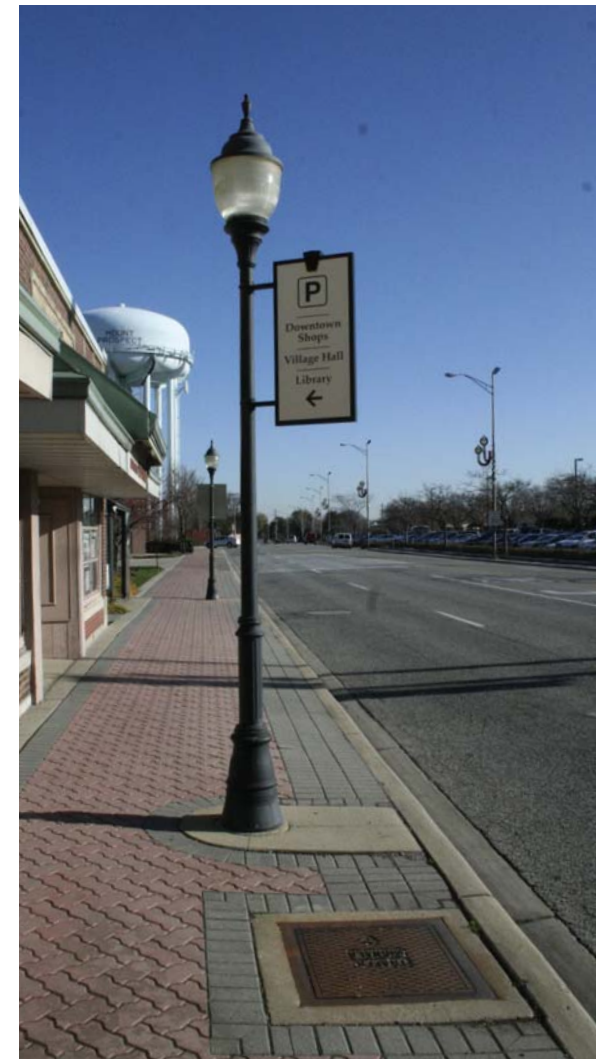
Community gateway sign along Northwest Highway



Community identity sign at Central and Northwest Highway



Exhibit 4.5 - Diagram of key Village roadways and relationships of gateway signs



Wayfinding sign at Emerson Street and Northwest Highway

OPPORTUNITY SITES

As previously noted, two “primary” sites were determined by the Village as areas on which to focus as part of this planning process. These include the largely vacant block between Northwest Highway, Busse Avenue and Main Street and the strip shopping center on the northwest corner of Central Road and Main Street. In addition to these sites, there are several small and large properties located throughout the Downtown study area that can also be considered opportunity sites for new development. These sites were identified based on sub-optimal land uses, vacant or deteriorating buildings, vacant lots, key locations and/or potential to consolidate small parcels of land to create larger sites or blocks. They represent opportunities that can bring new vitality and a new look to Downtown

These opportunity sites include:

- Chase Bank office building (Emerson Street and Busse Avenue, including surface parking lot)
- Various auto-oriented commercial uses along the Northwest Highway frontage (west of Willie Street to Central Road)
- Existing industrial uses and older apartment buildings along Prospect Avenue on the south side of the tracks. (between Willie and Maple Streets)
- Vacant site north of the Post Office

As a next step in the process the Planning Team, guided by the Steering Committee, will test and develop concepts for various land use and redevelopment scenarios for the opportunity sites.

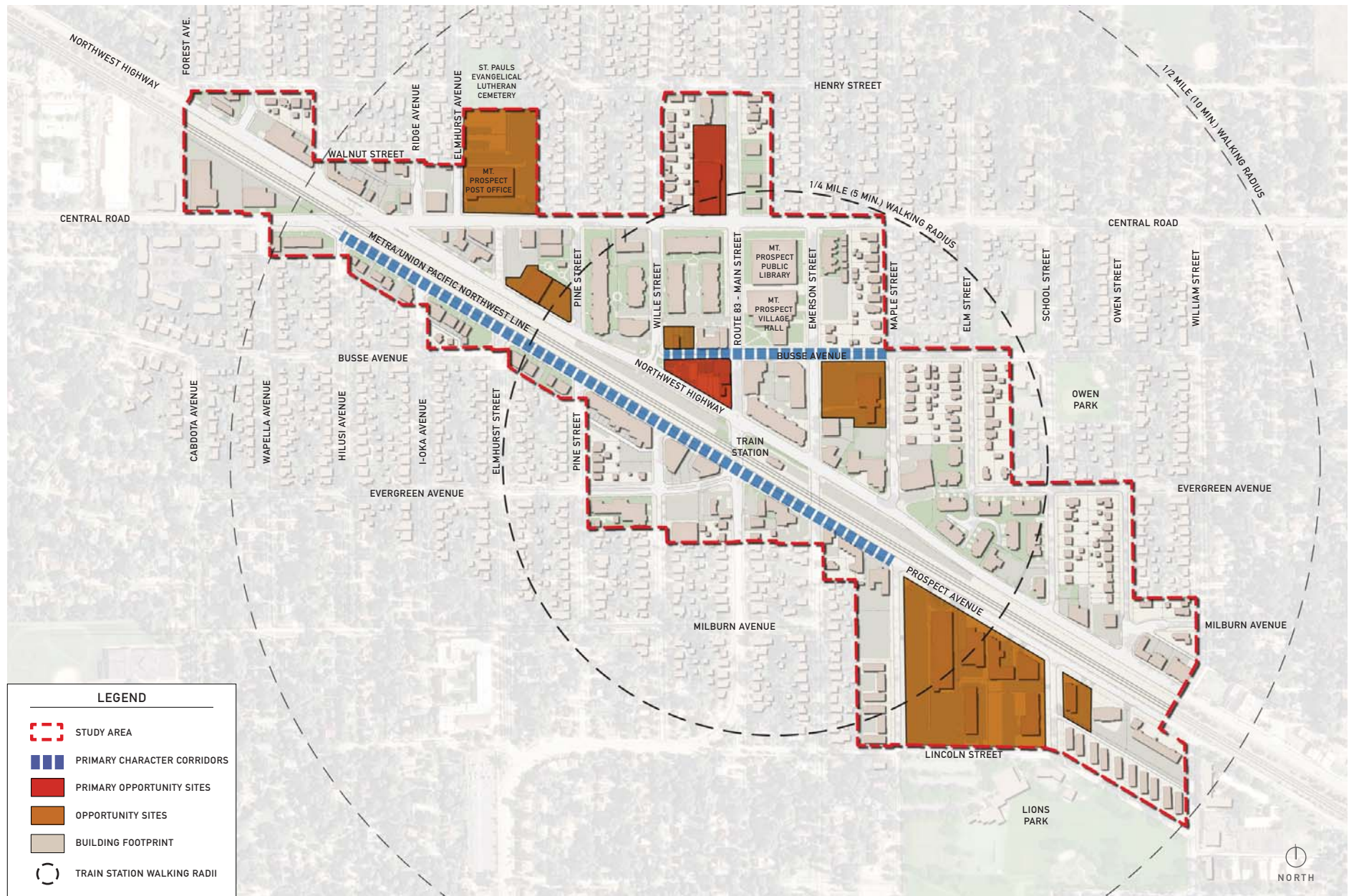


Exhibit 4.6 - Opportunity Sites Map



Mount Prospect Station along Metra's Union Pacific Northwest commuter rail line

5: TRANSPORTATION NETWORK

OVERVIEW

Mount Prospect's Downtown is centrally located within the Village limits and is within walking distance from many parks and recreation areas. It is centered around the Metra Union Pacific Northwest commuter rail line, and is served by three major roadway corridors.

Northwest Highway (US Route 14) connects the northeast-southwest areas of the Village to the Downtown, Central Road connects the east-west areas and Main Street (IL Route. 83) connects the north-south areas. These routes connect to other surrounding communities like Arlington Heights, Prospect Heights and Des Plaines, further providing good regional access to shopping and commercial uses in Downtown.

The following description highlights some key existing features of Downtown Mount Prospect's transportation network, and also identifies issues and opportunities for future improvements to overall mobility and access for all modes.



Bike parking along Prospect Avenue

ROADWAY NETWORK

The roadway network in the Downtown area is one of the most visible components of the overall transportation system. Northwest Highway and Main Street are essential access points as part of a “system” into and around the Downtown area and for connections to surrounding towns. This system serves to provide good access and circulation but also, in some cases, forms a barrier, both real and perceived, to travel from one side of Downtown to the other. However, acknowledging the fact that these roadways are essential to development opportunities and necessary municipal services, the focus of this report will be to integrate all modes and connect the two sides of Downtown.

Primary roadways forming the system are under the jurisdiction of Illinois Department of Transportation (IDOT), Cook County Highway Department (CCHD) and the Village of Mount Prospect. Overall, the roadway network serving the Downtown area is well suited for local and regional access with relatively close proximity to Interstate 90 and Interstate 294. However, there are shortcomings in the connections from north to south for pedestrians, transit vehicles

and autos. This is primarily due to the physical barrier created by the at-grade railroad crossings at Main Street and Emerson Street and also the diagonal positioning of Northwest Highway both of which essentially “split” the Downtown experience. Consequently, the Downtown has challenges as a commercial destination due to lack of an easy north-south flow of connections for motorists, pedestrians, and bicycles.

Functional Classification

The streets within Downtown Mount Prospect are classified according to the character of service they are intended to provide, which is a process known as functional classification. This process recognizes a hierarchy of roads and the fact that they do not function independently, but rather as a system-wide supportive network. By creating this hierarchy, an orderly system is created helping to give streets different classifications. This classification system helps further identify locations of traffic signals, as well as future roadway improvements, parking locations and speed limits. Essentially, the key functional classification hierarchy in the

Downtown is described below and shown on Exhibit 5.1. (Note: other non highlighted streets on the exhibit are local streets.):

- Major Arterial
- Local Collector
- Local Roadway

As noted on the exhibit, the major arterials are under the jurisdiction of the state and county, and include Main Street, Northwest Highway and Central Road. The collectors are under local jurisdiction and include Owen Street, E. Busse Avenue, S. Emerson Street and Prospect Avenue.

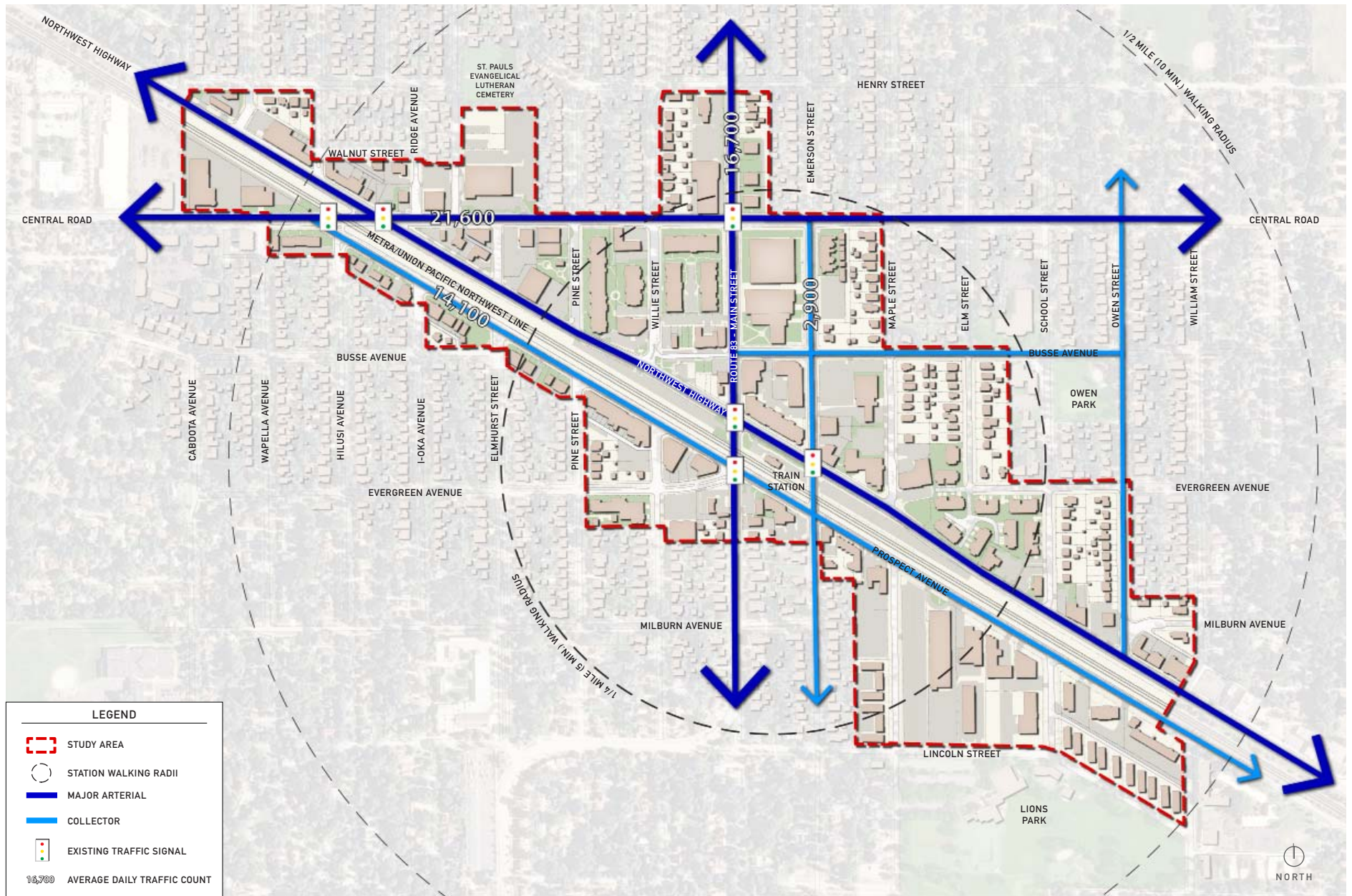


Exhibit 5.1 - Roadway Network Map

Key Traffic Considerations

Downtown Mount Prospect has several key areas of traffic constraints that are identified as part of this report.

- Long queues and delays occur along Northwest Highway at Emerson Street and also at Main Street due primarily to the rail crossings.
- High traffic and pedestrian volumes occur at E. Busse Avenue and Main Street.
- Poor mobility north-south due to the rail crossing and traffic signals associated with trains.
- Outdated pedestrian safety measures, such as faded crosswalks and missing ADA dome plates.
- Main Street (IL Route 83) is a designated a truck route, bringing a significant amount of large trucks through the Downtown area on a daily basis, approximately 600 north of Northwest Highway and 1100 south of Northwest Highway.

- Tight turning radii at all intersections with Northwest Highway due to diagonal geometry of the roadway.
- Timing and delay issues at the signalized intersections of Northwest Highway at Main Street and Prospect Avenue at Main Street.
- Emerson Street intersects with Northwest Highway and Prospect Avenue on both sides of the train tracks creating a variety of access challenges, which are further exacerbated when train crossing gates are down. Also, the three way stop control at Emerson and Prospect creates confusion for vehicle users, as well as pedestrians.

Traffic Operations and Railroad Crossing

The Downtown area is essentially bisected by the Metra Union Pacific Northwest railroad tracks making north-south travel options through the Downtown limited to the Emerson Avenue and Main Street at-grade crossings.

From 7:30-8:30 AM, there are 9 Metra trains passing through Mt. Prospect (7 inbound, 2 outbound). From 4:30 - 5:30 PM, there are

6 Metra trains (1 inbound, 5 outbound). No freight trains were observed during the morning or evening peak hour. Metra has indicated that the tracks are kept open for commuter trains during that time. While Metra trains are stopped at the station, the gates at both Main Street and Emerson Street are down for two to three minutes. For express trains that do not stop, the gates are down for about one minute. During this time, long queues occur along Main Street and Northwest Highway. At times, multiple signal cycles are required in order to clear the queues. The westbound queue along Northwest Highway can sometimes block the intersection with Emerson Street, or prohibit southbound right turns from being made. This, in turn, blocks through or left-turning traffic from Emerson Street, causing even more delays.

Opportunities to further coordinate traffic signals with train arrivals should be explored. Proposed improvements along Main Street, which include potential widening could help mitigate some of these obstacles. Currently, there are no planned improvements along Emerson Street or Northwest Highway.



Due to rail crossings and traffic signals there is poor pedestrian mobility at multiple locations, such as the intersection of Central Road and Northwest Highway (above).

MULTI-MODAL OPTIONS

Considering the higher traffic volumes and parking supply orientation, the roadways serving Downtown are currently vehicular oriented making alternative modes of travel by bicyclists and pedestrians less than ideal. While the area does provide bicycle and pedestrian facilities, even more can be implemented in order to emphasize the multi-modal nature of the central business district. Roadway designs should be “complete” and reflect this idea in order to provide the necessary right-of-ways to accommodate all modes of transportation. This will encourage alternative modes of transportation to and from the Downtown area by making transit, bike or pedestrian trips a safe and viable option for travel.

Transit

The Village of Mount Prospect is well served by transit access, and is served by two of the region’s transit agencies (Metra and Pace). Transit usage over the past decade has been fluctuating, with overall ridership slightly decreasing. Metra and Pace stops are conveniently located near each other in order to adequately serve the area and facilitate transfer connections. Exhibit 5.2 shows the transit routes within Downtown. The following describes both these services as they relate to Downtown.

Metra Commuter Rail

As previously discussed, the Downtown study area is well-served by Metra with connections to Harvard and the Ogilvie Transportation Center in downtown Chicago. The station is located on the south side of Northwest Highway in between Emerson Street and Main Street. The latest available ridership data (2006) indicate that there are about 1,590 boardings and 1,569 alightings at the Mount Prospect Station on a typical weekday, as seen in Exhibit 5.3. Overall, ridership has fluctuated over the past decade.

There are five commuter parking lots, designated by Metra, in the vicinity of the station providing a total of 630 spaces. All parking lots are within a short distance from the train station and are easily accessed by all users. There are two lots located adjacent to the station, providing a total of 282 spaces, with 9 ADA spaces next to the station area and an additional 3 ADA spaces across Emerson Street. An additional 283-space lot is located along Maple Street south of Prospect Avenue, designated for Mount Prospect residents only.

Another lot is provided just north of Evergreen Avenue off of Willie Street, consisting of 38 spaces for commuters. The last designated area falls on Prospect Avenue east of Maple Street, providing 63 on-street spaces. Commuters are required to purchase a monthly or yearly permit, or pay a daily fee in order to park in any of these lots.

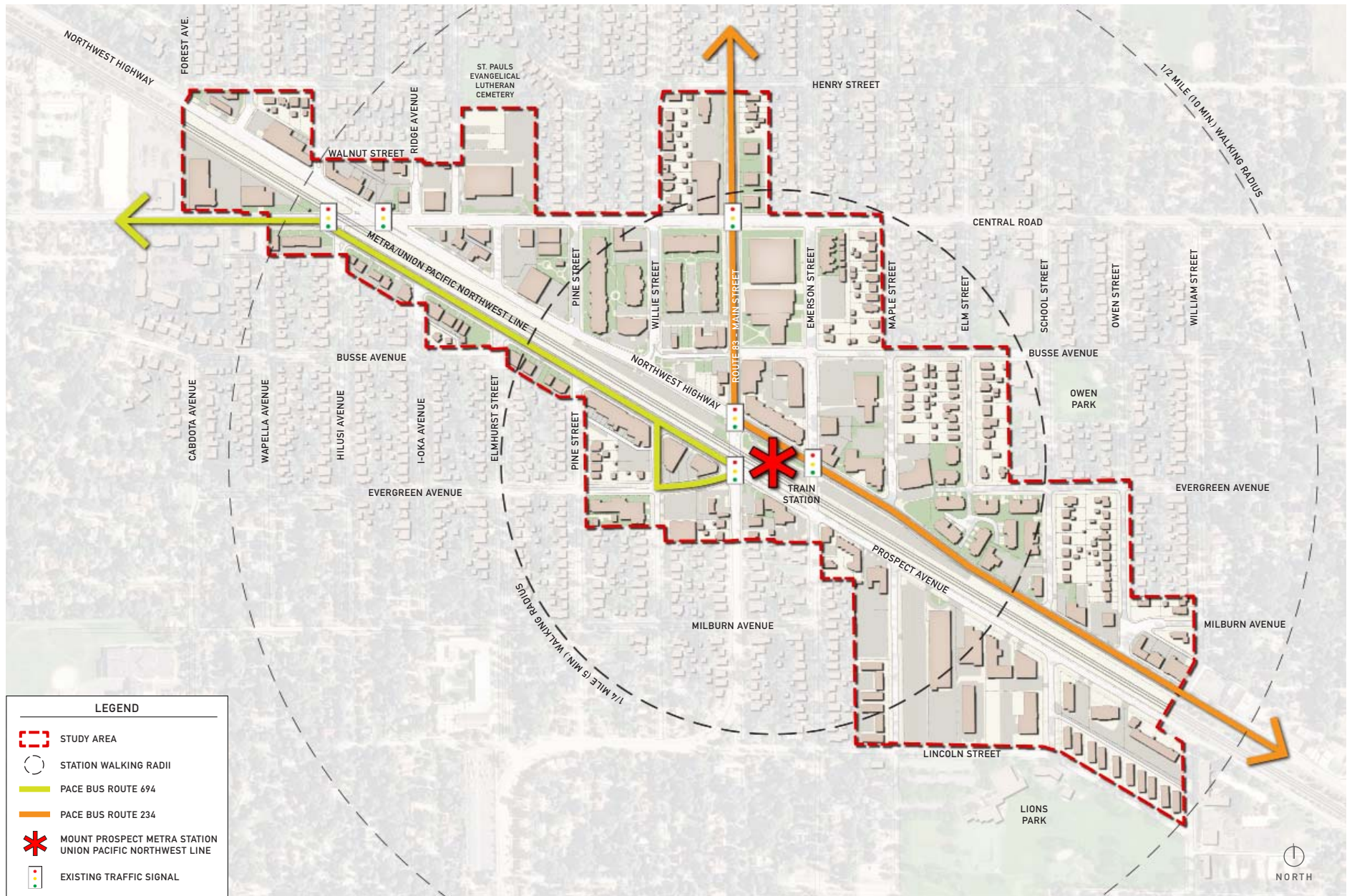


Exhibit 5.2 - Existing Transit Network Map

Pace

Two Pace bus routes, #234 and #694, traverse the Downtown Mount Prospect area. The Pace routes provide the Village with an alternative transportation option for residents to access Downtown, as well as neighboring shopping and residential areas. Pace bus stops are provided adjacent to the Metra Station on Northwest Highway. Ridership on both of these routes has slightly increased over the last few years as shown in Exhibit 5.3.

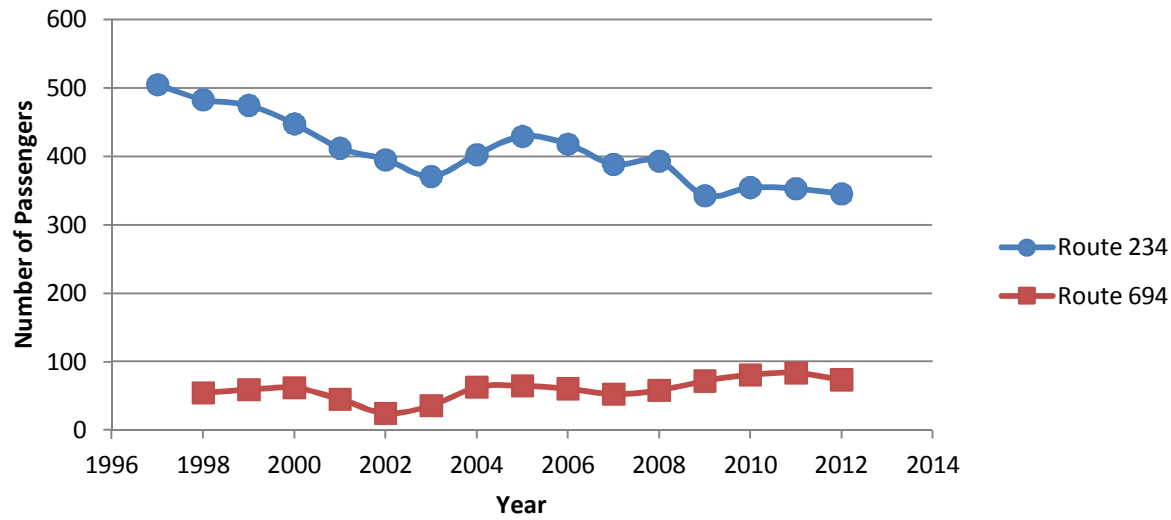


Pace Bus Shelter

- **Pace Route 234** provides service from the Buffalo Grove Terminal to the Des Plaines Metra Station via major north-south and east-west roadways. Some other key destinations along the route include Wheeling Tower, Wheeling Municipal Complex, Wheeling High School, Woodland Creek Apartments, Randhurst Village, Holy Family Hospital and other key Metra Stations along the North Central Line and Union Pacific Northwest Line. Route 234 is in service 7 days a week. The ridership on this route has fluctuated up and down over the past decade, but had an average weekday ridership of 353 in 2011.
- **Pace Route 694** provides service from the business park at Central Road and Arthur Avenue to the Mount Prospect Metra Station via Central Road and Prospect Avenue. Some key destinations include Central Park Apartments, Dana Point and Central Village Condominiums. This route is only in service Monday through Friday, to shuttle commuters to and from the Metra Station. The ridership for this route has fluctuated over the past decade, but had an average ridership of 84 in 2011.

Both Pace routes stop at the Mount Prospect Metra station, creating greater accessibility and mobility for users. The bus stops are located on either side of Northwest Highway, near the intersection with Emerson, creating a safe crossing. Pace bus routes are planned and scheduled around the Metra schedule, and the schedules even include the arrival time of the busses compared to the departure time of outbound trains. Together, Pace and Metra create a user-friendly access system to and from the Metra station, as well as surrounding business parks and shopping centers.

AVERAGE PACE RIDERSHIP



WEEKDAY METRA RIDERSHIP

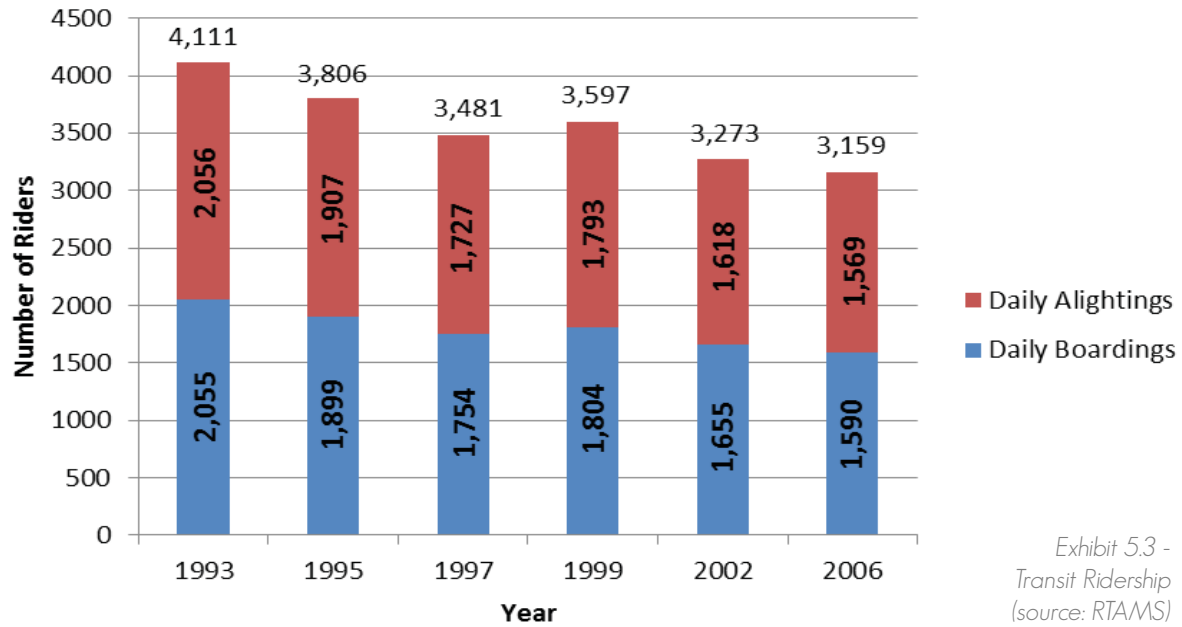


Exhibit 5.3 -
Transit Ridership
(source: RTAMS)

Bicycle Facilities

Mount Prospect adopted a bike plan in early 2012 that identified bike routes through the community including on-street routes, as well as off-street trails and paths. This plan shows many current and proposed north-south and east-west bike routes that connect schools, parks and Downtown facilities. The only current bike route that travels into the Downtown study area is along Emerson Road in the north/south direction. This route is not marked within the Downtown section, but is designated as a bike route.

There are a handful of planned bike routes that are expected to service the Downtown study area. Some of these include an east-west route along Busse Avenue and a north-south route along Pine Street, north of Central Road, as well as the plan for Central Road and Northwest Highway as part of the Northwest Municipal Conference Collaborative effort and plan. Exhibit 5.4 depicts the current and proposed bike routes in Downtown Mount Prospect.

The Metra station and general Downtown area businesses are expected to bring a fair amount of bicyclists into the area with the addition of the proposed bike routes, therefore allowing people from the surrounding residential areas more choices to travel to Downtown via bicycling. However, there are few locations of designated bicycle parking facilities.

One location that provides bicycle parking is on the north side of the Metra Station. However, this is generally over capacity on warm days forcing some commuters to lock their bikes on light poles and fences in the near vicinity. Throughout Downtown there are some bicycle parking locations, most being located at street intersections and inside the municipal parking garage. However, not all of these locations are conveniently located, and only provide a limited number of spaces for parking bikes.

The Village plans to create connections in the future with the existing trail systems within Mount Prospect, as well as surrounding villages, including Arlington Heights, Des Plaines, Elk Grove Village, Glenview and Prospect Heights. The goal as part of this Downtown planning process is to test and evaluate the physical layout and optimal locations of bike routes to ensure Downtown is linked to the regional system.



Custom bike racks create a bike friendly atmosphere.

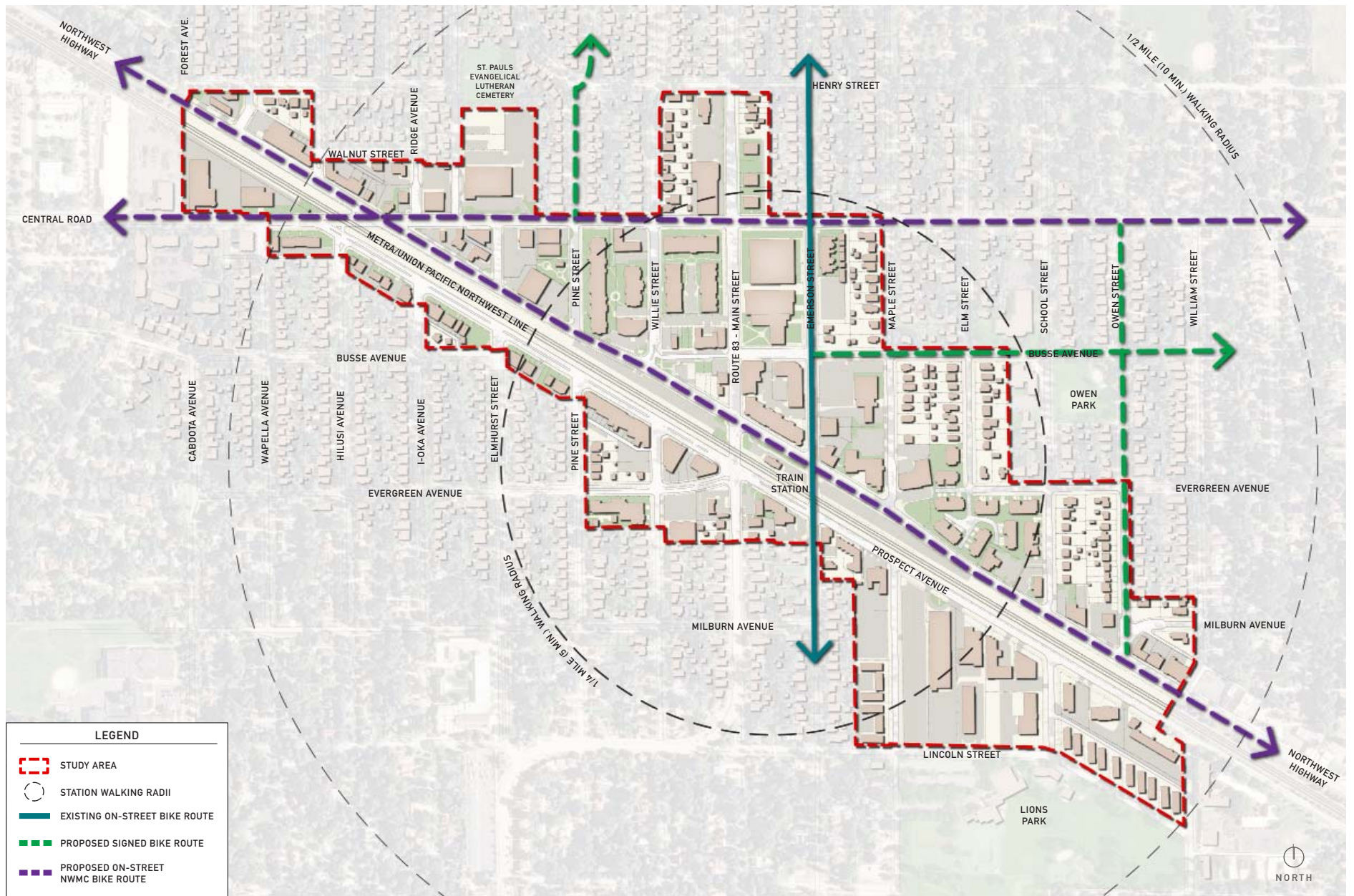


Exhibit 5.4 - Downtown Bicycle Network Map

Pedestrian Access

Pedestrian mobility must be a priority when assessing Downtown access to businesses, neighborhood connections, open space, civic uses and the Metra station. Recent pedestrian counts taken on a weekday at the intersection of Emerson Street and Northwest Highway show that approximately 100 persons walked across Northwest Highway in one hour between 7:30 AM and 8:30 AM. This is an average number of pedestrians based on common pedestrian result counts for similar downtown areas.



The intersection of Busse and Main lacks a crosswalk.

Currently, within the Downtown study area, there is a well-connected pedestrian circulation system based on sidewalk connectivity, pedestrian phases on traffic signals and marked crosswalks. However, there are some very real pedestrian challenges identified below that could be improved and contribute to the greater walkability within the Downtown area.

- Most intersections have faded crosswalks and are lacking proper ADA detectable warnings.
- The existing pedestrian crossings along Northwest Highway would benefit from additional enhancements to improve safety and to make them more user-friendly.
- The intersection of Busse Avenue and Main Street attracts a lot of pedestrian users and is lacking a crosswalk. This intersection could benefit from some sort of enhanced pedestrian crossing system.
- The intersection of Central Road and Main Street has a high traffic volume, with challenging corner radii. Trucks often clip the corners, making it uncomfortable and possibly dangerous for pedestrians waiting to cross.
- The intersection of Emerson Street and Prospect Avenue creates a pedestrian challenge with only a three-way stop due to the rail crossing to the north. This can be confusing to both drivers and pedestrians.
- The skewed intersection of Central Road and Northwest Highway creates long angled pedestrian crosswalks over the roadway and the train tracks. Field observation showed that pedestrians, at times, ignore the crossing and make a simple ninety degree crossing outside of the marked crosswalk. This intersection is a main route for schoolchildren both on foot and on bike.

PARKING

Plentiful and easy to find parking is an essential component to the success of a downtown area or a commercial district. This includes all types such as commuter, on street commercial and off street shared parking. Ideally, shoppers can park once and walk to multiple destinations. However, for reasons previously discussed, this presents a challenge. Notwithstanding, in order to evaluate parking supply versus demand a survey of available spaces was performed by Gewalt Hamilton Associates, Inc. ("GHA") on Saturday November 10, 2012. Parking was also evaluated based on previous studies done by the Village and Metra. Exhibit 5.6 shows a comprehensive map of parking areas within the Study Area, and Exhibit 5.9 shows the locations of parking counts referred to in this section.



On-street and off-street parking is currently provided throughout Downtown.

GHA Downtown Parking Study

Parking occupancy counts were performed for on street and garage locations on November 10, 2012 from 11:00 AM - 2:00 PM that identify location and available number of spaces. Exhibit 5.5 shows the occupancy by hour. Key findings are summarized below.

Areas having occupancy greater than 85% (generally considered “fully occupied”)

- Emerson Street (Busse Avenue to Northwest Highway)
- Parking Lot (north of Oberweis)
- Busse Avenue (Main Street to Emerson Street)

Areas having occupancy between 60-85%

- Prospect Avenue (Willie Street to Main Street)
- Northwest Highway (Main Street to Emerson Street)
- Emerson Street (Central Road to Busse Avenue)
- Willie Street (Central Road to Northwest Highway)
- Surface parking Lot (between condos and Blues Bar)

Parking Area See Exhibit 5.9 for Map	Parking Area Description	Number of Spaces	Occupied Spaces			
			11:00 AM	12:00 PM	1:00 PM	2:00 PM
A	Prospect Ave - Wille to Main (on-street)	22	8	8	12	9
B	Prospect Ave - Main to Emerson (on-street)	19	7	13	11	11
C	NW Hwy - Main to Emerson (on-street)	11	9	8	7	6
D	Emerson St - Busse to NW Hwy (on-street)	27	23	14	21	7
E	Emerson St - Central to Busse (on-street)	20	15	15	14	13
F	Parking Lot - North of Caribou, on Emerson	56	49	48	39	24
G	Busse Ave - Main to Emerson (on-street)	22	9	12	11	22
H	Busse Ave - Willie to Main (on-street)	37	11	8	6	15
I	Parking Lot - Triangle Area (NW Hwy, Wille, Main)	45	4	7	6	9
J	Parking Garage - Village Hall	383	110	102	96	85
K	Parking Garage - Library	115	30	42	31	43
L	Wille St - Central to NW Hwy (on-street)	32	22	21	27	21
M	Parking Lot - Between condos and Blues Bar	37	26	25	25	28
Totals		826	323	323	306	293
			39%	39%	37%	35%

Key

	100%-85% Occupied
	85%-60% Occupied
	Below 60% Occupied

Exhibit 5.5 - Parking Counts in Downtown Mount Prospect

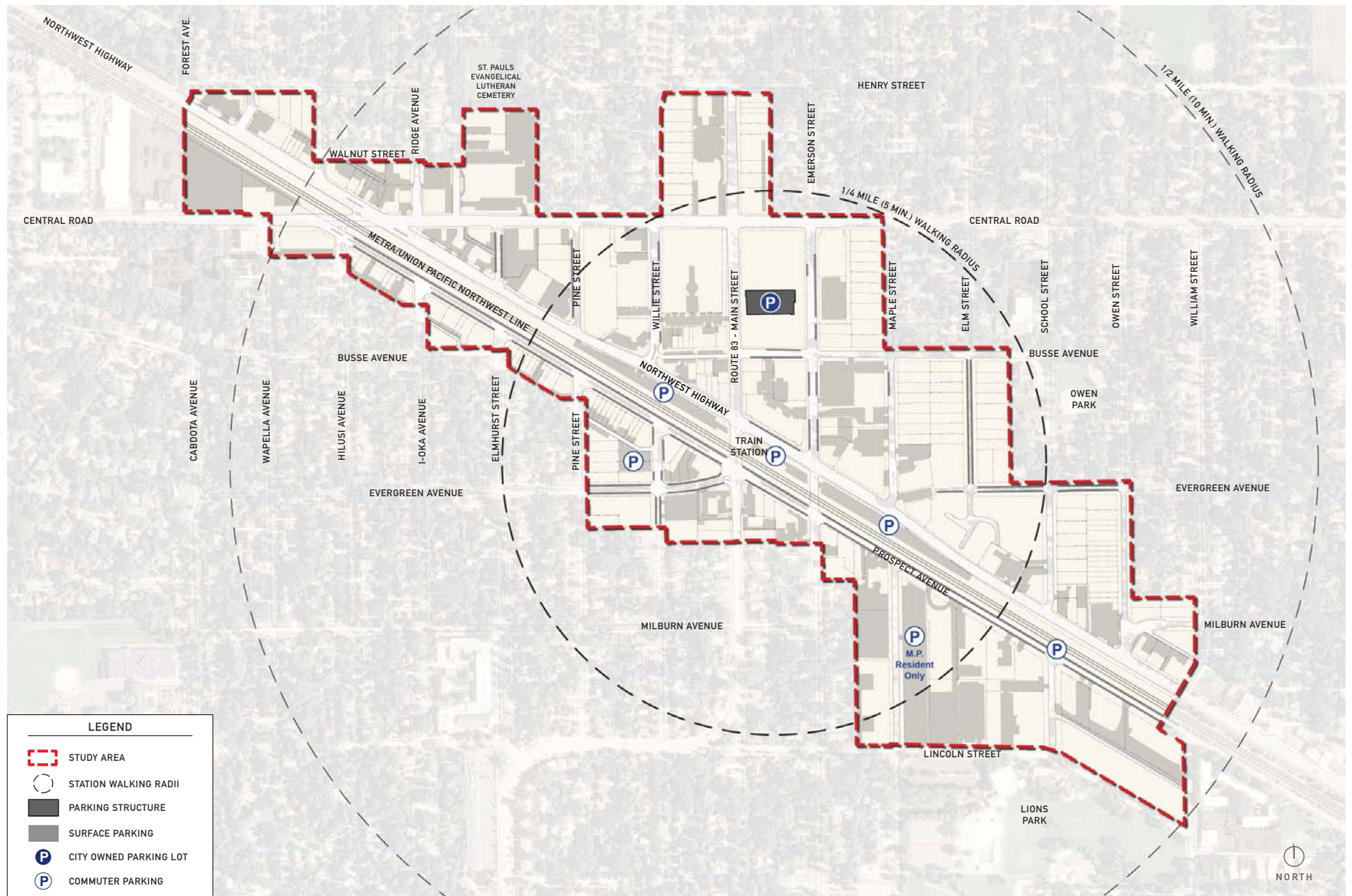


Exhibit 56 - Existing Parking Network Map

Village of Mount Prospect Parking Data:

A 2007 parking study done by the Village of Mount Prospect of the Downtown area served as guidance for part of the overall parking analysis. The results of this study are shown in Exhibit 5.7. The study identified some problem areas and recommended certain solutions for solving these problems. The primary problem had to do with lack of employee parking within close proximity to business, and lack of overnight parking for guests of the residential units. Parking for commercial uses along Emerson Street was also a key priority. Using this information as a base, GHA conducted updated parking occupancy counts in various key locations around the Downtown area.

Parking Area See Exhibit 5.9 for Map	Parking Area Description	Number of Spaces	Occupied Spaces		
			Morning Peak Hour	Afternoon Peak Hour	Evening Peak Hour
1	Village and Library Parking Deck	506	200	210	104
2	Chase Parking Lot	120	76	84	35
3	Central Plaza Parking Lot	102	58	47	14
4	Metra Parking	298	295	293	132
5	Prospect Place Shopping Center	30	15	23	17
6	Prospect Avenue Shopping Area	274	62	80	-
Totals		1330	706	737	302
			53%	55%	23%

Key

	100%-85% Occupied
	85%-60% Occupied
	Below 60% Occupied

Note: "Peak Hour" periods defined as follows:

- Morning: 9:00 AM – 10:30 AM
- Afternoon: 12:00 PM – 1:30 PM
- Evening: 5:30 PM – 7:00 PM

Exhibit 5.7 - Parking Counts Downtown Mount Prospect July 2007

Metra Commuter Parking

Parking occupancy counts were also performed by Metra in 2011 for the area's commuter lots, which are shown in Exhibit 5.8 below. Key findings are summarized below:

- Overall, Metra commuter parking lots were 92% full.
- The parking lot north of Evergreen Ave. (#6) is the only commuter lot with occupancy less than 60%. All other lots have occupancy rates greater than 85%.

Parking Area	Parking Area Description	Number of Spaces	Occupied Spaces
1	Maple Street Lot	285	257
2	Train Station Lot (ADA Parking Only)	11	5
3	Parking Lot - North of the Train Station	140	138
4	Parking Lot - South of the Train Station	146	143
5	Prospect Ave - On-Street Parking	63	61
6	Parking Lot - North of Evergreen Ave	37	22
Totals		682	626
			92%

Key:

	100%-85% Occupied
	85%-60% Occupied
	Below 60% Occupied

Exhibit 5.8 - Metra Commuter Lot Parking Counts 2011

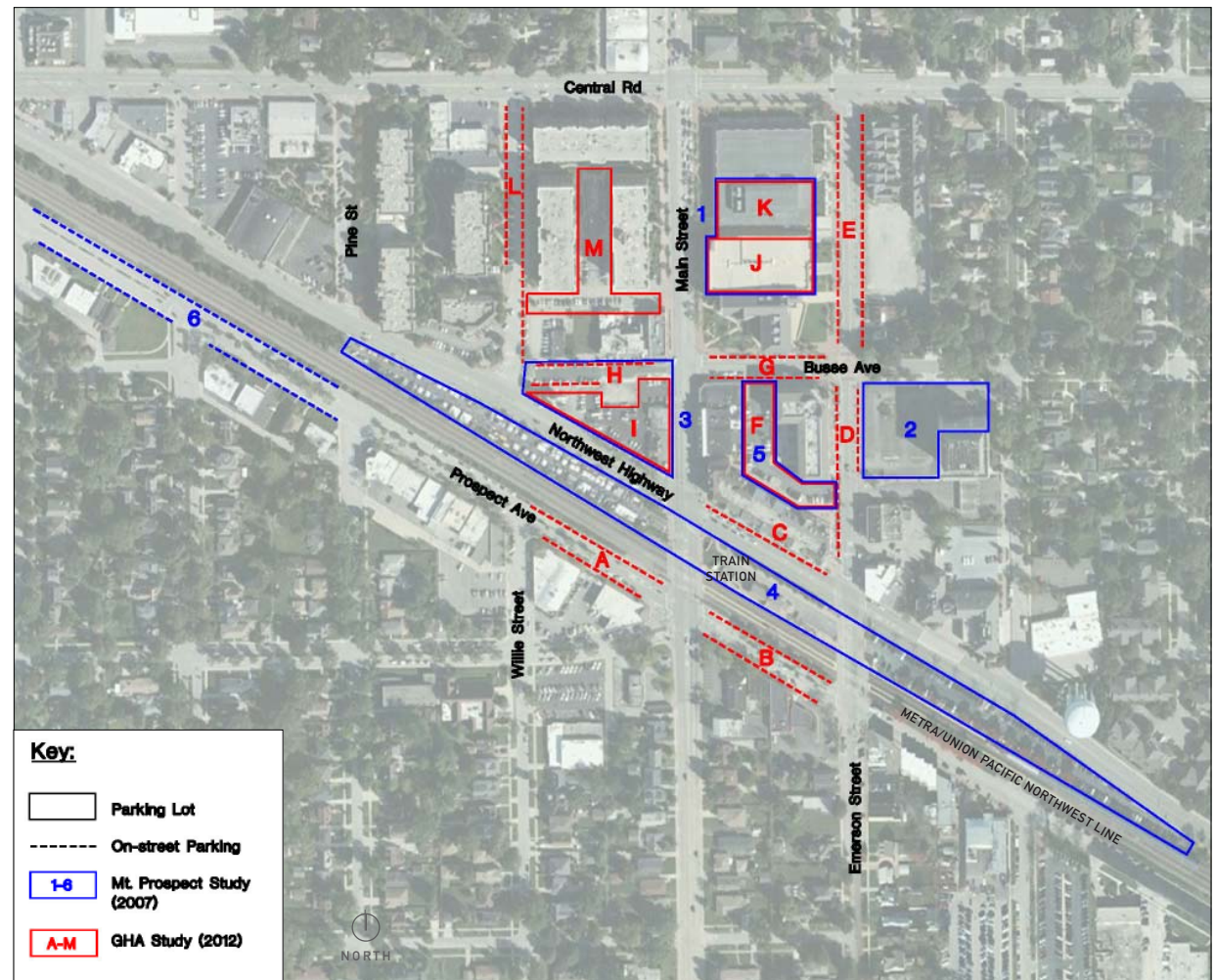


Exhibit 5.9 - Existing Parking Locations Map

INTERCEPT SURVEY

An on-street survey (intercept survey) was performed on Saturday, November 10, 2012 from 11:00 AM - 2:00 PM. The objective was to capture data and perceptions pertaining to accessibility, purpose of visit and mode of arrival about the Downtown study area. The survey is not statistically calibrated, but rather used as an instrument similar to a large focus group or key person interview session. However, experience has shown that these efforts are useful in gaining insight from actual business district patrons regarding their opinions of various aspects of Downtown uses and travel. The time period was selected in order to coincide with the busiest Downtown shopping hours.

The surveyors were stationed at three intersections to capture multiple types of users of the Downtown area. They were located at the corner of Northwest Highway and Main Street, Northwest Highway at Emerson Street and Emerson Street at Busse Avenue. A total of 69 surveys were collected throughout the prime shopping hours of the day.

Survey Highlights:

- The age of survey participants ranged from 20-90, with 49 being the average age.
- On the weekend, the most visited destinations included Downtown work places, retail stores and the Post Office.
- 77% of the people surveyed arrived via car, with 12% walking into the Downtown area.
- When asked about general parking, commuter parking and bike parking there were only few who responded with "inadequate." The majority of the responses were that parking was adequate, with some people having a neutral opinion towards parking.
- Most people would like to see more short-term parking provided near store fronts to allow a quick in and out.
- 72% of those surveyed said their primary destination was the north side of Northwest Highway.
- The greatest request for improvement in Downtown Mount Prospect were more diverse retail options (31%), and better parking (15%). However 33% said they wouldn't change anything about the Downtown area.
- 84% of those surveyed said that the overall walkability of Downtown is good.
- The greatest perceived obstacles in the Downtown Mount Prospect are the railroad tracks and crossing Northwest Highway.

Gender: M F
 Approx. Age: _____

Downtown Mount Prospect Survey

- What brings you to downtown Mount Prospect today (this evening)? (Check all that apply)
 Metra Station Library Retail Store Restaurant/Bar
 Post Office Medical, Dental, or Professional Village Hall
 Personal Service (salons, fitness, cleaners) Work Downtown
 Other: _____
- Mode of arrival/departure
 Auto Walked PACE
 Bicycle Metra
- If you biked, do you feel safe riding your bike around downtown? Yes No
- How many different downtown destinations do you expect to visit today (this evening)?
 None One Two Three or more
- If you plan to visit more than one destination and you drove, will you be moving your car?
 Yes No
- Your prime destination is: North Side of NW Hwy South Side of NW Hwy
- How often do you visit downtown Mount Prospect?
 Daily Few Times a Week Once or twice a month Rarely
- Where do you like to meet or gather with friends in downtown Mount Prospect?
 Coffee Shop Village Hall Park Space Restaurant/Bar
 Residential Units Library
 Other: _____
- What do could be improved most about downtown Mount Prospect (Check all that apply)?
 Better Parking More Diverse Retail
 Safer Pedestrian Environment Nothing
 Other: _____
- Overall, public parking in the downtown is: Adequate Neutral Inadequate
- Commuter parking is: Adequate Neutral Inadequate
- Bike parking is: Adequate Neutral Inadequate
- Crossing Northwest Highway at a traffic signal is: Easy Difficult
- Overall the walkability of the downtown is: Good Fair Poor
- Where do believe is the biggest obstacle to you walking to/through downtown Mount Prospect?
 Traffic The Railroad Tracks Crossing NW Hwy Other: _____

The image shows three overlapping survey forms. The top-left form is a checklist with 15 questions about parking, arrival, safety, and walkability. The middle form is a table with 10 rows of questions and their corresponding answers. The bottom-right form is a summary table titled 'Intercept Survey Results' for Saturday, November 10th, 2012, showing the number of responses and percentage of total for various categories.

Question #	Answer	Number of Responses	Percent of Total
1 Where are you going?	Metra Station	9	11%
	Library	5	6%
	Retail Store	13	15%
	Restaurant/Bar	10	12%
	Post Office	2	2%
	Medical, Dental, Professional	1	1%
	Village Hall	5	6%
	Personal Service	22	26%
	Work	1	1%
	Bakery	7	8%
2 How did you get here?	Auto	1	1%
	Walked	84	100%
	PACE	53	77%
	Bicycle	8	12%
3 Is biking safe in downtown?	Yes	0	0%
	No	5	4%
	At times	69	7%
4 How many places are you visiting	None	11	100%
	One	0	0%
	Two	2	16%
	Three or More	56	3%
	N/A	69	81%
5 Will you move your car?	Yes	0	0%
	No	35	0%
	N/A	24	51%
	Total	8	35%

The intercept survey was conducted to capture data and perceptions pertaining to accessibility, purpose of visit and mode of arrival.

TRANSPORTATION ISSUES AND OPPORTUNITIES

Moving forward, there are some very initial observations and opportunities based on data collection, field reconnaissance, interviews, public input at the open house and parking and intercept survey results. These are shown below:

- Need for additional short term parking located in close vicinity to retail shops.
- Relative to above, require employees to park in remote areas leaving prime parking open.
- Enhanced pedestrian crossing along Northwest Highway
- Connect the north and the south parts of Downtown. Survey indicates 72% using only the north.
- Enhanced bike parking facilities and reconsider some proposed bike routes.
- Reconsideration of shared-use bicycle routes to further promote exposure to retail shops.
- Mitigate long vehicular queues by possibly modifying signal timing.
- Improved geometry to facilitate pedestrian access connectivity and safe crossing.
- The Downtown area needs to provide a multi-modal solution that connects motorists, commuters, pedestrians and bicyclists.
- More accommodating residential parking areas within the Downtown, including overnight guest parking.

All of these issues and opportunities will be taken into consideration when continuing the planning process in the Downtown area.

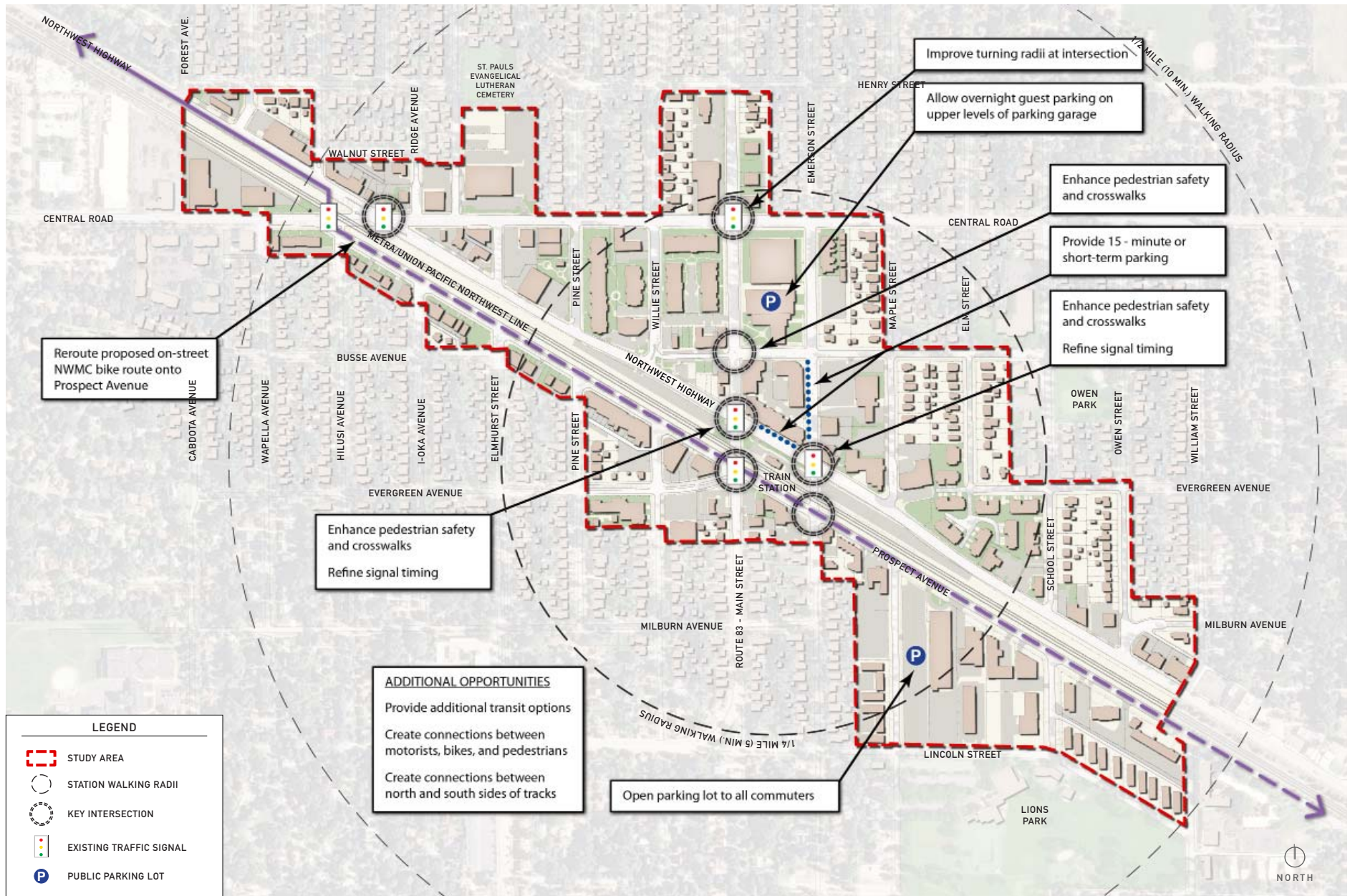


Exhibit 5.10 - Transportation Issues and Opportunities

EXHIBIT 6.1 – DEMOGRAPHIC TRENDS BY DISTANCE FROM MOUNT PROSPECT METRA STATION						
Summary	1/4 Mile from Metra Station		1/2 Mile from Metra Station		All of Mount Prospect	
	2000	2010	2000	2010	2000	2010
Total Population	892	1,331	4,085	4,723	56,265	54,167
Total Households	389	622	1,607	1,859	21,585	20,564
Total Housing Units	430	678	1,662	1,962	21,952	21,836
Average Household Size	2.60	2.11	2.53	2.63	2.60	2.63
Median Age	39.7	41.2	39.6	41.3	37.2	39.7
Median Household Income	\$69,093	\$83,097	\$67,370	\$78,386	\$57,128	\$66,645
Average Household Income	\$71,212	\$96,888	\$73,680	\$90,569	\$69,034	\$83,627
Population by Race						
Population Reporting One Race	884	1,294	4,039	4,599	55,126	53,081
White	848	1,177	3,801	4,168	45,338	41,715
Black	3	14	20	52	1,026	1,282
Asian	26	90	164	298	6,292	6,339
Some Other Race	7	13	54	81	2,470	3,745
Population Reporting Two or More Races	7	37	47	123	1,139	1,086
Total Hispanic Population	22	59	152	258	6,620	8,408

Source: U.S. Census Bureau, ESRI Business Analyst

6: MARKET ANALYSIS

SOCIO-ECONOMIC OVERVIEW

Trends

Over three-quarters of Mount Prospect's current housing stock was built over the 30-year period from 1950 to 1980. One-third of the Village's 21,840 housing units were built in the 1960s, with 22% of the housing stock added in the previous and following decades, the 1950s and 1970s.

The post-War housing boom spurred rapid population growth, as Mount Prospect's population increased from less than 4,000 in 1950 to 52,634 in 1980. As the community matured and became built out, population growth slowed. The 2010 Census reflected modest decreases in population (54,167) and the number of households (20,564) from the previous decennial census.

The quarter-mile station area represents 2.5% of the Village's population and 3.0% of its households. The half-mile station area represents approximately 8.7% of Mount Prospect's population and 9.0% of households. According to the Census, both areas increased in population, households and housing units from 2000 to 2010.

As shown in Exhibit 6.1, the station areas differed from the rest of Mount Prospect in another way. Household incomes in 2010 were higher in the station areas than in the Village as a whole.

Exhibit 6.2 shows the population by age in the $\frac{1}{4}$ - and $\frac{1}{2}$ -mile station areas. Highlights of the census data include the following:

- The number of children and teenagers increased from 2000 to 2010 in both areas.
- Twenty-somethings are under-represented.
- The number of persons in their 30's was flat or declined.
- In 2010, the largest and fastest growing age group was 40-49, followed by 50-59.

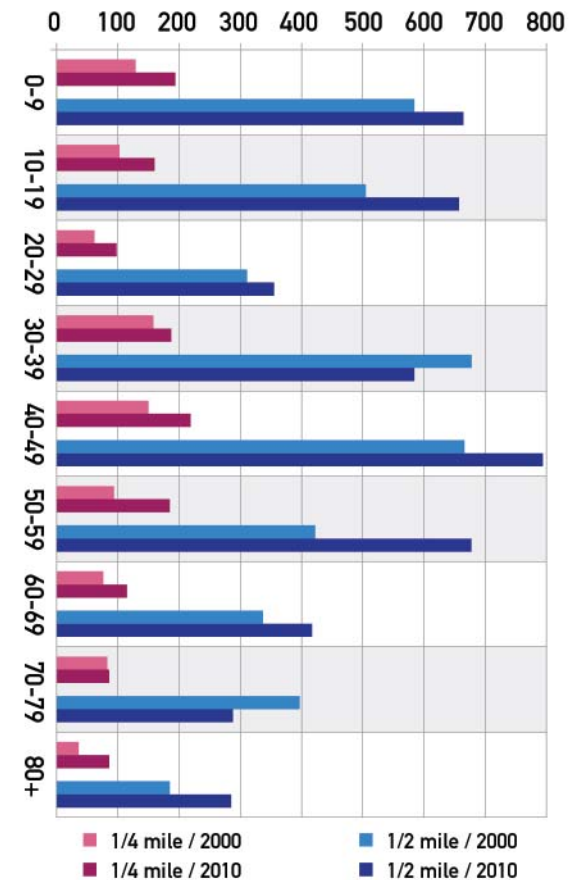


Exhibit 6.2
Age of Population in 1/4 and 1/2 - Mile Station Area

Household Age And Income

An analysis on Mount Prospect households by age and income, as presented in Exhibit 6.3, suggests lifestyle characteristics.

- The largest age category in the Village is households 45 to 55. This age group is generally in peak earning years, and some households may be transitioning to empty nests.
- 30% of households in the Village have incomes in the range of \$50,000 to \$100,000. Depending on the definition, this group can be described as solidly middle- and upper-middle income.

EXHIBIT 6.3 – VILLAGE OF MOUNT PROSPECT 2012 HOUSEHOLDS BY INCOME AND AGE OF HOUSEHOLDER								
Income Level	Age of Householder							TOTAL
	< 25	25-34	35-44	45-54	55-64	65-74	75 +	
All Households	384	2,920	3,694	4,209	3,655	2,660	3,102	24,279
< \$15,000	79	191	188	211	214	169	421	1,473
\$15,000 - \$24,999	56	223	241	246	244	305	555	1,870
\$25,000 - \$34,999	54	259	263	259	233	176	413	1,657
\$35,000 - \$49,999	72	489	411	396	390	306	444	2,508
\$50,000 - \$74,999	60	661	714	752	674	654	569	4,084
\$75,000 - \$99,999	22	472	626	720	591	452	305	3,188
\$100,000 - \$149,999	34	483	793	987	804	296	285	3,682
\$150,000 - \$199,999	2	81	249	362	290	185	66	1,235
\$200,000 or more	5	61	209	276	215	117	44	927
Median Household Income	\$35,423	\$58,658	\$75,862	\$81,643	\$77,287	\$61,531	\$39,388	
Average Household Income	\$47,054	\$71,813	\$90,692	\$97,194	\$92,583	\$78,863	\$54,082	
Income Level	Percent Distribution							
	< 25	25-34	55-44	45-54	55-64	65-74	75 +	
< \$15,000	20.6%	6.5%	5.1%	5.0%	5.9%	6.4%	13.6%	
\$15,000 - \$24,999	14.6%	7.6%	6.5%	5.8%	6.7%	11.5%	17.9%	
\$25,000 - \$34,999	14.1%	8.9%	7.1%	6.2%	6.4%	6.6%	13.3%	
\$35,000 - \$49,999	18.8%	16.7%	11.1%	9.4%	10.7%	11.5%	14.3%	
\$50,000 - \$74,999	15.6%	22.6%	19.3%	17.9%	18.4%	24.6%	18.3%	
\$75,000 - \$99,999	5.7%	16.2%	16.9%	17.1%	16.2%	17.0%	9.8%	
\$100,000 - \$149,999	8.9%	16.5%	21.5%	23.4%	22.0%	11.1%	9.2%	
\$150,000 - \$199,999	0.5%	2.8%	6.7%	8.6%	7.9%	7.0%	2.1%	
\$200,000 or more	1.3%	2.1%	5.7%	6.6%	5.9%	4.4%	1.4%	

Source: ESRI Forecasts for 2012

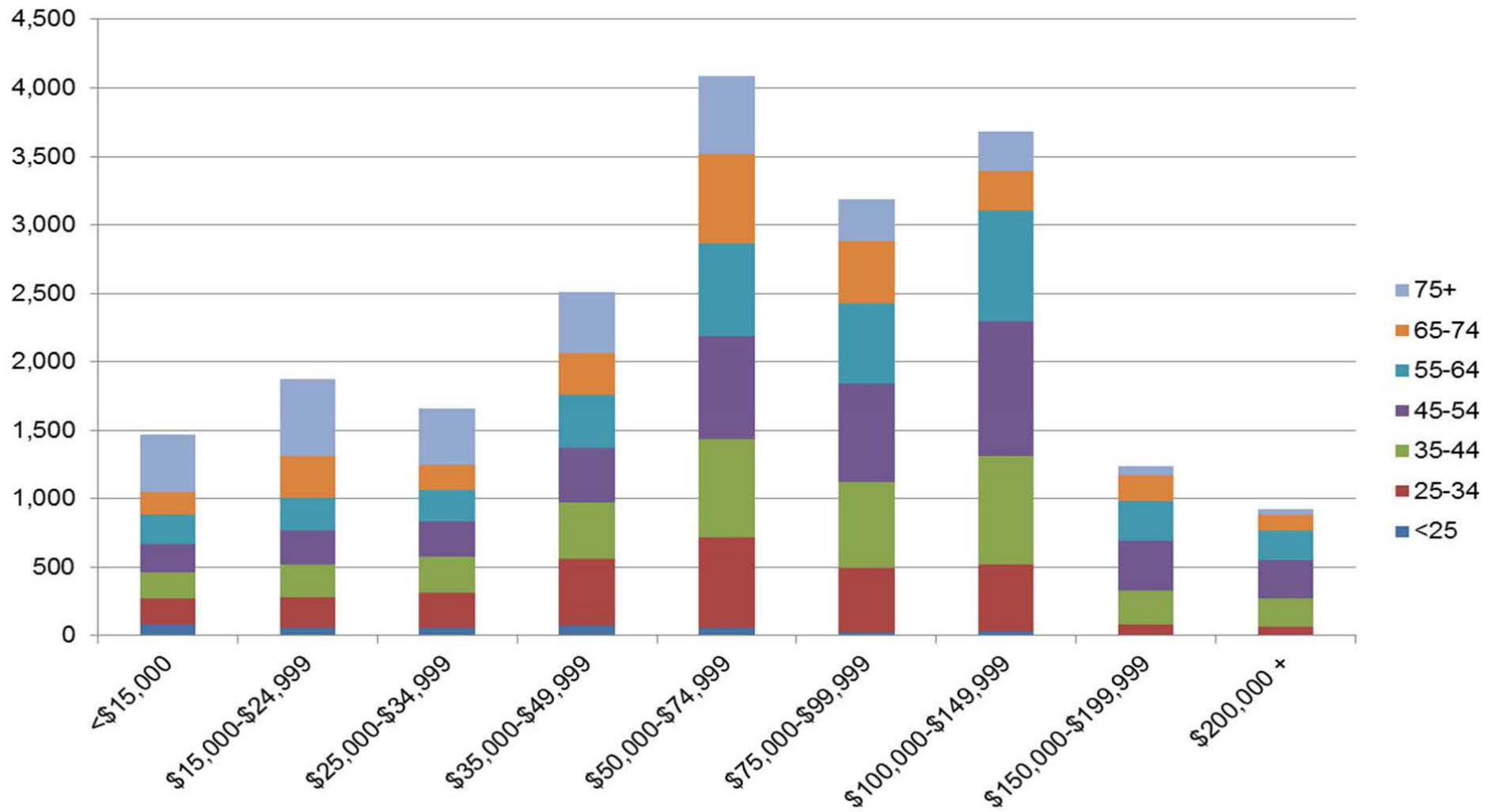


Exhibit 6.4 – Age of Population in Mount Prospect

Employment

Data from the American Community Survey suggest that access to jobs is one of the strongest assets of the station area.

- 87.7% of workers living within a half mile have jobs in Cook County. According to the Illinois Department of Employment Security (IDES), Northwest Suburban Cook County, the location of Mount Prospect, has 393,170 private-sector jobs in 2012. Nearby North and West Suburban Cook County together have nearly 290,000 private-sector jobs, and Chicago's Central Area has over a half-million private sector jobs.
- While most (79.0%) workers living in the station area drive to work alone, 7.1% take the train. Other modes of transportation are also well represented.
- The commute time is less than 35 minutes for 71.0% of workers living in the station area. For Metra riders, the trip to Ogilvie Transportation Center in downtown Chicago is as short as 33 minutes on peak-period express trains, and approximately 47 minutes on other trains.

IDES reports that Mount Prospect has 14,754 private-sector jobs in 2012. The largest industry is retail trade, representing 21.4% of all jobs.

“Access to jobs is one of the strongest assets of the station area”

EXHIBIT 6.5 – WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION				
	1/4 Mile from Metra Station		1/2 Mile from Metra Station	
	Number	Percent	Number	Percent
Total	1,913	100.0%	7,221	100.0%
Drove Alone	1,486	77.7%	5,726	79.3%
Carpooled	128	6.7%	394	5.5%
Public Transportation	149	7.8%	612	8.5%
Bus or Trolley Bus	9	0.5%	31	0.4%
Subway or Elevated	23	1.2%	53	0.7%
Railroad	117	6.1%	527	7.3%
Bicycle	11	0.6%	54	0.7%
Walked	33	1.7%	64	0.9%
Other Means	4	0.2%	33	0.5%
Worked at Home	101	5.3%	337	4.7%

Source: American Community Survey 2005-2009 – U.S. Census Bureau

EXHIBIT 6.6 – WORKERS AGE 16+ YEARS BY DURATION OF COMMUTE				
	1/4 Mile from Metra Station		1/2 Mile from Metra Station	
	Number	Percent	Number	Percent
Total Workers 16 +	1,811	100.0%	6,883	100.0%
Less than 5 minutes	26	1.4%	130	1.9%
5 to 9 minutes	160	8.8%	494	7.2%
10 to 14 minutes	203	11.2%	766	11.1%
15 to 19 minutes	204	11.3%	725	10.5%
20 to 24 minutes	343	18.9%	1,265	18.4%
25 to 29 minutes	102	5.6%	423	6.1%
30 to 34 minutes	291	16.1%	1,038	15.1%
35 to 39 minutes	54	3.0%	205	3.0%
40 to 44 minutes	65	3.6%	411	6.0%
45 to 59 minutes	140	7.7%	634	9.2%
60 to 89 minutes	180	9.9%	607	8.8%
90 or more minutes	42	2.3%	185	2.7%

Source: American Community Survey 2005-2009 – U.S. Census Bureau

EXHIBIT 6.7 – WORKERS AGE 16+ YEARS BY PLACE OF WORK				
	1/4 Mile from Metra Station		1/2 Mile from Metra Station	
	Number	Percent	Number	Percent
Total Workers 16 +	1,913	100.0%	7,221	100.0%
Worked in state and in country of residence	1,677	87.7%	6,147	85.1%
Worked in state and outside county of residence	220	11.5%	987	13.7%
Worked outside state of residence	15	0.8%	87	1.2%

Source: American Community Survey 2005-2009 – U.S. Census Bureau

RETAIL MARKET

Competitive Position

As a retail center, the Downtown competes with eight retail subareas located throughout Mount Prospect. Downtown is in the shadow of Randhurst Village, the redeveloped Randhurst Mall. The early 1960s super regional mall featured 1.4 million square feet of retail space and traditional department store anchors with an enclosed format. Competition from nearby Woodfield Mall and failed department stores were among the factors that lead to the decline of Randhurst Mall.

Under new ownership, Randhurst was closed from 2008 to 2010 to be reconfigured with 743,587 square feet of retail, office and hotel uses. Today, Costco, Home Depot, Carson Pirie Scott and Jewel-Osco are the largest of the retail tenants. The attention to outdoor streetscape, a 12-screen movie theater and the variety of restaurant choices intended to create a “village center” environment.

2008 BDI Study

In May 2008, a *Retail Market Analysis* was presented to the Village of Mount Prospect by the consulting firm of Business Districts, Inc. (BDI). The report identified retail subareas in three sectors of the Village: Southern, Northern, and Downtown. A demographic analysis for each subarea and an identification of opportunities for each were incorporated into a retail strategy for Mount Prospect.

The BDI report included key conclusions and recommendations related to the Downtown:

- The prime opportunity is to differentiate the Downtown from Mount Prospect’s other retail areas, including nearby Randhurst, employing a branding strategy, improved wayfinding and more events.

- As a multi-functional center, the Downtown should intensify service, professional practice and office uses to serve various populations at different hours.
- Residential product types should be expanded to include rental housing that draws diverse household types.

The strategy recommended efforts including sustainable tenancing for ground-floor space, creation of a business plan and building of partnerships. BDI acknowledged that each would require a significant commitment of person-hours. The BDI report also recognized the design and financial challenges associated with developing successful mixed use projects.

In part, this Downtown planning process is a follow up to many of these recommendations, including a focus on Downtown branding and a detailed look at Downtown land uses. Those land uses should serve the needs of all Mount Prospect’s residents, as well as outside commuters.

Downtown Businesses

Downtown Mount Prospect has long-time businesses, with Keefer’s Pharmacy, Mrs. P & Me and Capannari’s Ice Cream as examples. The newer mixed-use developments such as Village Centre and Clock Tower provide modern retail space to complement the older commercial properties and attract new businesses.

The last four years have been a challenge for retail across the board, and particularly for the types of independent businesses that are represented in Downtown. With that acknowledgment, Exhibit 6-8 compares Downtown businesses in 2008 with the current roster. Observations include the following:

- National and regional retailers and restaurants are limited to Caribou Coffee, Le Peep Cafe, Starbucks, Subway, Fannie May Candies, Jake’s Pizza and Oberweis Dairy.
- Service businesses, including professional and medical, represent over half of existing business, and nearly one-third of existing businesses are restaurants or food-related.

- Downtown Mount Prospect has relatively few retail stores with shopper or comparison goods.
- While business retention has been substantial and new businesses have been attracted, one out of five storefronts remains vacant.

EXHIBIT 6.8 – 2008 - 2012 BUSINESS INVENTORY COMPOSITION		
	Number of Establishments	Percent of Establishments
Retained	60	62%
Vacant	19	20%
Turned Over	18	19%
Total	97	100%

Source: Goodman Williams Group

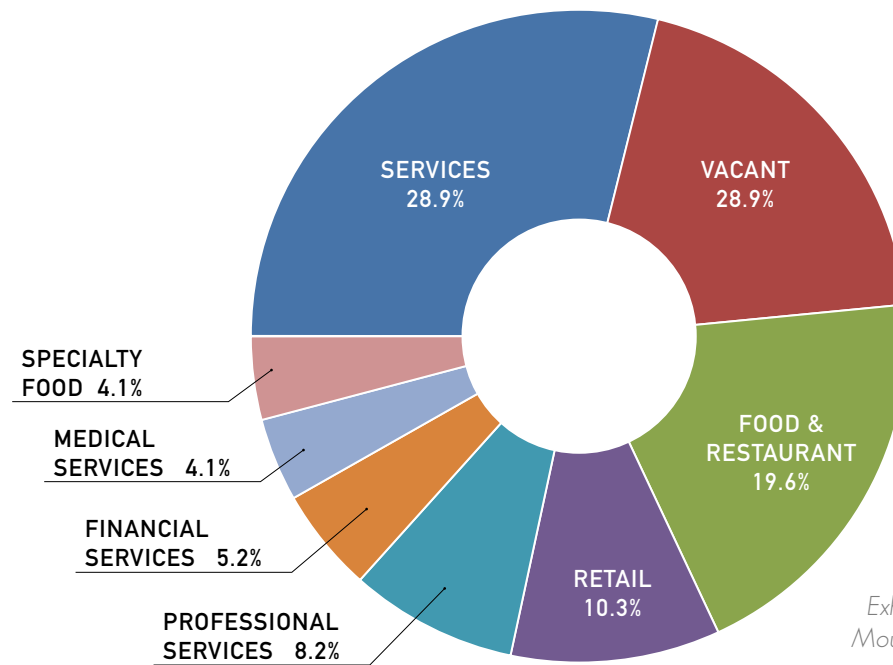


Exhibit 6.9 - Downtown Mount Prospect Businesses

EXHIBIT 6.10 – DOWNTOWN MOUNT PROSPECT BUSINESSES 2008 AND 2012			
SOUTH OF TRACKS			
	2008 Business	2012 Business	Category
PROSPECT AVENUE			
101 W Prospect	Games Plus	Games Plus	Retail
103 W Prospect	General Building Service Corp.	General Building Service Corp.	Services
105 W Prospect	Dave's Specialty Foods	Dave's Specialty Foods	Specialty Foods
107 W Prospect	Edward Jones	Edward Jones	Professional
109 W Prospect	N/A	Mosaic Yarn Studio, Ltd	Retail
111 W Prospect	Central Chiropractic Assoc.	Vista Linda Eye Care Inc. (2011)	Medical Services
127 W Prospect	Stay Fit Physical Therapy	Stay Fit Physical Therapy	Professional
129 W Prospect	Foto Direct, Inc.	Vacant	-
131 W Prospect	Master Kraft Cleaners	Vacant	-
133 W Prospect	Artisian 133	FA Skates and Snowboards	Retail
135 W Prospect	Ace's T & C Stylist	FA Skates and Snowboards	--
137 W Prospect	DD Hair Design	DD Hair Design	Services
139 W Prospect	Allstate Insurance	Allstate Insurance	Professional
141 W Prospect	Sew Tech	Vacant	-
143 W Prospect	Boulevard Café	Mia's Cantina	Food & Restaurant
9 E Prospect	Bellissimo Nail	Bellissimo Nail	Services
11 E Prospect	Parker House Hair Care	Parker House Hair Care	Services
13 E Prospect	Tower Cleaners	Tower Cleaners	Services
15 E Prospect	MB Financial	MB Financial	Financial
100 E Prospect	Mrs. P's and Me Restaurant	Mrs. P's and Me Restaurant	Food & Restaurant
109 E Prospect	Greco's Grooming Salon	Greco's Grooming Salon	Services
113 E Prospect	Busse Automotive & Car Wash	Busse Automotive & Car Wash	Services

Source: Business Districts Inc. Retail Market Analysis (2008 Businesses) and Goodman Williams Group

EXHIBIT 6.10 – DOWNTOWN MOUNT PROSPECT BUSINESSES 2008 AND 2012			
SOUTH OF TRACKS			
	2008 Business	2012 Business	Category
PROSPECT PLACE			
5 W Prospect	Keefer's Pharmacy	Keefer's Pharmacy	Retail
7 W Prospect	7 W Hair Salon	7 W Hair Salon	Services
9 W Prospect	Mount Prospect Vacations	Vacant	-
11 W Prospect	Al's Shoe Service	Al's Shoe Service	Services
15 W Prospect	Sam's Place Restaurant	Sam's Place Restaurant	Food & Restaurant
15 W Prospect	Prospect Avenue Cleaners	Prospect Avenue Cleaners	Services
17 W Prospect	N/A	Vacant former Family Thrift Shop	-
25 W Prospect	N/A	Vacant former florist	-
27 W Prospect	Colonial Dental Associates	Colonial Dental Associates	Medical Services
MISCELLANEOUS LOCATIONS			
150 S Main	Sahara Windows	Sahara Windows	Services
201 S Main	Fannie May Candies #277	Fannie May Candies #277	Specialty Foods

Source: Business Districts Inc. Retail Market Analysis (2008 Businesses) and Goodman Williams Group

Note: information listed under '2012 Business' in Exhibit 6.10 reflects a snapshot of existing conditions present during 2012 fieldwork.

**EXHIBIT 6.10 – DOWNTOWN MOUNT PROSPECT BUSINESSES
2008 AND 2012**

NORTH OF TRACKS			
	2008 Business	2012 Business	Category
CENTRAL PLAZA			
10 N Main	House of Szechwan	House of Szechwan	Food & Restaurant
14 N Main	Mane St Hair Design	Mane St Hair Design	Services
16 N Main	Mount Prospect Liquor & Video	Mount Prospect Liquor & Video	Specialty Foods
22 N Main	N/A	Vacant	-
36-38 N Main	N/A	Vacant	-
40 N Main	N/A	Vacant - former Pancho's Produce	-
50 N Main	Midwest Bank	FirstMerit Bank	Financial
MAIN STREET			
101 S Main	Central Continental Bakery	Central Continental Bakery	Specialty Foods
105 S Main	Sakura Restaurant	Sakura Restaurant	Food & Restaurant
107 S Main	Mt. Prospect Chamber of Commerce	Mt. Prospect Chamber of Commerce	Professional
108 S Main	A Perfect Petal	A Perfect Petal	Retail
110 S Main	Norway Cycles, Inc	Vacant	-
113 S Main	Picket Fence Realty	Picket Fence Realty	Services
2 W Busse	Blues Bar	Blues Bar	Food & Restaurant
6 W Busse	Vacant	Network Entertainment Studio	Services
8 W Busse	Dance by Tamara Zach	Karma Hair & Nail Lounge	Services
8 W Busse		Hour Time Jewelry	Retail
18 W Busse	Ye Olde Town Inn	Ye Olde Town Inn	Food & Restaurant
SHOPPES AT THE EMERSON - five spaces totalling 14,000 square feet			
102 S Emerson	Acqua Nail	Acqua Nail	Services
106-108 S Emerson	Vacant	Elements Diet and Fitness	Services
110 S Emerson	Vino 100	Vacant	-
90 E Busse	Canta Napoli Italian	Canta Napoli Italian	Food & Restaurant

Source: Business Districts Inc. Retail Market Analysis (2008 Businesses) and Goodman Williams Group

Note: information listed under '2012 Business' in Exhibit 6.10 reflects a snapshot of existing conditions present during 2012 fieldwork.





EXHIBIT 6.10 – DOWNTOWN MOUNT PROSPECT BUSINESSES 2008 AND 2012

NORTHWEST HIGHWAY			
	2008 Business	2012 Business	Category
SHOPS AT VILLAGE CENTER - 21,000 square feet			
2 E NW Hwy	Former Planet Wireless	Edward Jones	Financial
10 E NW Hwy	Le Peep Café	LePeep Café	Food & Restaurant
20 E NW Hwy	TCF Bank	Mt. Prospect State Bank / Vacant	-
46 E NW Hwy	Unique Cleaner	Unique Cleaner	Services
50 E NW Hwy	Norway Adventure Sports	Accelerated Rehab	Professional
52 E NW Hwy	Norway General Store	Vacant	-
60 E NW Hwy	European Jewelry & Repair, Inc.	European Jewelry & Repair, Inc.	Retail
66 E NW Hwy	Vacant	Vacant	-
70 E NW Hwy	Halo Salon	Halo Salon	Services
76 E NW Hwy	N/A	My Digital Geeks	Services
80 E NW Hwy	Oberweis Dairy	Oberweis Dairy	Food & Restaurant
90 E NW Hwy	Caribou Coffee	Caribou Coffee	Food & Restaurant
NORTHWEST HIGHWAY			
11 E NW Hwy	Tuccios Fresh Italian Kitchen	Morning Blend replaces Lilia's Café	Food & Restaurant
100 E NW Hwy	Busse's Flowers	Busse's Flowers	Retail
104 E NW Hwy	Mt. Prospect Eye Care	Mt. Prospect Eye Care	Medical Services
320 E NW Hwy	Ravenswood Bank (failed in 2010)	Village Bank and Trust	Financial
CLOCK TOWER PLACE - 7,500 square feet			
100 W NW Hwy	Starbucks	Starbucks	Food & Restaurant
102-104 W NW Hwy	Subway	Subway	Food & Restaurant
106 W NW Hwy	Tuccio's Fresh Italian Kitchen	Crave Pizza	Food & Restaurant
108 W NW Hwy	Anna's Allure Salon	Anna's Allure Salon	Services
110 W NW Hwy	Clock Tower Cleaners	Clock Tower Cleaners	Services

Source: Business Districts Inc. Retail Market Analysis (2008 Businesses) and Goodman Williams Group

Note: information listed under '2012 Business' in Exhibit 6.10 reflects a snapshot of existing conditions present during 2012 fieldwork.

EXHIBIT 6.10 – DOWNTOWN MOUNT PROSPECT BUSINESSES 2008 AND 2012			
NORTHWEST HIGHWAY			
	2008 Business	2012 Business	Category
VIRGINIA COURT			
103 W Central	Century Cleaners	Century Cleaners	Services
109 W Central	Hair Light	Hair Light	Services
111 W Central	Dr. Joseph Schwartz DDS	Dr. Joseph Schwartz DDS	Medical Services
113 W Central	Neat N Cool Gifts	Vacant	-
115 W Central	Comix Revolution	Comix Revolution	Retail
SOUTH EMERSON			
113 S Emerson	Michael's Italian Steak & Food	Emerson's Ale House (2011)	Food & Restaurant
115 S Emerson	Law Offices of John C. Haas	Law Offices of John C. Haas	Professional
115 S Emerson	The Law Office of Mark J. Watychowicz	The Law Office of Mark J. Watychowicz	Professional
117 S Emerson	Bookscout & Trader	Vacant former Real Deals	-
119 S Emerson	UPS Store	UPS Store	Services
121 S Emerson	Creative Training Solutions	Creative Training Solutions	Services
121 S Emerson	Victoria Paige/Mediation Counseling	Victoria Paige/Mediation Counseling	Professional
MISCELLANEOUS LOCATIONS			
10 S Pine	Capannari's Ice Cream	Capannari's Ice Cream	Food & Restaurant
299 W Central	Little America Restaurant	Mount Prospect State Bank	Financial
301 W Central	Mail A Box/ Designer Shoe Outlet	Dog Play Day Care (2009)	Services
400 W Central	A Central North Animal Hospital	Vacant	-
500 W Central	Turnkey Environmental Consultants	Gabriel Environmental Services Midwest Chiropractic & Physical Therapy	Services Professional
101 S Pine	Homes R Us Realty	Vacant	-

Source: Business Districts Inc. Retail Market Analysis (2008 Businesses) and Goodman Williams Group

Note: information listed under '2012 Business' in Exhibit 6.10 reflects a snapshot of existing conditions present during 2012 fieldwork.



Grocery

While major grocery store chains are well represented in the Northwest suburbs, Downtown residents do not have a nearby grocery store for day-to-day needs. Jewel-Osco and Aldi have multiple locations within a three-mile radius of Downtown Mount Prospect. The closest grocery options for Downtown residents are Walmart Supercenter and Aldi, both located near Randhurst Village.

Among the businesses in downtown Mount Prospect is Keefer's Pharmacy, which is one of eleven pharmacy locations within a three mile radius. Some grocery stores also provide pharmacy services in-store, adding to the total number of pharmacies convenient to Downtown.



“There are 10 grocery stores and 11 pharmacies within a 3 mile radius of the Metra Station.”

EXHIBIT 6.11 – GROCERY STORES AND PHARMACIES WITHIN 3 MILES			
Name	Address	Municipality	Distance from Metra Station
GROCERY STORES			
Aldi	730 E Rand Road	Mount Prospect	1.3
Walmart Supercenter *	930 Mount Prospect Plaza	Mount Prospect	1.3
Dominick's *	1042 S Elmhurst Road	Mount Prospect	1.7
Jewel-Osco *	819 S Elmhurst Road	Des Plaines	2.1
Jewel-Osco *	333 E Euclid Avenue	Mount Prospect	2.2
Mariano's *	802 E Northwest Highway	Arlington Heights	2.3
Jewel-Osco *	122 N Vail Avenue	Arlington Heights	3.0
Aldi	1432 E Rand Road	Prospect Heights	3.0
Jewel-Osco *	1860 S Arlington Heights Road	Arlington Heights	3.0
Aldi	555 E Golf Road	Arlington Heights	3.0
PHARMACY			
Keefe's Pharmacy	5 W Prospect Avenue	Mount Prospect	0.1
Walgreens	1028 S Elmhurst Road	Mount Prospect	1.3
Walgreens	21 Rand Road	Des Plaines	1.0
Walgreens	17 W Golf Road	Des Plaines	1.5
Walgreens	1 N Broadway Street	Des Plaines	1.7
Walgreens	1000 E Northwest Highway	Arlington Heights	2.2
CVS	1002 S Busse Road	Mount Prospect	2.3
Walgreens	1 N Elmhurst Road	Prospect Heights	2.5
Walgreens	1701 E Kensington Road	Mount Prospect	2.7
Walgreens	1378 Miner Street	Des Plaines	2.8
Walgreens	3 E Golf Road	Arlington Heights	3.0

* IN-STORE PHARMACY

Source: Goodman Williams Group

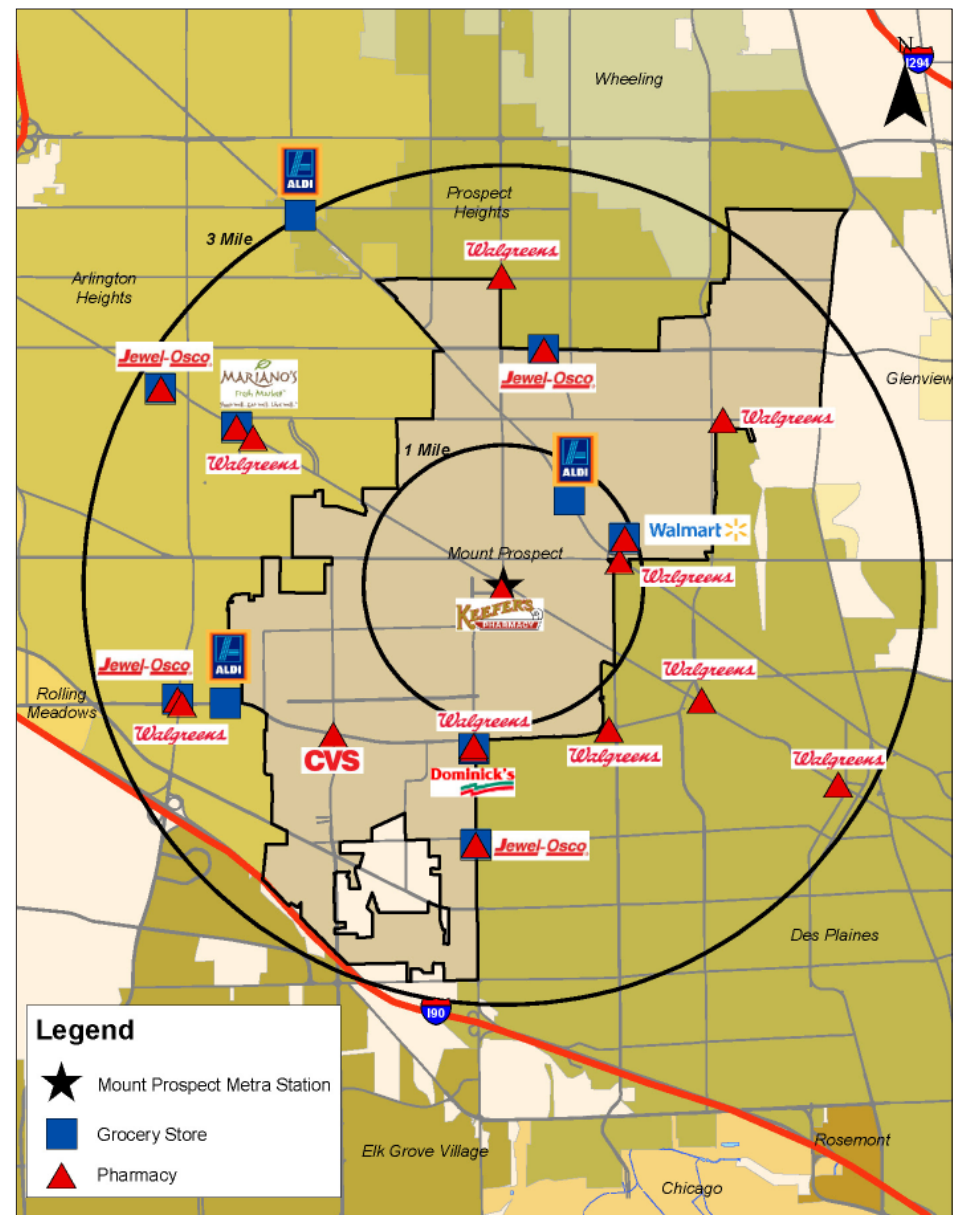


Exhibit 6.12 - Map of Grocery Stores & Pharmacies within a 3 mile radius of Downtown Mt. Prospect

Expenditure Potential

Exhibit 6-13 shows household expenditure potential by households within $\frac{1}{4}$, $\frac{1}{2}$, and 1-mile of the Metra station. While households have the capacity to support all categories of retail, Downtown may not be able to capture all these retail dollars. Particular opportunities within one-mile of the Metra Station include:

- Grocery stores have an estimated expenditure potential of \$28.8 million compared to sales of \$734,000.
- Food services and drinking establishments have an expenditure potential of \$28 million compared to estimated sales of \$21.2 million.

EXHIBIT 6.13 – HOUSEHOLD EXPENDITURE POTENTIAL			
Industry Summary	1/4 Mile from Metra Station	1/2 Mile from Metra Station	1 Mile from Metra Station
Total Retail Trade and Food & Drink	\$13,493,554	\$51,346,802	\$182,880,385
Total Retail Trade	\$11,419,091	\$43,459,648	\$154,838,838
Total Food & Drink	\$2,074,463	\$7,887,154	\$28,041,547
Industry Group			
Motor Vehicle & Parts Dealers	\$2,543,355	\$9,679,537	\$34,480,805
Furniture & Home Furnishings Stores	\$405,362	\$1,532,190	\$5,398,603
Electronics & Appliance Stores	\$340,579	\$1,293,935	\$4,595,205
Bldg. Materials, Garden Equip & Supply Stores	\$545,313	\$2,056,875	\$7,202,602
Food & Beverage Stores	\$2,325,805	\$8,879,761	\$31,773,068
<i>Grocery Stores</i>	\$2,108,808	\$8,053,376	\$28,826,381
<i>Specialty Food Stores</i>	\$82,174	\$314,064	\$1,124,403
<i>Beer, Wine & Liquor Stores</i>	\$134,822	\$512,321	\$1,822,284
Health & Personal Care Stores	\$432,097	\$1,641,131	\$5,886,807
Gasoline Stations	\$1,648,108	\$6,290,905	\$22,536,712
Clothing & Clothing Accessories Stores	\$613,594	\$2,329,738	\$8,257,552
<i>Clothing Stores</i>	\$470,573	\$1,786,976	\$6,336,879
<i>Shoe Stores</i>	\$65,664	\$250,751	\$894,419
<i>Jewelry, Luggage & Leather Goods Stores</i>	\$77,357	\$292,010	\$1,026,254
Sporting Goods, Hobby, Book & Music Stores	\$145,426	\$552,498	\$1,959,420
General Merchandise Stores	\$1,472,230	\$5,605,892	\$19,986,421
Miscellaneous Store Retailers	\$205,776	\$783,194	\$2,789,969
Nonstore Retailers	\$741,445	\$2,813,993	\$9,971,674
Food Services & Drinking Places	\$2,074,463	\$7,887,154	\$28,041,547
<i>Full-Service Restaurants</i>	\$956,469	\$3,635,090	\$12,918,791
<i>Limited-Service Eating Places</i>	\$741,460	\$2,822,392	\$10,046,532
<i>Special Food Services</i>	\$266,370	\$1,013,870	\$3,608,710
<i>Drinking Places - Alcoholic Beverages</i>	\$110,164	\$415,803	\$1,467,515

Source: ESRI Business Analyst

RESIDENTIAL MARKET

Housing Overview

Mount Prospect's quality housing stock is one of its chief assets. Census data (2009-2011 American Community Survey Estimates) reveal the following housing characteristics:

- Of 21,840 housing units, 60.0% are single-family.
- Over three-quarters of Mount Prospect's housing was built between 1950 and 1979.
- Occupied housing units in the Village are 73.6% owned and 26.4% rented.

In the 12-year period from 2000-2011, the Village permitted 491 housing units, with about half detached and half attached units. The peak year of activity was 2002, when 115 units were permitted. During the housing and economic recession, annual activity has fallen as low as 3 units. Unlike some of the neighboring communities, teardowns have been relatively uncommon in Mount Prospect. However, prior to the housing recovery, teardowns were occurring at the rate of about 100 units per year.

Median home prices in Mount Prospect rank below those in Arlington Heights and are higher than those in other nearby communities in the northwest suburbs. The median price of a Mount Prospect home sold in 2011 was \$259,900.

“Over three-quarters of Mount Prospect's housing was built between 1950 and 1979.”

EXHIBIT 6.14 – HOUSING UNITS PERMITTED IN MOUNT PROSPECT

Building Type	YEAR												Total	Annual Average 2000-2011
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011		
Single-Family Detached	8	8	43	17	29	37	30	12	6	8	3	3	204	17
Buildings with 2-4 Units	8	0	2	0	0	20	0	0	0	0	0	0	30	3
Buildings with 5 or More Units	0	65	70	70	0	52	0	0	0	0	0	0	257	21
Total	16	73	115	87	29	109	30	12	6	8	3	3	491	41

Source: U.S. Census Bureau Censstats Database

EXHIBIT 6.15 – 2011 MEDIAN HOME SALE PRICE

Arlington Heights	\$296,500
Mount Prospect	\$259,900
Prospect Heights	\$229,900
Des Plaines	\$195,000
Wheeling	\$136,000

Source: Midwest Real Estate Data

Downtown Condominiums

Downtown redevelopment over the past two decades has brought nearly 350 new condominium units. The largest project is Norwood's Village Centre, with 205 units. Townhomes and rowhomes are also among the new housing product. The housing recession stopped any new development, leaving the small-scale Founders Row development uncompleted. Recent changes in ownership of the Founders Row property, however, has resulted in the project getting back on track.

Because of the depressed condominium market, some owners have opted to rent their unit rather than list it for sale. As an example of rents, a 2BR/2BA unit with 1,250 square feet in Clocktower Place is offered for rent at \$1,495 per month. While demand for the Downtown rental units has reportedly been strong, condominium associations have placed limits on the percentage of units that can be rented.



Village Centre Condominiums

EXHIBIT 6.16 – DOWNTOWN MOUNT PROSPECT CONDOMINIUM BUILDINGS		
Project Address	Developer/Year	Units
Village Commons Townhomes S School / University Dr / College Dr	Home by Hemphill Early 1990s	42
Shires at Clocktower Place 5 S Pine 15 S Pine 10 S Wille	Pontarelli Builders Norwood Builders completed final phase in 1990s	40 49 50
Residences at Village Centre 5 W Central / 11 S Wille / S Main	Norwood Builders Early 2000s	205
Lofts at Village Centre 40 E NW Hwy	Norwood Builders Early 2000s	34
The Emerson at Village Centre 100 S Emerson	Norwood Builders 2005-2007	52
Founders Row 5 S Emerson	Norwood Builders 2000s	14
Total Multi-family Units		486

Source: Goodman Williams Group

Downtown Rental Apartments

Mount Prospect rental apartments tend to be concentrated at the south end of the Village, north of I-90 in the Golf and Algonquin Road corridors. The rental housing stock is typically 1970s construction. Mount Prospect competes with the Arlington Heights, and other communities in the I-90 corridor that are served by Metra.

The suburban apartment market has been strong during the recession. A quarterly survey done by Appraisal Research Counselors and reported in *Crain's Chicago Business* provides details on current conditions. In the second quarter of 2012, the Northwest Cook County apartment submarket had an occupancy rate of 96.3%, which is considered full occupancy. Among the 10 suburban submarkets in the Chicago region, only Naperville/Aurora had a higher occupancy rate. The overall median net rent in the suburbs was \$1.17 per square foot. Rents in the Northwest Cook submarket reflected a healthy 4.1% increase over the previous year.

Despite potential demand, apartment construction has been limited in the suburbs for well over a decade. Communities resisted new rental housing development while condominium development was more feasible from a market and financial point of view. As a result, Chicago suburbs typically lack new product with the features and amenities that are competitive in today's market. Apartment rents in the suburbs have generally remained below that level that supports new construction. As a comparison, rents for downtown Chicago class A apartments average \$2.57 per square foot. With an occupancy rate of 96.0%, the downtown is experiencing a building boom.

Over the past three years, rents in Mount Prospect's submarket have typically been 1 to 3% higher than overall suburban rents. In the North Shore submarket, where rents have broken the \$2.00 per square foot barrier, new apartment development is underway.

OFFICE MARKET

Overview

The suburban office market has been slow to show signs of recovery from the economic recession. Mount Prospect is located in the Schaumburg submarket of Chicago's Northwest office market. The Northwest market is one of 11 markets in the Chicago region and represents 60.6 million square feet of the 458.0 million square feet in the regional inventory. As of the third quarter of 2012, The CoStar Office Report shows 11.3 million square feet of vacant space in the Northwest market. The 18.6% vacancy rate in the office market is the highest of the 11 markets in the region.

Chase Bank Building

The largest office property in Downtown Mount Prospect was originally the headquarters of First Bank of Mount Prospect and is now anchored by Chase Bank. The six-story building has been owned and managed by a real estate investment trust (REIT) since 2011. While the bank has contracted its space, Chase continues to occupy the first floor for retail banking and leases offices on two other floors that serve mid-market and private wealth clients. Smaller tenants types include architectural firms, attorneys, and financial service firms. A significant amount of space in the building is vacant and offered at \$18 per square foot gross, which is roughly the average rent quoted in the Northwest market.

Other Office Space

Second-floor office space is provided in Downtown buildings, accommodating professionals and small service businesses. Asking rents are typically in the range of \$12 to \$15. A concentration of medical professional buildings, largely from the 1950s and occupied by dental offices, is located on the south side of the tracks.

EXHIBIT 6.17 – NORTHWEST SUBURBAN OFFICE MARKET CONDITIONS

Market	Gross Building Square Footage	Overall Vacancy Rate	Under Construction	Asking Lease Rates Gross/Square Feet
Northwest Suburbs	28,092,191	26.4%	0	\$19.88
All Chicago Suburbs	110,671,274	22.5%	0	\$20.95

Source: CBRE Market Research 2Q2012



CONCLUSIONS

Land Use

Through successful planning efforts, Mount Prospect has added a significant residential population to the Downtown. A recovering housing market will bring opportunities for additional condominium development, as well as rental apartments. In the face of the economic challenges of the past four years, the Downtown has retained businesses and recruited new ones.

However, some problems such as the vacancy rate do remain, though this issue is understandable given recent economic conditions. Additionally, the mix of businesses Downtown has not created the diverse environment that many Mount Prospect residents would like to see.





7: ISSUES + OPPORTUNITIES

THE PUBLIC PROCESS

A fundamental component of any successful strategic planning process is community engagement. Employing a multi-layered public process enables the identification and establishment of shared priorities and civic character. It is important that this process achieve both a wide breadth of stakeholders as well as garner a deep understanding of the community issues and opportunities.

Beyond information gathering, a robust, multi-phased public process also plays an important role in ensuring a smooth transition into implementation. Direct participation in the planning process - when community members are able to be seen and heard - fosters trust between neighbors, with elected officials responsible for enacting policy, and of the project itself. By bringing the community together to develop a shared vision for the Downtown, a target is established by which progress can be measured. Additionally, harnessing the energy and excitement generated through public participation efforts is particularly essential during the early phases of a long-term strategic development effort because the tangible effects of such planning will only occur over time.

To achieve these goals, the public process for the Downtown Implementation Plan utilized the following three structures for engaging the community:

- **Stakeholder Interviews.** One on one, and small group meetings providing an opportunity for the consultant team to obtain the unique insight of key business and property owners, and elected officials.
- **Public Meetings.** A series of structured forums for community members to meet the consultant team, share their thoughts, and listen to others.
- **Online Surveys.** Dynamic participation tools that help to reach a broader audience, yet provide privacy for honest feedback, while achieving measurable results.

The results of these three outreach structures allow for a “triangulation of data” on common themes and ideas. A summary of the Open House, focus group discussions and surveys is presented on the following pages to provide a basic overview of the various outreach efforts, and aggregate the common themes and ideas.

“A fundamental component of any successful strategic planning process is community engagement.”

Stakeholder Interviews

A fundamental component of a successful strategic planning process is the engagement of stakeholders through a multi-layered public process to identify and establish the priorities and character of the community. It is important that this process engage both a wide breadth of stakeholders, as well as garner a deep understanding of the community issues and opportunities. To achieve these goals, the process established the following three venues for engaging the public:

One-on-one and small group interviews: Over 30 downtown stakeholders were interviewed during 45 to 60 minute sessions. These stakeholders represent a variety of backgrounds and special interests, such as:

- Village planning, public works and engineering staff
- Village Trustees and Plan Commission members
- Downtown business owners
- Mount Prospect Chamber of Commerce
- Downtown Merchants Association
- Downtown property owners
- Downtown condo associations
- Area developers
- Local residents



September 30th Open House

Community Open House

Over 30 community members participated in an evening Open House workshop on September 13, 2012. Participants were asked to provide input at four stations on the following topics:

Station 1: The Downtown Planning Process

Participants were asked to mark the location of his or her residence on a map, while also getting an overview of the planning process goals and time line.

Station 2: Mount Prospect Through Our Eyes

Participants viewed a rotating slide show of images throughout Downtown, including streetscape conditions and buildings/architecture, as well as land use and zoning maps of the area.

Station 3: How Do You Get Around?

Participants were engaged in discussions about preferred methods of transportation and their thoughts on the vehicular, pedestrian and bicycle environments in Downtown Mount Prospect.

Station 4: What Is Your Vision?

Participants completed a visual preference survey that consisted of images of achievable building, landscape, streetscape, transportation, open space and public realm improvements and ranked them on a scale of “strongly like” to “strongly dislike.” These images are used to spur thought and guide decisions for a shared future vision for the area.

Online Survey

Over 80 members of the public participated in an online survey that asked for input on Downtown character, land use mix, redevelopment opportunities and transportation issues.

“It is important that this process engage both a wide breadth of stakeholders, as well as garner a deep understanding of the community issues and opportunities.”

VISUAL PREFERENCE SURVEY RESULTS

The goal of the Visual Preference Survey is to gauge the Community's stance on Downtown character issues. The images used for the Survey help to establish development goals/preferences and desired character.

5 overall categories were used to organize the images:

- Mixed-use/Commercial
- Residential
- Streetscape & Identity
- Open Space
- Transportation

Participants were asked to rate each image on a scale from "Strongly Like" to "Strongly Dislike", with the added option to say "Not Clear" if the content of the image was unclear.



“The images used for the Survey help to establish development goals/preferences and desired character.”

Mixed-use/Commercial

The images that scored most favorably for the Mixed-use/Commercial category were those that consisted of a three to five story mixed-use building. Respondents preferred brick materials and storefronts with awnings. Pedestrian amenities such as cafe space and planting medians were also well received.

MIXED-USE / COMMERCIAL



Residential

Residential imagery that consisted of buildings with traditional high quality materials, such as brick, scored high. The height and intensity of residential images ranged from a single-family home to a six story building. Another common theme for high scoring residential images was the existence of a small, well-landscape front yard setback.

RESIDENTIAL



Streetscape & Identity

Images that included a wide variety of pedestrian-oriented amenities scored favorably in the streetscape and identity category. Those images that included seatwalls, cafe space, benches, street-lighting, water features, planting areas and gateway signage scored high.

STREETScape + IDENTITY



Open Space

Respondents favored open spaces that were traditional in form. Images with central water features or public art and surrounding seatwalls with plantings scored very well. Open spaces that were small and pedestrian scaled scored much higher than those that incorporated vehicular traffic or small structures.

OPEN SPACE



TRANSPORTATION

Transportation

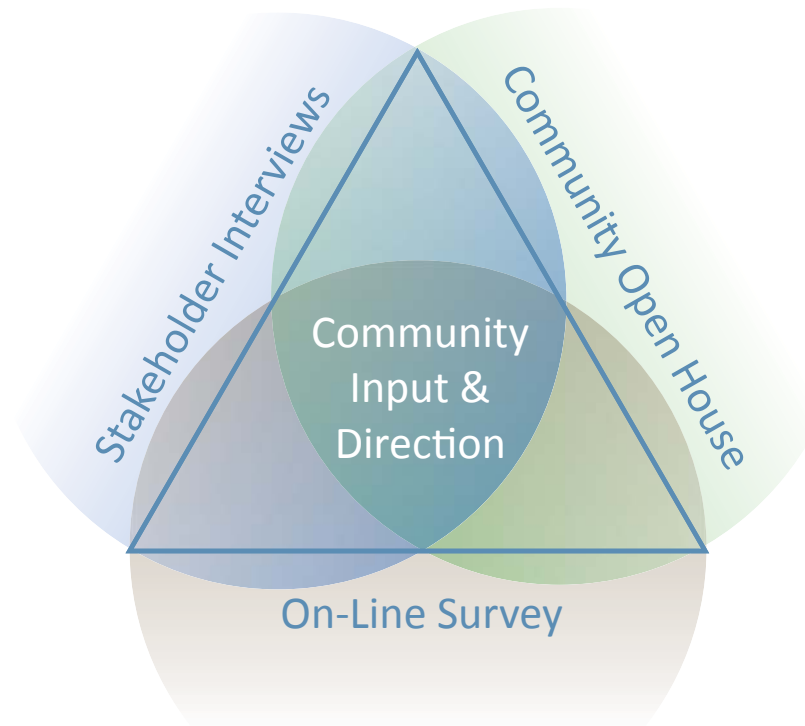
Images that highlighted pedestrian and bicycle transportation scored very well. Respondents showed a preference for making pedestrian and bicycle circulation more prominent and safe rather than roadways which incorporate special pavers.



PUBLIC INPUT SUMMARY

The results of these three outreach methods allowed our team to “triangulate the data” to gain an understanding of common themes and ideas. The following summary aggregates and organizes these commonalities and themes into five main categories:

- Strengths
- Opportunities/Ideas,
- Challenges/Issues
- Downtown Landmarks/Businesses/Successes
- Downtown Case Studies/Analogies



“The results of these three outreach methods allowed our team to ‘triangulate the data’ to gain an understanding of common themes and ideas.”

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

“Mount Prospect is situated perfectly—train access, short commute to Chicago, close to airport” surrounded by other good communities. Train station is the biggest asset for attracting residents, businesses and office tenants.

Most participants agreed that Mount Prospect is a great community and very “neighborly.”

People come to Mount Prospect and stay...“Third generation of families coming through my store.”

“Downtown is very centrally located...lots of people can walk to it.”

The surrounding context of downtown Mount Prospect adds to its appeal...Arlington Heights and Des Plaines have some of the “things we leave town for.”

Participants noted that the Village is a good place with relatively affordable housing for young people and families to “transition” from the city... “it’s close to the city, but not in the city.”

A high percentage of participants noted that they use the train “often” and many of them walk to the train station.

The Village has enough of everything, but not too much.”

The downtown is very “authentic;” the people are recognizable and there are good restaurant choices.

There are thousands of eyes on the businesses along Northwest Highway and Prospect from the train every day.

Many participants noted the “mixed-use buildings, residential options and civic core” as downtown’s greatest strengths.

Downtown events have become very successful...sometimes overly regulated though.

Events include:

- Friday night concerts (in the summer)
- Oktoberfest
- Block Party
- Saturday night car show
- Irish Festival (new event, started in April)
- Farmers Market (located in the Metra lot)

STRENGTHS

The Library has excellent programs and attracts a lot of children and teens.

“Mount Prospect went about redevelopment the right way by making sure that developers have to put ‘skin in the game’ and by being patient.”

There is a variety of housing in the downtown area: single-family homes, condos, apartments and townhomes.

The parking garage is centrally located and easy to find parking to park once and make multiple trips on foot.

“A great place to live with affordable homes, outstanding schools and proximity to Metra. Mount Prospect is filled with like-minded neighbors who value walkability, community, diversity and friendliness!”

Opportunities/Ideas

Redevelopment

Need “critical mass” of residents to support businesses... “must have residents to attract retailers.”

Triangle site is currently used as a parking lot... vacant space in the middle of town that is prime for redevelopment. Ideas for this site include townhomes, mixed-use buildings and open space.

Downtown “needs more urban mixed use development and it doesn’t have to have residential above...let’s be more creative.”

South of the tracks has the potential for mixed use redevelopment and townhomes in key locations, such as the older light industrial sites.

Prospect Avenue has potential to be a more exciting shopping street.

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

The site at Central and Route 83 has potential for a small market, such as Trader Joes... downtown lacks a market. “Parking is the key to this development.”

Potential to redevelop entire Chase Bank site and add a Whole Foods or Trader Joes; if building is mixed-use, Chase could still be on ground floor.

The lots adjacent to the rowhomes (south of Founders Row) were often mentioned as potential areas for either additional townhomes, open space or a combination of both.

Would like to see entertainment downtown, such as a theater, civic auditorium or community center.

4th floor of the Chase Building was recently rehabbed, but is currently vacant...also have some vacancies on the 3rd floor and 6th floor.

Business Mix

A small/specialty market, such as Trader Joes, would be a good use in downtown. Currently, there are not any places to buy bread, milk and other everyday staples.

Randhurst Mall is newly renovated and opening up with new uses...could be a regional destination. “We need to find a way to capture people coming into the Village to explore downtown.”

There may be potential for food trucks in the Chase parking lot to attract the lunch crowd.

Need to ease up on the liquor license restrictions and hours of operation...very restrictive.

Downtown needs to attract “neighborhood uses;” it’s not a regional center.

Village should talk to Lettuce Entertain You group to package the higher level restaurant in Randhurst Mall and a middle level in Downtown.

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Physical Conditions

Streetscape improvements are planned on Northwest Highway south of downtown; there are plans to implement these improvements south to Mount Prospect Road.

Potential for a campus around the Historical Society with green space and streetscape that links to Village Hall.

Many participants noted that downtown could use a park that includes activities for kids, as well as places for teens to go.

There is a lack of gathering spaces or plazas with a "fountain and places to sit." "We need better landscaping, flowers and trees."

The majority of participants noted that there is enough parking for downtown businesses, as well as the Metra.

"I believe overhead arch signs that state WELCOME TO DOWNTOWN MOUNT PROSPECT would allow distinction between downtown" and the surrounding neighborhoods. There is a lack of "downtown identity."

Some parts of downtown look rundown, tired and old, "blah"... "need to make it look bigger than it is."

Would like to see more park space or open space downtown; Village Green is "O.K.," but it slopes which makes it awkward for using the lawn. Would be nice to have a play ground for kids to play close to the library.

Many participants stated that downtown started redevelopment and revitalization, but stalled... "needs to continue rebuilding."

OPPORTUNITIES / IDEAS

Transportation

Would like to see better transportation for bikes... "get people out of their cars."

Need bike routes to be marked to connect to shopping district. Need to find secure areas for people to park bikes.

Probably have the capacity to take on additional commuter parking if needed. The Maple Street lot may have the potential to be opened to non-residents.

The deck is rarely full...overall, parking seems adequate.

An underpass on Route 83 was previously discussed by the Village, but the cost and the lack of access in Downtown were factors in not pursuing this option.

Roadway improvements are planned north of Central on Route 83, including potential widening (currently have 10-foot lanes) and a left turn lane addition. Route 83 is a state truck route.

There were some previous discussions about Maple crossing the tracks.

Central/Route 83 intersection has tight turning radii; would like to see this improved if there is redevelopment.

The Busse/Route 83 crossing is very difficult. IDOT was open to potentially allowing a refuge island for safer pedestrian crossings.

Village is trying to get a grant for wayfinding to link train riders, pedestrians and bicyclists to key spots in downtown.

Village has discussed implementing a trolley route from downtown to Randhurst Mall.

There is a lack of (automobile) transportation for seniors...not enough buses. Would like to see some township buses.

Participants discussed their desire to see Route 14/Elmhurst Road "calmed and more hospitable."

It was noted that Northwest Highway could use better crosswalks and that people getting off the train need to be directed to the corners to cross... "Right now, people cross wherever they want, which is dangerous."

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Other

Downtown Merchants Association has a good reputation because of the type of hard working people that are involved... "Experience Mount Prospect" campaign is considered a successful new promotion initiative.

In addition to "Experience Mount Prospect, participants noted that they use the Village's Facebook page, the Daily Herald, email notices from the Village, downtown message boards and the library for keeping up to date with local news and events.

"Wish there was an art festival like they have in other communities and Chicago neighborhoods."

The 100th anniversary of Mount Prospect's founding is coming in a few years... "this is an opportunity to show off Mount Prospect's downtown."

The Entrepreneur's Café has taken the initiative to help people work through the issues and process of opening a new business. Many stakeholders have mentioned this group as being a valuable business development organization for improving downtown.

Farmers Market should have a Village sponsored business tent.

The Metra Station should be used to promote downtown businesses with signage on the platforms and a local merchant information kiosk with coupons.

"We need to look at small European villages to see how they get people to the center."

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Challenges/Issues

Downtown is lacking a “destination,” “recreation,” and “cultural assets.”

“Downtown is undefined. There is no real ‘Main Street.’”

Downtown currently lacks momentum...needs something to make “people to want to come back.”

The perception is that Mount Prospect is “more blue collar than Arlington Heights” and is “10 years behind Arlington Heights in every way.”

There is a lack of cultural diversity in the Village, although there are pockets of Polish, Indian and Asian populations.

The south side of the tracks feels disconnected from the main part of downtown and has not been a part of Village promotions. It is also not part of the TIF district.

There are not many places to walk for lunch in Downtown, especially a casual quick restaurant.

“Downtown has never been vibrant...there’s no place to shop, no grocery, no theater, nothing to do at night.”

Participants noted that there are a lot of empty storefronts, which contributes to a lack of activity.

Downtown has a strong presence by car and train, but “it’s all facade—it doesn’t have a lot of reach behind the Northwest Highway/Route 83 frontage.”

Existing tudor buildings should be preserved. “Successful downtowns...have new development, but they keep the charm by preserving the historic buildings.”

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Physical Conditions

Northwest Highway has 50s buildings that are "lost in time." "Business owners need to update and invest in their buildings."

Physical conditions (streets, buildings) need improvements in some areas of downtown... "the image of Mount Prospect can be improved."

The downtown environment is not pedestrian-friendly...each multi-family building is essentially on its own "island." "People that live in the residential buildings downtown will drive to the next block, instead of walking."

There is no crosswalk/green spine to provide pedestrian access across Northwest Highway connecting to the Village Green.

Overhead utilities along Central are unattractive... "would like to see them buried."

"The green by Village Hall is too small and not inviting."

Sign code could be more stringent... "reduce allowable sizes and prohibit animated/attention-getting devices."

"Tudor architecture is overdone."

CHALLENGES / ISSUES

Commercial

Lots of businesses have closed... “People bemoan businesses leaving, but don’t support the local businesses when they are open”... There is a “lack of loyal customers.”

Service uses should not be in ground floor spaces. These spaces should be more active retail uses in the visible locations to create more street activity and interest.

Mount Prospect has trouble attracting national chains downtown.

“The Village has recently been focusing efforts on enticing commercial/retail to Randhurst Mall instead of downtown.”

Process to open a business is very difficult due to approvals needed at Village level and dealing with landlords... “our approval process is its own worst enemy.”

Rents in new buildings are too high for small local businesses.

Downtown has too many banks and lacks family restaurants.

The daytime office population in downtown is too small to support businesses.

Mount Prospect currently does not have density or demographics to support up-scale businesses.

Stakeholders would like to see a better mix and balance of businesses within downtown, particularly local businesses.

Many local businesses have fallen or are falling short, especially the restaurants... “they don’t have the atmosphere or quality to entice you to come back.” Residents are excited about new businesses, but can be discouraged after a few tries.

There is a natural concern that Randhurst will have a negative impact on downtown, but the flip side that it will bring people regionally to the Village.

Too many businesses do not hold to their posted hours and “restaurants should stay open later.”

“Rents are everyone’s problem, not just Mount Prospect.”

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Residential

Currently, there is a strong market for condos that are for rent. However, condo associations impose rental restrictions, resulting in lower condo values during housing recession.

Residential in Mount Prospect attracted empty nesters (or older), not a young demographic. "Village Lofts was particularly meant to attract a younger crowd" that would bring activity and energy to Downtown.

Strength of location for renters is proximity to Arlington Heights, as opposed to what Mount Prospect offers.

There is too much commercial zoning along Northwest Highway; the Village should consider rezoning the property on the north and south of downtown into residential to consolidate and strengthen the core.

"Too many seniors in downtown; we need a broader range of age groups."

Office

Office is not in demand in downtown Mount Prospect, especially at rents feasible to property owners.

Competing with Arlington Heights to attract the bigger tenants.

CHALLENGES / ISSUES

Transportation

"Parking is undefined"...despite parking structure, "people don't want to walk."

The railroad tracks/Northwest Highway and Route 83 "divide" the community into quadrants.

Traffic is a safety concern along Northwest Highway and Route 83, especially for children. "The traffic light cycle at Northwest Highway and Route 83 is very long."

Commuter lots are empty on the weekends.

The intersection of Prospect and Route 83 is frequently noted as having extremely long light cycles.

On-street parking spaces along Northwest Highway are coveted since they are centrally located and many businesses rely on them. "Village needs to provide quick 15 minute parking zones to promote turnover."

"Parking deck is practically empty and doesn't serve the retail/commercial."

Many participants noted there is a parking management issue. There are not enough "convenient" parking spaces because owners and employees of businesses are taking up street parking.

The crossing at Central is not used much, although kids cross there the most; the crossing is the longest distance for pedestrians.

Village once looked at a bridge overpass west of downtown.

Village just completed a bike plan that was passed by Village Council.

They want to improve bike parking by providing more options proximate to the train station and businesses; the Maple Street lot is a potential location for additional bike parking.

Northwest Highway is a regional bike route; Village would prefer to see a bike path on the north side of the tracks, but wants to make sure to synch up with Des Plaines.

Village prefers a separate bike path, since Northwest Highway is narrow ; need to get bikes off the sidewalk.

There are cut through issues on Emerson and Willis.

There is a general feeling that downtown is accessible on foot, but the tracks can be frustrating. "Strongly feel that railroad/ traffic crossing safety concerns and roadway congestion discourages youth, elderly and families with young kids to walk/bike to town and/or frequent local businesses."

Some participants noted the need to enforce parking by owners/employees of downtown businesses who leave their cars parked in spaces that should be open for shoppers.

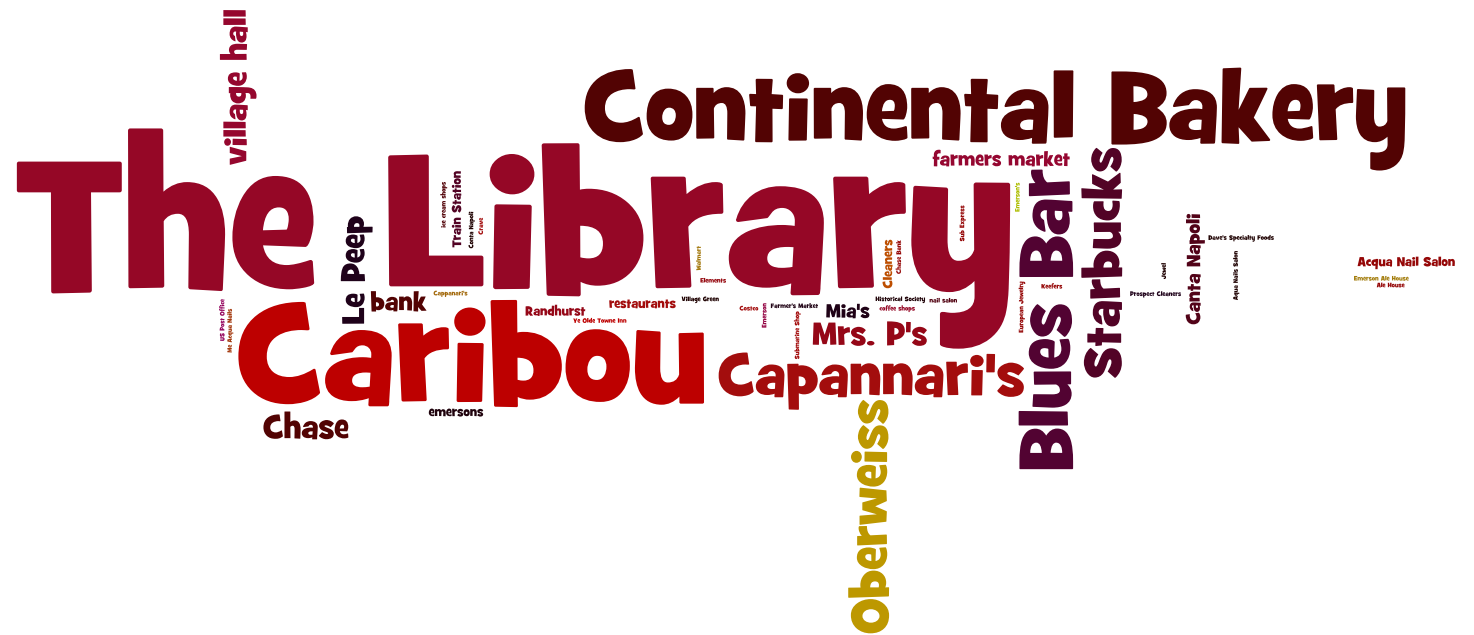
Some people noted that are flooding issues in some downtown roadways.

COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

*Downtown Landmarks/
Businesses/Successes*

- Capannaris
- Central Continental Bakery
- FA Skateboard Shop
- Games Plus
- Bike shop attracts people from Chicago, Park Ridge, Des Plaines.
- Mrs. P and Me
- Keefers Pharmacy
- Historical Society
- Dave's Specialty Foods
- Caribou
- Emersons
- Starbucks
- Le Peep
- Oberweis
- Canta Napoli
- Blues Bar
- The water tower
- Train station
- Busse

“WHAT ARE THE KEY DOWNTOWN
BUSINESSES AND LANDMARKS?”



COMMENTS OBTAINED FROM RESIDENTS WHO ATTENDED THE PUBLIC WORKSHOP:

Downtown Case Studies/Analogies

- Barrington—Style of buildings, streetscape, character, food choices, restaurants, walkable (you can park once and go to a number of places)
- Arlington Heights—Mix of local stores and national chains, a lot of foot traffic, music/entertainment options including a theater, slow traffic, easy parking... “you can visit and stay for a day or evening.”
- Des Plaines “embraced density”
- Northfield—Downtown is located on one side of Willow Road (similar to Mount Prospect).
- Elmhurst—Great example of a “well connected” and “pedestrian-friendly” downtown.
- Parts of Evanston—Mixed-use buildings, good contemporary design.
- Naperville—Destination stores.
- Schaumburg
- Mundelein
- Buffalo Grove
- Palatine
- Park Ridge—Has more stores and niche places to attract shoppers.
- LaGrange—A lot of cafes
- Winnetka—Good blend of restaurants, summer festivals, activities and green space

“IN WHICH OTHER SUBURBAN DOWNTOWNS
DO YOU ENJOY SPENDING TIME?”



