

Central Road Corridor Plan

a plan for action

CENTRAL ROAD CORRIDOR PLAN

Ordinance #4786 Adopted 3/20/96 and made a part of the
Official Village Comprehensive Plan

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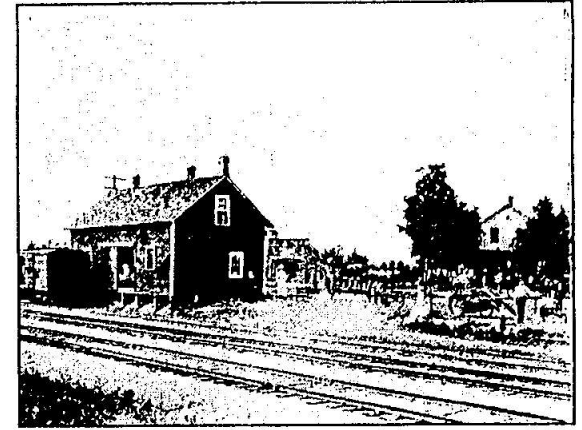
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CHAPTER ONE

HISTORICAL PERSPECTIVE



Main Street Looking North

Figure 1

Background

1995 has ushered in changes regarding some longtime industries located on Central Road between Arthur Avenue and Northwest Highway. AM Multigraphics and Illinois Range have made decisions to suspend their manufacturing operations at their Central Road facilities and operate only office functions in the Village of Mount Prospect. These actions have precipitated the need to study the potential redevelopment or reuse of properties in this section of Central Road in Mount Prospect. Today, Central Road functions as a major east/west arterial road through the area.

Early Development Patterns of Mount Prospect

The Central Road area being close to the downtown of Mount Prospect at Northwest Highway and Route 83, was not developed until after the initial settlement of Mount Prospect had been established. The early settlers of Mount Prospect, like many of the other surrounding communities in the Northwest Suburban corridor established homesteads in the early 1830's following the signing of a treaty with the Potawatamie Indians. A second wave of German immigrants arrived from Hanover, Germany from

1846 through 1853. In 1851, Socrates Rand and William Dunton persuaded William Ogden, (former Mayor of Chicago and an organizer of the Illinois Wisconsin Railroad Syndicate) to lay railroad tracks alongside their farmlands in the Des Plaines, Mount Prospect and Arlington Heights area. Once the families had settled, purchased land and divided land claims into farmsteads some turned to early commerce and industry. This took place shortly after Ezra Eggleston recorded the first subdivision of Mount Prospect in 1874 on 140 acres near the railroad. He sought to convince the Chicago Northwestern Railway to establish a train stop in order to encourage development. According to local history, Mr. Eggleston named the community Mount Prospect since it was situated on one of Cook County's highest points (on the Tinley Moraine) and because he had "high hopes for his brain child".

Early Developments in Central Road Corridor Area

The earlier development of Mount Prospect as a town center formed the basis for development along Central Road located near the Chicago & North Western Railway. One of the first developments in the Central Road corridor took place on the site of the present Edward Hines Lumber Company, starting out as a coal and lumber yard in the 1920's. Another early business that was established adjacent to the coal and lumber yard was the Milburn Bros. Construction Company. They were one of the first builders of residential streets in the area, laying all of the streets in the 1926 Prospect Park Addition developed by Axel Lonquist. Subsequent developments on these properties have not changed substantially over the years although more recent residential activity has been devoted to major home additions or complete tear down and rebuilding. Since the early 1950's, the Edward Hines Lumber Company has operated on the property originally developed for the earlier coal and lumber yard, while the Milburn Bros. Construction Company was later

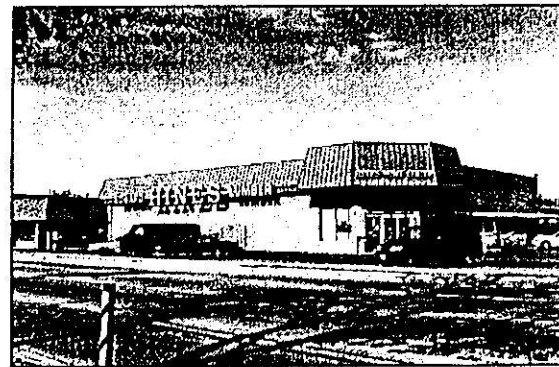
sold in 1985 to the present L. J. Keefe Tunneling Contractors which operates in the same general manner with open storage for drilling equipment on the present property.

Residential development in the area took place starting with the Centralwood Subdivision being platted in the late 1920's with some of the first single family homes developed just prior to the Great Depression. Other single family homes were then built on lots in the subdivision following the end of World War II. Some three flats were also developed immediately adjacent to the railroad right-of-way on Prospect Avenue in this same stretch of Centralwood Subdivision in the late 1940's and early 1950's.

Post War Development in Study Area

Toward the end of World War II, development activity in the study area accelerated. In 1944, Illinois Range Company established their headquarters in Mount Prospect. As manufacturers of food service equipment, their stainless steel product has served many important clients. McDonald's was one of the first large corporations to seek Illinois Range's Products for their fast food restaurant chain. A new facade and subsequent additions were added in 1964 and 1969 to Illinois Range's operation. At their peak of production they employed 225 people.

In 1954, Oscar Mayer Company established an engineering tech center for design and machinery for their sausage making operation at 800 West Central Road. The building was subsequently sold to the current owners of the Central Park Office Center and the space subdivided into a multi-tenant office center in 1964. In 1983, an additional condominium building with six office suites was erected on the property for essentially the same type of operation. The principal occupants of the Central Park Office Center Complex are manufacturing representatives and other small professional office users.



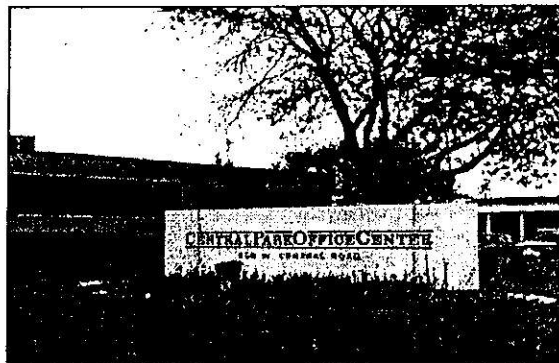
Edward Hines Lumber Co.

Figure 2



Illinois Range Company

Figure 3



Central Park Office Center

Figure 4

In the late 1950's, Mount Prospect's largest employer and industry, Charles Bruning, located their headquarter facility for the manufacturing of multilith duplicating, printing and reproduction equipment at the northeast corner of Arthur and Central. With a peak employment of 1,500, they eventually occupied over 40 acres of land and almost 700,000 square feet of building floor area under one roof. In 1990, Charles Bruning was purchased by AM

Multigraphics. Other companies that have developed in the Central Road Corridor area include F & S Engraving, Trade Service Corporation (having relocated from Prospect Avenue in 1980) and Hinz Lithographer west of the Public Works facility.

Changing Development Trends Since 1970

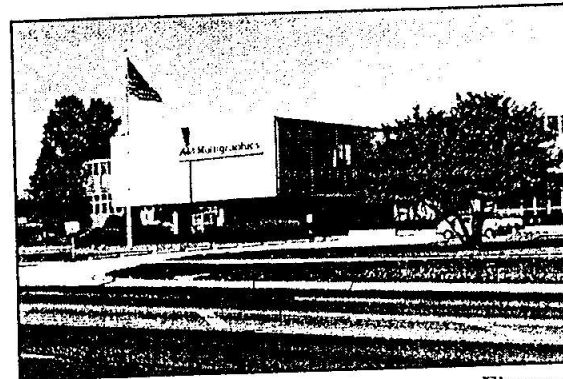
In the early 1970's a new two story office building was developed on the north side of Central just west of the Chicago and Northwestern Railway. This two story office building was developed on a small parcel of under two acres with off-street parking provided at grade.

In 1988, the Public Works facility was opened. It was located on a 7-acre site purchased from the Metropolitan Water Reclamation District (MWRD) adjacent to Melas Park. This relocation made room for the redevelopment of the former downtown site for a mixed use residential-commercial project now under construction.

Trade Service Corporation in 1992 sought to sell property north of their facility, built in 1980. The property was subsequently rezoned for residential development when it was determined there was not a viable market for industrial development for the property since it had little frontage on Central Road. Kimball Hill successfully rezoned the property for a townhouse development and nine single family homesites. This development was quickly built out

and all units sold attesting to the strength of the homeowner market in Mount Prospect.

In November 1995, Franklin Partners purchased the AM Multigraphics property and immediately negotiated a fifteen year lease with an option to purchase to U.S. Robotics, a high-tech computer company.



AM Multigraphics

Figure 5



Trade Service Corporation

Figure 6

CHAPTER TWO

EXISTING CONDITIONS



Residential Scene

Figure 7

Soils

The soil characteristics for a property under consideration for development is an important factor in assessing the potential deep site desirability for construction. Soils may present limitations to or require special treatment prior to development. Soil scientist with the Soil Conservation Service conducted a soil survey in part of Cook County and all of DuPage County in 1975. In general, the soils in this area were formed by glacial actions and are representative of till plains or moraines on upland soil areas. These soils, Markham Silt Loam, Ashkum Silty Clay Loam, and Elliott Silt Loam, do not have good drainage potential nor do they have a great deal of bearing strength. The Markham Soils are at a higher elevation than the Ashkum Soils. Markham Soils are moderately well drained while the Ashkum Soils are poorly drained.

Since the survey was completed in the 1970's, the majority of the corridor area has been developed and the original soils have been altered. Asphalt and structures now cover the underlying soils and surface drainage has been directed off-site into utility systems designed for proper runoff and treatment. The soil which originally reflected moderate or even severe limitations to development has since been engineered

to support urban development. For example, the base soil was replaced with stronger fill materials and drainage was directed into storm sewers or to on-site detention ponds. Businesses in the Central Road corridor have developed on property with marginal soils but have been modified structurally creating sound properties for development.

The soils map shows these modified soils as "urban land" reflecting soils that had been engineered to accept an urban type development. Since much of the property on the north side of Central Road was already developed by 1975, the urban land classification represents a substantial area of soils already modified for residential or business development. Prior to construction, it is likely that these "urban land" soils reflected these soil types of the adjoining undisturbed properties.

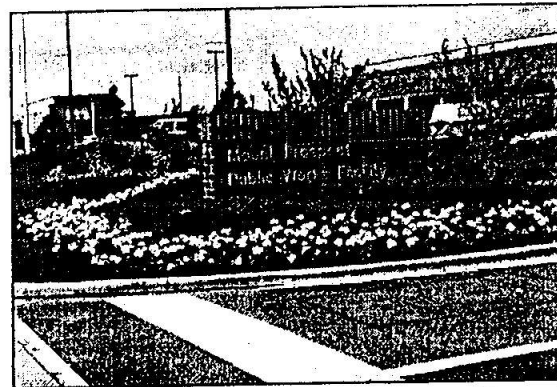
It is important to remember that the soils in the area have already been modified to accommodate urban development of industry and residential subdivisions. Prior to development, soil borings are recommended in conjunction with an engineering analysis to determine the soil characteristics and conditions. Soils that are characterized by flooding, shrink-swell potential, low bearing strength and high water tables should be avoided if at all possible for any type of urban development. These limitations can, however, be modified with special engineering techniques.

Topography and Drainage

The land elevation from Arthur Avenue at Central Road is approximately seven (7) feet higher than Northwest Highway at Central Road. The difference in elevation is even more dramatic when measured further north on private property. Here a difference of nearly 20 feet can be seen from Lancaster and Henry (highest point in the area) to the private property of the 500 West Central Road office building. Other portions of the corridor area are

generally gently sloping with no outstanding features except for the Weller Creek drainage basin.

Prior to 1980, the Central Road Corridor study area had nearly 49% of an approximate 181 acres classified as open or undeveloped land. The bulk of the undeveloped land (74 acres), is contained in Melas Park and is controlled by the Metropolitan Water Reclamation District. Melas Park is bordered by Mount Prospect Public Works facility and AM Multigraphics to the west and the Centralwood residential subdivision to the east. Another 8 acres was undeveloped until 1980 when Trade Service Publications built on property fronting on Central Road between Central Park Office Center on the east and the residential development of Centralwood Subdivision to the west. Melas Park has been regraded to provide for soccer activity and other special events, such as, the Mount Prospect Lions Club 4th of July carnival on the east portion of the property near Central Road.



Public Works Facility

Figure 8

The federal flood mapping shows Melas Park designated as Zone C which is outside of the flood prone hazard area. However, where Weller Creek is restricted by residential development south of Central Road, there is a greater potential for flooding. This condition is reflected in the flood mapping information from the Federal Emergency

Management Agency (FEMA) Agency which shows this area designated Zone A indicating a 100 year flood hazard occurrence.

Vegetation

The Central Road Corridor study area has no natural vegetation left in the non-residential built-up areas that hasn't already been altered through development. There is a small grove of trees remaining on the north portion of Melas Park that remain from natural growth prior to development of the surrounding areas. This grove has been incorporated into the recreational plan for the balance of Melas Park currently under development.

Land Use

Land Use Development Character of Central Road - Residential development in the study area includes the Hatlen Heights area south of Central Road and the single family residential enclave north of Central incorporating the Centralwood Subdivision and the north/south streets of Kenilworth, Waverly and Lancaster. A series of three flats are located along the railroad right-of-way at the north end on Prospect Avenue.

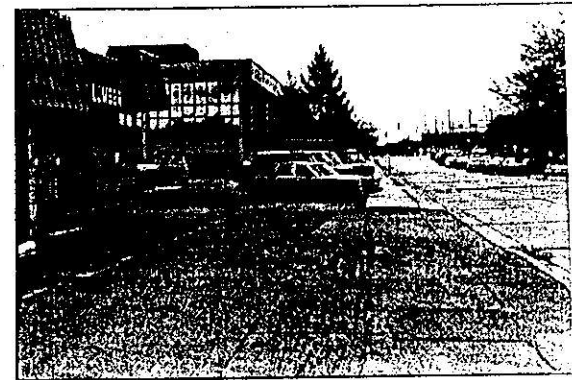
According to a land use survey in February, 1957 contained in the Comprehensive Plan prepared by Evert Kincaid & Associates, manufacturing was located at the northeast corner of Arthur Avenue and Central Road covering the equivalent of four residential blocks. Today, AM Multigraphics occupies the larger present site of 41 acres. Large portions of the residential development south of Central Road from Weller Creek east to WeGo Trail occurred in the 1950's and early 1960's, while additional residential development took place south of Central Road, east of WeGo in the Whitegate Drive Subdivision in the late 1960's. An apartment development designed for seniors 50 years and older, Central Village, was developed in the late 1970's. Professional offices were developed on the South side of Central Road at WaPella with a balance of the property to the east being developed for market rate apartments in the late 1970's.

Existing Land Use 1995 - The pattern of land use in the study area reflects a mixture of industrial uses, some with open storage in the case of L. J. Keefe Tunneling Contractors and Hines Lumber at the eastern end of the study area. Illinois Range, Trade Service Corporation, F & S Engraving and AM Multigraphics all conduct business within enclosed buildings on properties on the north side of Central Road. The Metropolitan Water Reclamation District developed detention areas as part of their metropolitan storm drainage network in the open area

north of Central Road at Busse Road. The Village of Mount Prospect in 1988 purchased a 7 acre tract of land from the Metropolitan Water Reclamation District at the intersection of Busse and Central Roads for the purposes of relocating their Public Works facility. The balance of the properties under control by the Metropolitan Water Reclamation District had been developed for recreation space shared by the Villages of Mount Prospect and Arlington Heights. A recent plan for new development of a major portion of the area is underway which will add soccer and baseball activity by the Arlington Heights Park District. This development will border the AM Multigraphics property to the west. Kimball Hill completed a mixed use residential development (Millers Station) to the east of Lancaster surrounding Trade Service Corporation. The townhouse/single family development was quickly occupied and completed in 1993.

Residential Development in the Study Area - In addition to the Hatlen Heights Development south of Central Road, Dana Point Condominiums were developed and annexed to the Village of Arlington Heights. Subsequent development on the south side of Central Road, north of Dana Point Condominiums, took place within the last five years adding luxury rental apartment units with clubhouse facilities. A small strip business center, also in Arlington Heights, is located on the south side of Central Road adjacent to the apartment and condominium complexes in Arlington Heights on the west side of Busse Road. Busse Road development south of Central Road to the intersection of Golf Road is single family residential. More recently infill residential developments have occurred on both east and west sides of Busse Road to meet the demand for larger single family homes. Westbrook Elementary School, operated by School District 57 has property adjoining Central Road and Weller Creek with their main access directly off of Busse Road to the south. The character of residential development east of Weller

Creek on the south side of Central is high quality single family detached dwellings.



Hines Lumber Co. Parkway

Figure 9

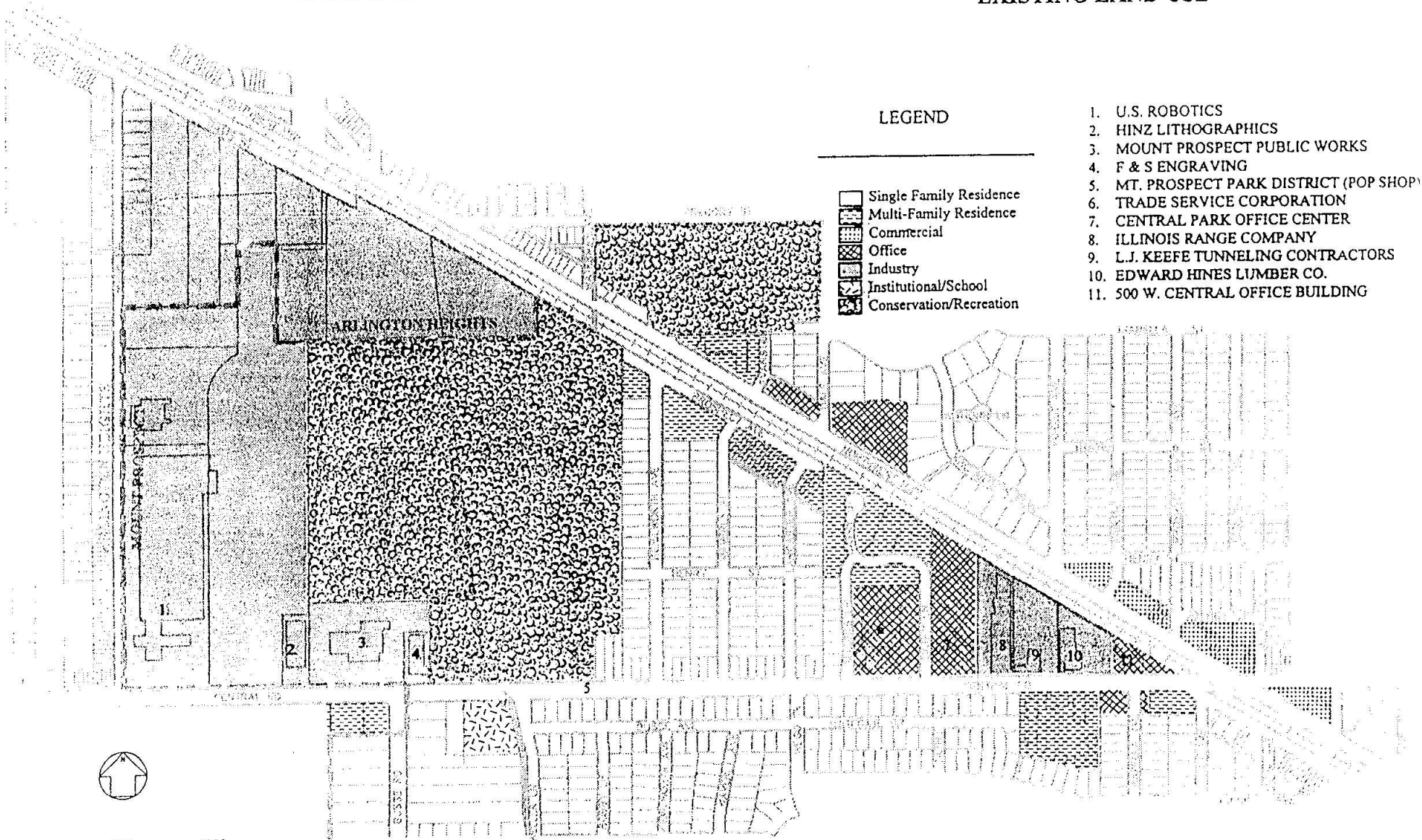


L. J. Keefe Parkway

Figure 10

Central Road Corridor

EXISTING LAND USE



LEGEND

- Single Family Residence
- Multi-Family Residence
- Commercial
- Office
- Industry
- Institutional/School
- Conservation/Recreation

1. U.S. ROBOTICS
2. HINZ LITHOGRAPHICS
3. MOUNT PROSPECT PUBLIC WORKS
4. F & S ENGRAVING
5. MT. PROSPECT PARK DISTRICT (POP SHOP)
6. TRADE SERVICE CORPORATION
7. CENTRAL PARK OFFICE CENTER
8. ILLINOIS RANGE COMPANY
9. L.J. KEEFE TUNNELING CONTRACTORS
10. EDWARD HINES LUMBER CO.
11. 500 W. CENTRAL OFFICE BUILDING

MAP 1

Sewer and Water

Water Distribution System - The area is serviced by 8" to 10" water mains for non-residential development with a 6" watermain serving the residential Centralwood Subdivision. Trunk lines in the Centralwood Subdivision increase to 10" while the watermain increases to 12" at the east end of the corridor area near Hines Lumber and interconnects to a 12" watermain at Northwest Highway. To be efficient, a water distribution system should be looped so that no dead ends are created. A looped system requires less maintenance because constant water flow is maintained through the system and prevents rusting.

Recent developments of the Kimball Hill/Millers Station residential area have incorporated a looped watermain system which ties into the Centralwood water distribution system to the west and the existing watermain area to the east.

The utility system of water, sanitary and storm sewer appears to be adequate in the area. As new developments are considered, efforts should be made to size the utilities consistent with the existing network. Looping of watermains should be expanded as necessary for most efficient operation and maintenance of adequate water pressure for both domestic and commercial needs.

Sanitary/Storm System - The infrastructure system of sewers in the Central Road corridor dates back to the late 1920's. At that time the storm and sanitary sewers were combined into one underground service system. A combined system with service lines of 12 to 15 inches in diameter serves the residential properties increasing to an 18 inch combined sewer outfall to Weller Creek. Since then all subdivisions north and south of Central from CanDota west have incorporated a separate sanitary and a separate storm sewer system to service the needs of both residential and non-residential uses in the corridor study area.

The storm and sanitary sewer drainage follows the Weller Creek basin flowing south and easterly to points where the sanitary and storm waters can be treated in the Metropolitan Water Reclamation District Filtration Plant located near Oakton and Elmhurst Roads in Des Plaines, near the Northwest Tollway. A 60 inch storm sewer interceptor is located on the north side of Central Road running easterly from Arthur to the Weller Creek area just west of Weller Lane. Separate 30 inch and 21 inch sanitary sewers drain easterly from Arthur to the Weller Creek basin while combined sanitary and storm sewers drain westerly from the Centralwood Subdivision to Weller Creek in 15 to 24 inch sewer lines.

Parcel Sizes

There are 13 non-residential properties on the north side of Central in the corridor study area. The parcels cover a wide range in size. AM Multigraphics is the largest covering 41 acres while the smallest, a recently acquired property by the Mount Prospect Park District located next to Melas Park, is under one-half of an acre. By dropping the largest and smallest parcel, the average size parcel drops dramatically to 3.39 acres. Presently, more than 60% of the existing non-residential parcels are two acres or more in size. The two uses having significant outdoor storage yards namely, L. J. Keefe and Edward Hines Lumber are on parcels that are small and affected dramatically by the angled railroad right-of-way at their north boundary.

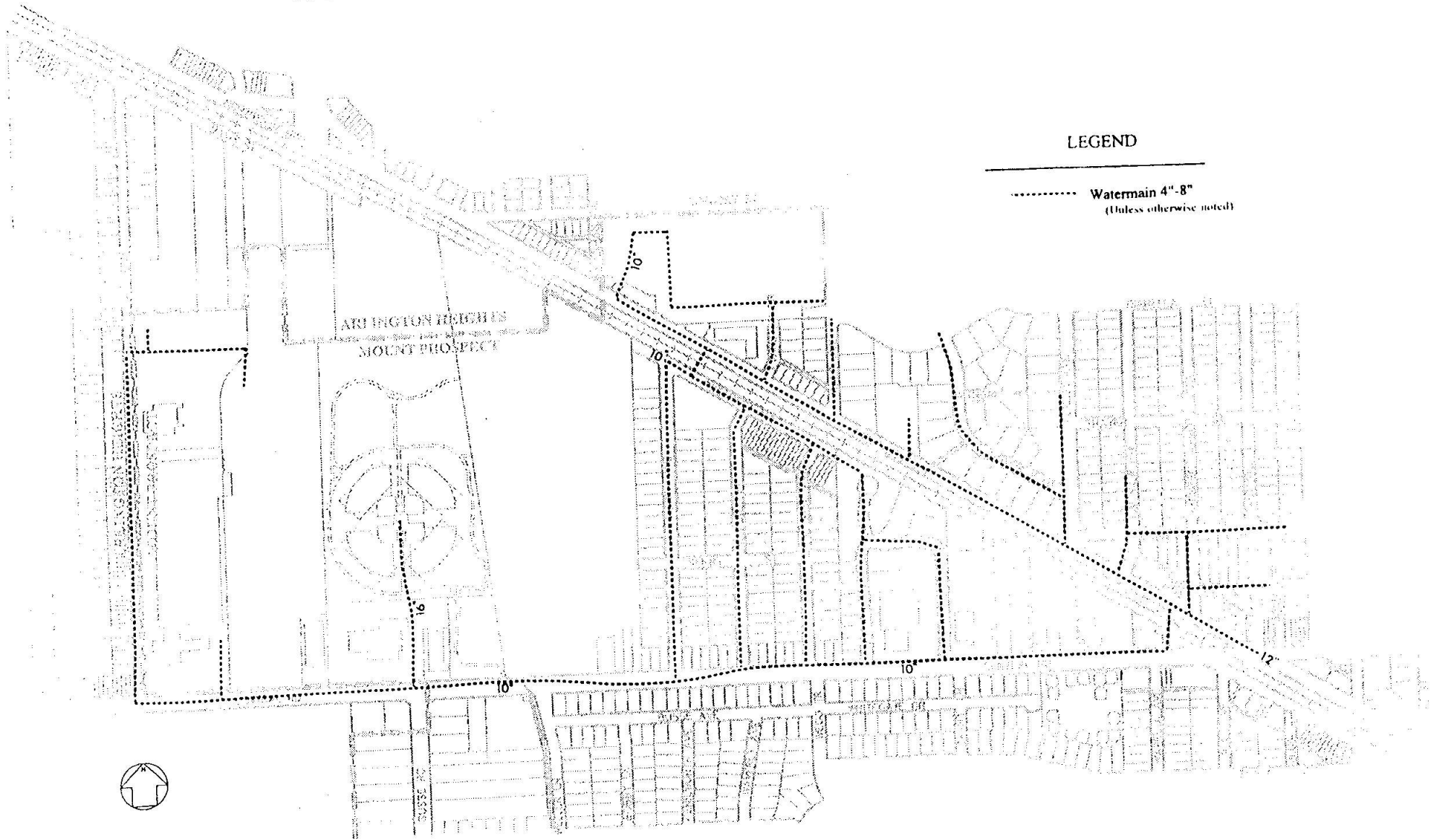
Other non-residential uses on the north side of Central in the area include a two story office building at 500 West Central Road containing approximately 1.57 acres and 24,400 square feet of office space. The property is difficult to lease because of the design of the structure which provides the main portion of parking underneath the building at grade. The clearance for vehicles is under 7 feet making deliveries difficult for occupants of the office

building. Hines Lumber occupies approximately 1.93 acres while their neighbor to the west, L. J. Keefe occupies approximately 2.43 acres. Illinois Range has 200 foot frontage and 3.09 acres while Central Park Office Center, a small multi-office center, located to the west of Illinois Range has 260 foot frontage and 3.45 acres containing 34,000 square feet of leasable space.

Any future clustering or redevelopment of parcels should take these factors into consideration and maximize the size of parcels for greater flexibility in building layout and access controls to the property.

Central Road Corridor

WATER DISTRIBUTION SYSTEM



LEGEND




----- Watermain 4"-8"
(Unless otherwise noted)

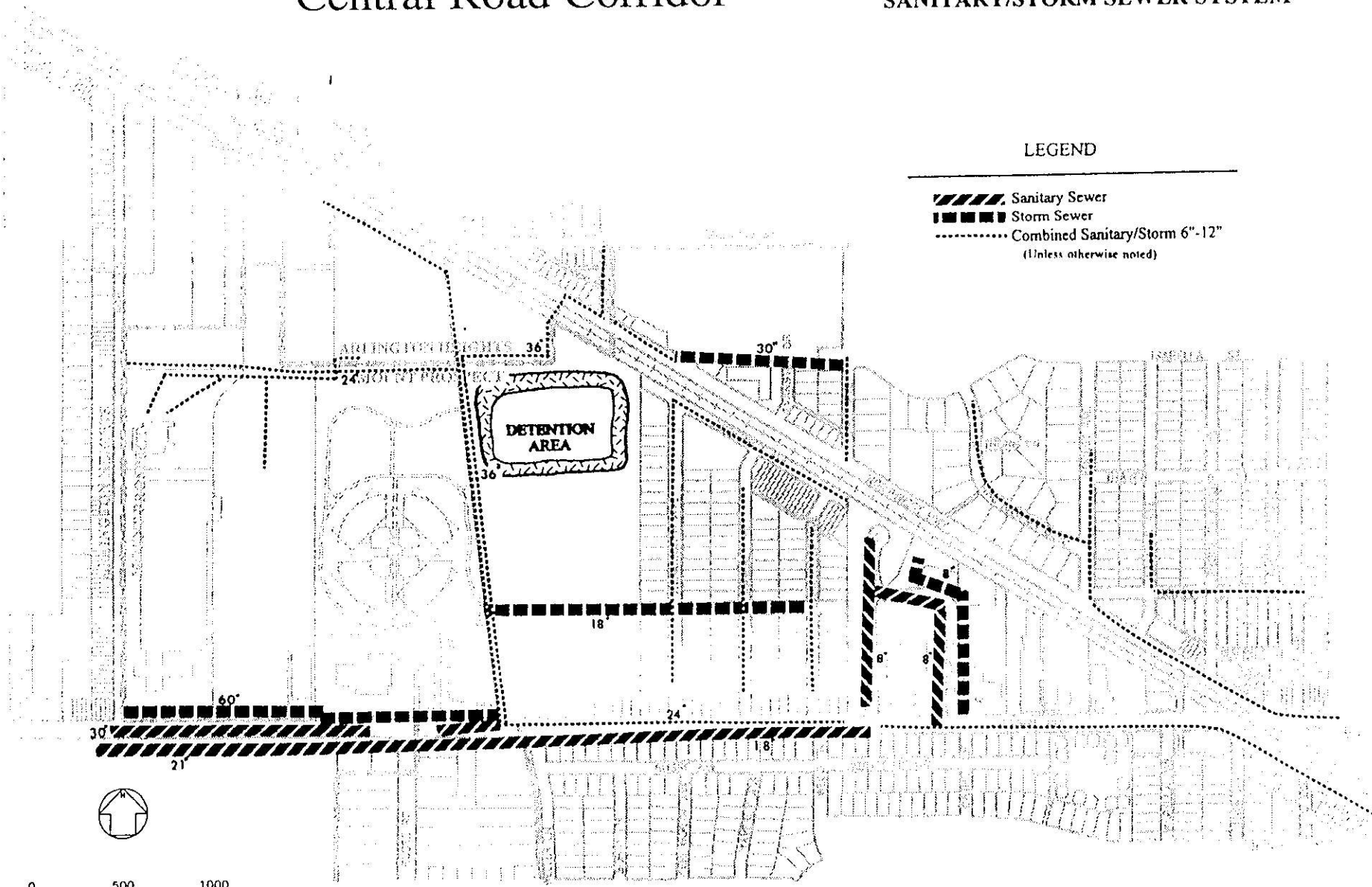
MAP 2

Central Road Corridor

SANITARY/STORM SEWER SYSTEM

LEGEND

-  Sanitary Sewer
-  Storm Sewer
-  Combined Sanitary/Storm 6"-12"
(Unless otherwise noted)



Zoning

The Central Road corridor area is characterized by a mixture of industrial, conservation- recreation and single family to multiple family zoning reflecting the preponderance of existing development. A large portion of the I-1 Light Industrial zoned property located in the study area is concentrated at the west end which incorporates AM Multigraphics, Commonwealth Edison and Ameritech all having frontage on Arthur Avenue. The smaller developments zoned industrial are Hinz Lithographers and F & S Engravers fronting on Central Road. The Melas Park area has been reclassified as conservation-recreation and could in the future include the former Pop Shop recently purchased by the Mount Prospect Park District.

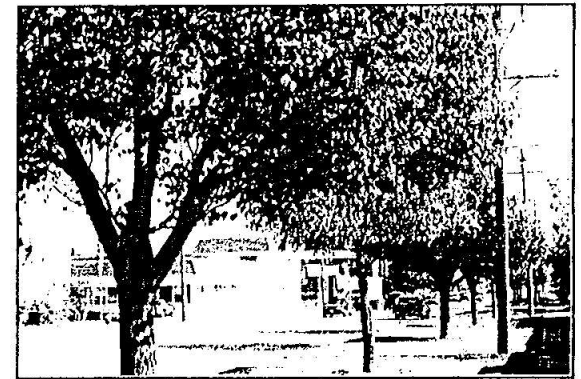
The residential development on the north side of Central Road contained in the three block area known as Centralwood Subdivision is zoned R-A for the single family detached development. This three block area adjacent to the railroad right-of-way is zoned R-3, reflecting the development of multiple family buildings in the area. Recently, Millers Station development was rezoned R-2, Attached Single Family Residential, reflecting the townhouse development recently completed. The balance of the property to the east having frontage on Central Road to the intersection of Northwest Highway is zoned I-1, Light Industrial. The zoning of parcels on the south side of Central Road, adjacent to the study area, reflect single family development and are zoned R-1. Westbrook School located adjacent to Weller Creek has been classified as Conservation-Recreation consistent with the most recent changes in the Zoning Ordinance. The business properties located on the west side of WaPella reflect a business classification of B-1 which permits medical and small office development. The Central Road frontage between WaPella and HiLusi is zoned R-3 reflecting the apartment development existing at these locations.

Since zoning is the primary tool used to implement long-range planning policy, a reexamination of the existing zoning classifications on property in the corridor area will need to be made in order to consider any other type of development, especially those including mixed use development. There are two parcels on the south side of Central Road in the immediate area that are legal non-conforming uses in relationship to their zoning. One is the Central Village Apartment Complex located at the east end of Whitegate Drive abutting the residential properties and office building on the west side of WaPella zoned R-1. Additionally, a small parcel at the southeast corner of Central and WaPella is zoned R-3. This 50 foot lot contains a small office building.

Building Heights

With some exceptions, the non-residential buildings in the study area are one-story in height. The one-story height may vary as much as 10 feet depending upon the type of construction and use the building is serving. For example, AM Multigraphics has a much higher single story height than does a single story office or commercial type use. Several of the industrial uses have office facilities that occupy a second floor. These include AM Multigraphics, Commonwealth Edison, Ameritech, Hinz Lithographers, Public Works facility, Illinois Range and L. J. Keefe. Additionally, the office building at 500 West Central is designed as a raised two story building with parking below and at grade.

Depending upon the type of land use that might be contemplated in a redevelopment of the area, multiple stories could conceivably be developed on some of the parcels in the future. The maximum building height in the zoning classifications for industrial and low density apartments would permit up to three stories in height unless a planned unit development or conditional use was sought to provide additional height.



Central Rd. Landscaping

Figure 11

Visual and Aesthetic Elements

The Central Road corridor contains a mixture of land use types. The character of the south side of Central Road is high quality single family residential and attractively landscaped low-rise apartment and condominium development. The Centralwood Subdivision is located on the north side of Central Road between Kenilworth and Lancaster Avenue. Centralwood is a mature single family detached development with attractive landscaping and shade tree lined streets developed from the late 1920's to present.

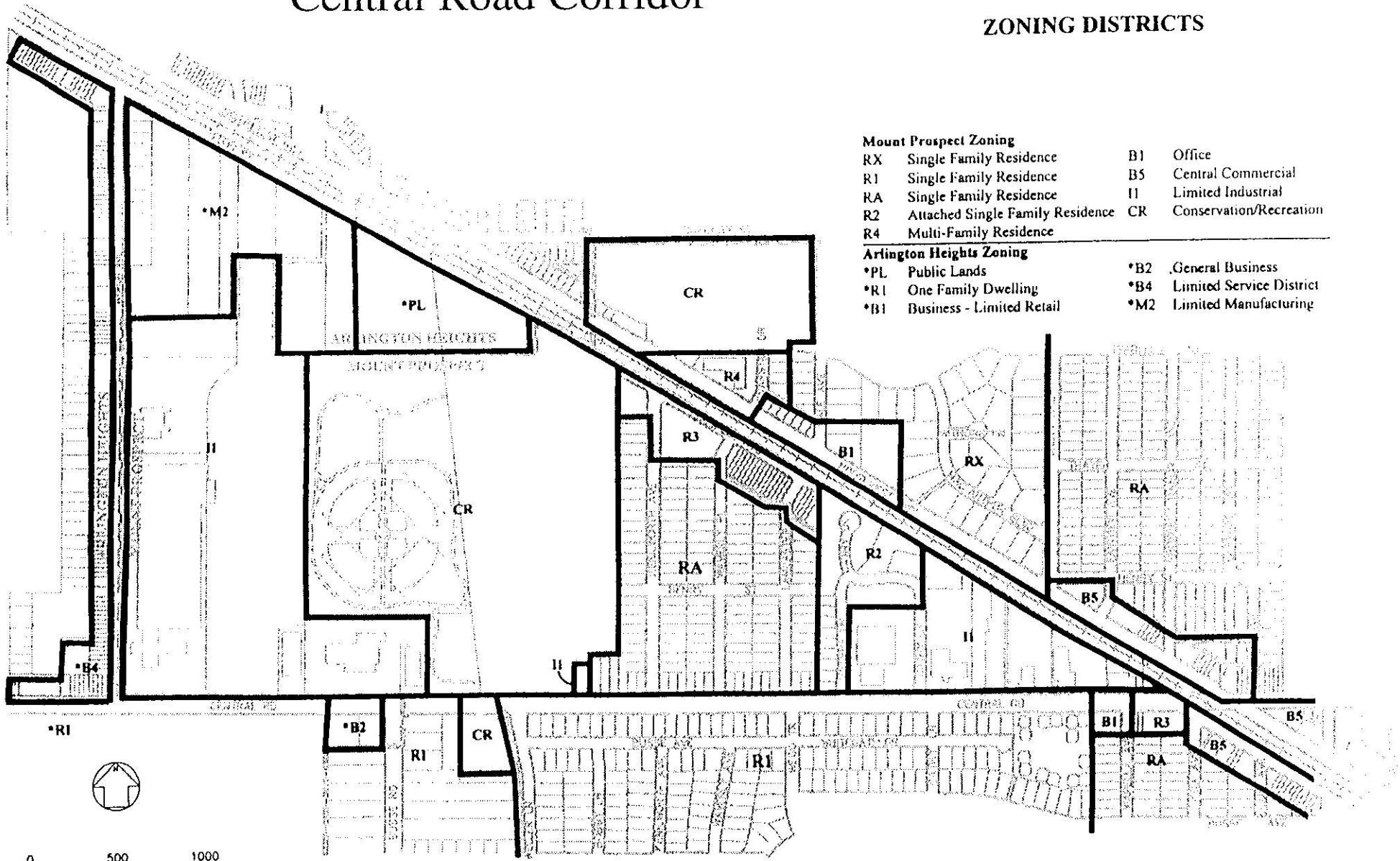


Central Rd. at Cathy Lane

Figure 12

Central Road Corridor

ZONING DISTRICTS



Mount Prospect Zoning

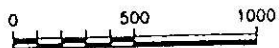
- RX Single Family Residence
- R1 Single Family Residence
- RA Single Family Residence
- R2 Attached Single Family Residence
- R4 Multi-Family Residence

- B1 Office
- B5 Central Commercial
- II Limited Industrial
- CR Conservation/Recreation

Arlington Heights Zoning

- *PL Public Lands
- *RI One Family Dwelling
- *B1 Business - Limited Retail

- *B2 General Business
- *B4 Limited Service District
- *M2 Limited Manufacturing



Development of non-residential properties in the Central Road corridor have a very disjointed visual image in that each business was allowed to develop absent any landscape ordinance requirements that would tend to unify these developments. The Public Works Department, in cooperation with the Chicago and Northwestern Railway and METRA have added attractive landscape materials in the railroad right-of-way adjacent to Northwest Highway. This has, in great measure, helped to screen the uses, such as the Hines Lumber Company storage yard and the L. J. Keefe Tunneling Contractors storage.

The public right-of-way landscaping program undertaken by the Village's Forestry Division helped to unify the visual appearance of the south side of the Central Road corridor. However, there are places on the north side of Central, close to Northwest Highway that are void of any landscaping in the public right-of-way.

Transportation

Transit System - The primary means of transportation within the corridor is by private vehicle. The exception is the commuter bus service offered by PACE for several multi-family developments at the western edge of the corridor. The Dana Point Condominium Development and Central Park East Apartments are served by PACE Route No. 694 which operates in the A.M. and P.M. peak periods providing service to the train station. The bus service offers five routes in the morning and in the evening peak hours and takes approximately 12 minutes in each direction. The arrival times at the Mount Prospect station are scheduled to coincide with in-bound and out-bound train service to the Chicago Loop and to Barrington. The bus route circulates through the Dana Point and Central East Apartment Complex travelling east on Central Road from Arthur Avenue to Prospect Avenue then making a loop around Main Street, Milburn and Elmhurst Avenue for a return trip in the evening. Commuters board the

bus in the evening at Evergreen Avenue and Main Street.

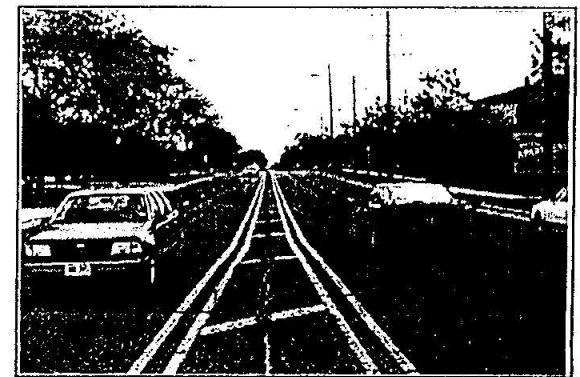
PACE is not expecting to expand bus service at this point unless other developments would cause them to re-examine the transportation needs of residents or employees in the immediate area.

Roadway Network - The Central Road corridor is served primarily by streets that fall into two functional classifications. Central Road and Northwest Highway are classified as major arterial roadways. Busse Road is classified as a secondary arterial. It dead ends at Central Road but serves the area south through Elk Grove Village and Bensenville as a major arterial becoming Route 83 south of Oakton. Earlier comprehensive plans indicated Busse Road as a potential for a future extension to Northwest Highway. This option however was eliminated when the Mount Prospect Public Works facility was developed, blocking any possible extension of Busse Road north to Northwest Highway. Arthur Avenue, the western boundary of the corridor study area, is classified as a local collector from Central to Northwest Highway. WeGo Trail is also designated as a local collector running north and south from Central to Lincoln Street.

Central Road provides the major point of access for all of the properties in the corridor study area. It is four-lane and carries a relatively high volume of traffic and a posted speed limit of 40 m.p.h. west of Busse Road and 35 m.p.h. east of Busse Road. The roadway is under Cook County's jurisdiction. Driveway access is generally unrestricted while on-street parking is prohibited. Stretches of Central Road contain single family detached dwelling with direct driveway access and on the south side the single family detached dwellings back up to Central Road and have driveway access from local streets. The three block Centralwood Subdivision has single family homes that front directly onto Central Road.

Traffic Conditions - The State of Illinois, Illinois Department of Transportation (IDOT) and Cook County Highway Departments periodically conduct traffic volume counts for vehicles moving past a location during a specified period of time. The Average Daily Traffic (ADT) is useful for making general comparisons of existing traffic flows. Each ADT figure represents a total number of vehicles traveling in both directions on a given section of roadway during a 24 hour period.

Traffic is moderately heavy in the corridor area. In 1990, Cook County traffic counts for Central Road at Northwest Highway (East) show a volume of 15,600 vehicles during a 24 hour period. The ADT count for northwest bound traffic on Northwest Highway at Central Road was 17,100 vehicles and increased to 19,300 in 1995. Busse Road at Central had a volume of 18,700 vehicles in 1990. The accompanying bar chart compares the difference in traffic volumes in or near the Central Road corridor for 1978 through 1995. (Special traffic counts were taken on Arthur Ave. in 1986 indicating a count of 9,500 vehicles at Central Road.)



Central Rd. at US Robotics

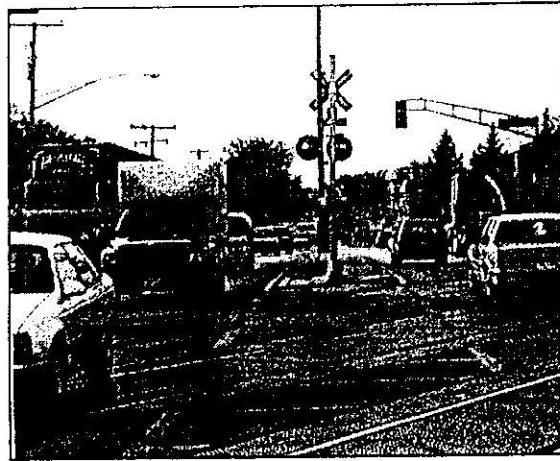
Figure 13

The traffic volume counts reflect available data from 1978 through 1995. During some time periods traffic counts were not taken making comparison of change difficult. Fluctuations in traffic counts over time, may have been affected by protracted road construction projects, land use changes, shifts in vehicular travel patterns and methodology.

It will be beneficial to have accurate traffic counts for Central Road especially at the signalized intersections from Arthur Avenue to Northwest Highway in order to determine the existing capacity of Central Road in relationship to the redevelopment of the AM Multigraphics site and its neighboring industry---Hinz Lithograph. The traffic counts, however, should be done by Franklin Partners and U.S. Robotics (property owners and lessee of AM Multigraphics site) under close coordination with Village staff as part of their proposed redevelopment plan.

The busiest periods of traffic flow occur in the morning and evening peak hours between 7:00 a.m. and 9:00 a.m. and in the evening between 4:00 p.m. and 6:00 p.m. An element that greatly increases the congestion level on Central Road is the grade crossing interruptions caused by the commuter and freight traffic on the METRA and Chicago Northwestern Railway lines. During the peak period operation, vehicular traffic often backs up west of Cathy Lane for eastbound morning rush hour. This backup is further complicated by the fact that Prospect Avenue and WaPella Avenue traffic enter into the intersection just west of the tracks near Northwest Highway and Central Road. The synchronization of the traffic lights at Prospect Avenue, Central Road and Northwest Highway have from time to time been adjusted to improve traffic flow at this intersection.

Evening peak hour traffic backs up east to Main Street at Central, in a large part due to the delays caused by the grade crossing at Central and Northwest Highway.



Central Rd. Railroad Crossing Figure 14

Pedestrian and Bicycle Network - Local and Adjacent
In addition to the above mentioned roadway network, there are a number of tie-ins to the Village's bicycle route system along the corridor. None of the bike routes operate on Central Road but do cross Central Road at Hatlen Avenue and Weller Lane. These connecting points provide access to Melas Park via Weller Lane and Hatlen Avenue to other areas in the residential portions of South Mount Prospect and Arlington Heights north of Central Road.

Comprehensive Plan

The most recent revision of the Comprehensive Plan of Mount Prospect was completed and published in November, 1994. The Generalized Land Use Plan shows the Central Road Corridor with a mixture of land uses reflecting the development character of both the north and south sides of Central Road from Arthur Avenue to Northwest Highway. The Generalized Land Use Plan needs to be modified to reflect the Millers Station Development as a townhouse and single family development. Other changes to the Generalized Land Use Plan should show Edward Hines Lumber as heavy commercial or retail and the office building of 500 W. Central Road as general commercial office.

The Public Works garage is classified institutional and Melas Park community regional open space. Multi-family residential medium density is designated for the two and three flats in the Centralwood Subdivision, the Central Park Apartments and apartment development East of Wapella on the South side of Central Road. The majority of frontage on the South side of Central Road reflects the single family designation consistent with the development with this area.

CENTRAL ROAD CORRIDOR Annual Average Daily Traffic (ADT) Counts*

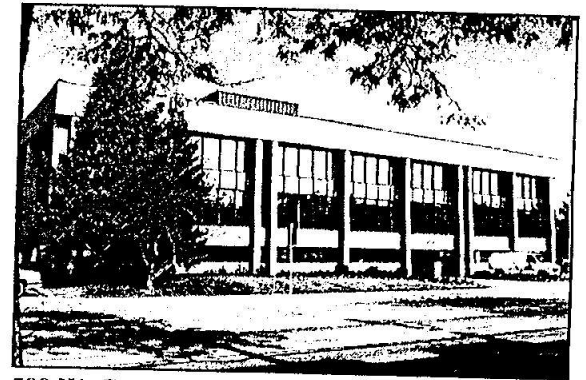
LOCATION	1978	1980	1986	1990	1995
Busse Rd. at Central(S)	12,800		16,200	18,700	
NW Hwy at Central (SE)		18,200	20,000	17,100	19,300
Central at NW Hwy (E)	17,600			15,600	16,000
Central at 83 (E)	13,800			14,700	16,700
Central at Busse (E)	19,800				

* Absence of traffic count indicates data not available

CHART 1

CHAPTER THREE

LONG RANGE CONCEPT PLAN



500 W. Central Rd. Office Bldg.

Figure 15

Proposed Land Use

The existing industrial uses are in a state of flux with Trade Service Corporation and Illinois Range both abandoning or scaling back their manufacturing operations at their facilities on Central Road. Trade Service Corporation may be moving their operation depending upon a successful sale of the building and property to a new user. Efforts should be made to retain the industrial use of both of these facilities by working closely with the property owners and their brokers to give assistance wherever possible. The employment base provided by these industrial users is beneficial to the Village and therefore, every effort should be made to replace them. It is anticipated that the balance of the industrial uses in the corridor area would not change their principal activities.

Commercial/Office - The Edward Hines Lumber Company located between the 500 West Central Office Building and L. J. Keefe Tunneling Contractors on the north side of Central would remain as a heavy commercial/industrial use. The office facilities of Central Park Office Center, 500 West Central Office Building, the medical clinic and small professional office building on the south side of Central on WaPella should remain as office building uses.

Residential - No additional residential development is anticipated in the Central Road corridor. The existing multiple family is well maintained while the single family residential areas both north and south of Central in the corridor area are generally in excellent physical condition.

Overview (Goals and Objectives) Refer to Action Chart, Page 17

Proposed Zoning

There are a few minor adjustments that should be made to the existing zoning in the Central Road corridor. They are as follows:

1. The former Pop Shop is zoned I-1 and since the current use is recreational (Mount Prospect Park District) and at the edge of Melas Park, Conservation-Recreation Zoning District is more in keeping with the activity and function of the facility.
2. The Central Park Apartments on the south side of Central Road west of WaPella is a multiple family development. This owner-occupied condominium complex should be changed to R-3 or R-5 to more accurately reflect the use.
3. The small professional office located at the southeast corner of Central and WaPella should be changed from R-3 to B-1 Office business.

Proposed Building Height

No buildings developed in the non-residential category in the Central Road corridor currently exceed two stories in height. The zoning classifications limit building height to a maximum of three stories for industrial and commercial uses.

Proposed Transportation Improvements

Should the AM Multigraphics site be occupied by a major industrial manufacturer with a high employment base, van-pooling should be investigated using PACE assistance in developing a program to reduce the number of employee vehicles on site. There may also be a desire to expand the Route 694 commuter bus service line which now serves the apartment developments on the south side of Central Road in Arlington Heights; these services might be expanded to meet the increased employment anticipated with a new user at the AM Multigraphics site.

Access control improvements, especially in the area east of Cathy Lane to the railroad tracks, are recommended. Joint driveway access points between adjoining non-residential properties should be studied carefully with a goal to reduce the number of driveway openings onto Central Road in this section.



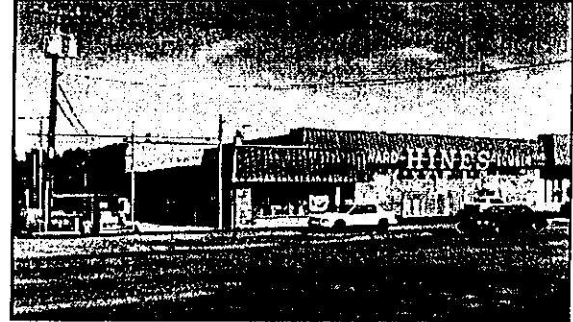
US Robotics Drive at Hinz

Figure 16

Special attention should be given to the visual aesthetics of the area by improving the public right-of-way. Landscaping including street trees, elimination of hard-surface parking areas in the public right-of-way are some improvements that should be considered as a means of "softening" the

appearance of the adjacent non-residential development on the north side of Central.

Efforts should be made to reduce the number of vehicles parked on public right-of-way behind the curbline in front of the Edward Hines Lumbers Company and L. J. Keefe. Portions of the private parking lot of Illinois Range and Central Office Park Center also extend into the public right-of-way and should be relocated.



Hines Lumber Driveways

Figure 17



L. J. Keefe Driveways

Figure 18








**CENTRAL ROAD CORRIDOR
ACTION CHART**

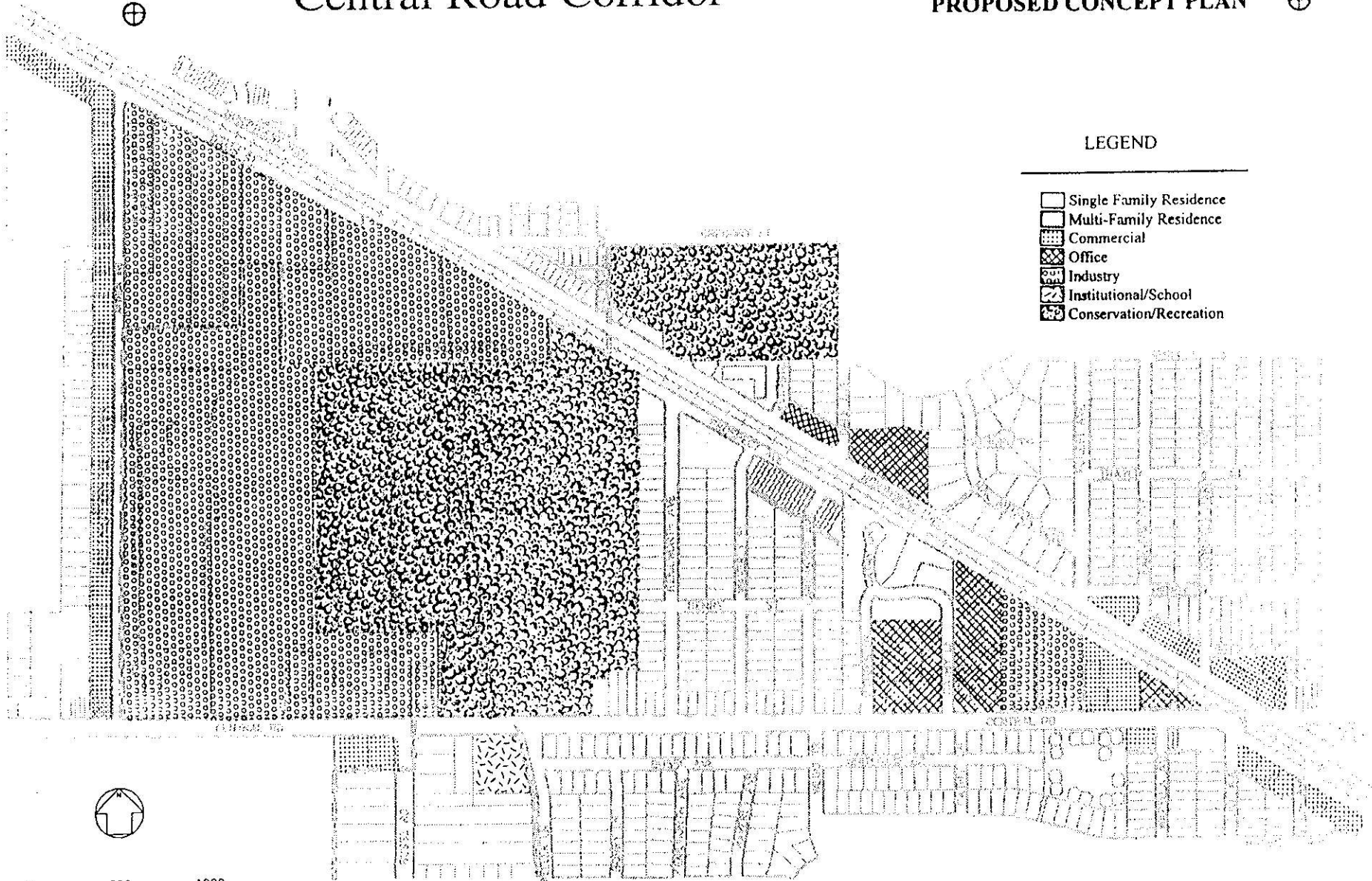
OVERALL GOAL		
To ensure that the future development of under-utilized, blighted and vacant land are utilized to their best potential.		
Objective	Recommended Action	Carried Out By:
Promote the economic development diversity of each corridor	Develop a comprehensive marketing strategy specific to each corridor	Economic Development Commission with assistance from Community Development Department
To limit the negative impacts of non-residential land uses on adjacent residential uses through buffering and screening	Establish design guidelines to suggest solutions for improvement	Local Planning staff
To eliminate "piece meal" development of parcels in the corridor through encouragement of comprehensive unified development of larger areas.	Encourage private development through land purchase and public improvements.	Village Board
Help to create a system of off-street parking facilities which serve the needs of the industrial and commercial uses within the corridor in a safe and functional fashion	Develop a parking plan to meet the industrial and commercial needs of the corridor	Private property owners, with assistance from local Planning and Engineering staff
Promote and develop a positive appearance in an effort to establish a unified image and a sense of place which will reinforce and support the commercial, industrial and residential activities along the corridor	Establish design guidelines for building appearance and massing adjacent to the corridor. Develop plan for public improvement within Central Road right-of-way.	Local Planning staff
Promote development activities that are compatible with adjacent uses	Develop list of uses consistent with zoning and compatible to desirable existing development	Economic Development Commission with assistance from Community Development Department
Help to ensure a safe and effective traffic circulation system which accommodates the variety of traffic movements serving the land uses in the corridor	Prepare transportation plan to address problem and issues of the corridor	Local, State transportation agencies

Central Road Corridor

PROPOSED CONCEPT PLAN

LEGEND

-  Single Family Residence
-  Multi-Family Residence
-  Commercial
-  Office
-  Industry
-  Institutional/School
-  Conservation/Recreation



Economic Impact

The loss of Illinois Range and Trade Service Corporation in the Central Road corridor represent a loss to the Village of Mount Prospect in both tax base and employment base. It is estimated that, at peak production, these industries employed between 300 to 400 employees. To the extent that these industries cannot be replaced with industries competitive in today's industrial and technical markets, Mount Prospect could stand to lose a portion of the combined assessed value of \$2,921,623 for Illinois Range and Trade Service Corporation.

The 1993 equalized assessed value for commercial and industrial properties in the Central Road corridor totaled \$17,873,000. This represented approximately 4% of the total commercial and industrial equalized assessed value for the Village in 1993.

AM Multigraphics has consistently been one of the single largest taxpayers in the Village of Mount Prospect. In 1993, it ranked ninth among the top ten taxpayers in Mount Prospect. A return to the employment levels of the mid-1980's would be desirable for the economic base of the Village.

CENTRAL ROAD CORRIDOR PLAN
Equalized Assessed Value (1993)

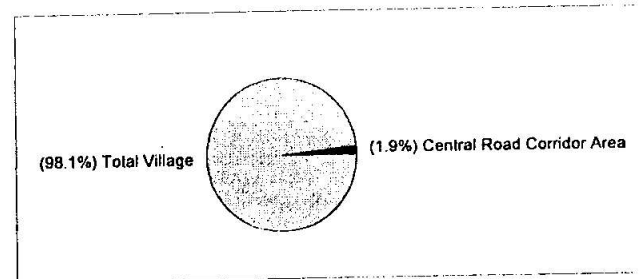
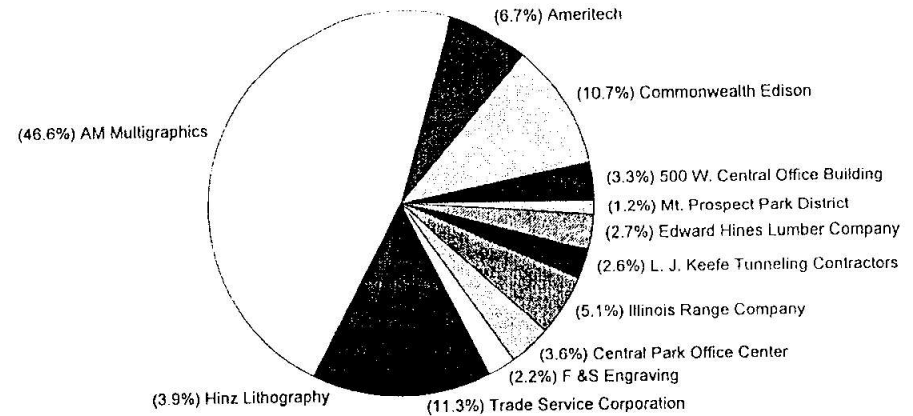


CHART 3

CHAPTER FOUR

PROBLEMS AND ISSUES



Central Rd. Railroad Crossing

Figure 19

The problems and issues can be broken into several categories of land use, transportation, labor force, public right-of-way improvements and pedestrian safety.

Initially issues were identified by staff and reviewed with the Plan Commission at workshop sessions. A public information meeting was held on October 11th. Through the use of the public information meeting, property owners including residence and business owners were invited to attend a Plan Commission meeting to help identify the problems and issues confronting the Central Road corridor. As a result of this meeting, a more comprehensive list of problems and issues was developed. These problem and issue areas were broken into subject headings and enumerated as follows:

Land Use

- AM Multigraphics property is best suited for manufacturing as compared with warehousing activity, since the ceilings are not high enough for warehousing operations as practiced today.
- The impacts of a thriving manufacturing operation on the AM Multigraphics site must be addressed including vehicular

access and the personal service needs of a large employment force of up to 2,000 people.

Transportation

- Backing out onto Central Road from adjacent driveways of single family homes.
- Need for a more positive traffic control at Millers Lane.
- Difficult left turn for westbound Central road traffic going south on WaPella.
- Service delivery to 500 West Central Office building difficult due to low clearance and proximity to grade crossing of railroad.
- Size of vehicles and truck access to businesses
- Future railroad siding delivery to business
- Trade Service property traffic access - present and future problems
- How will full capacity development of AM Multigraphics property affect traffic?
- Is there possibility for PACE bus service expansion - or van pooling?

Labor Force

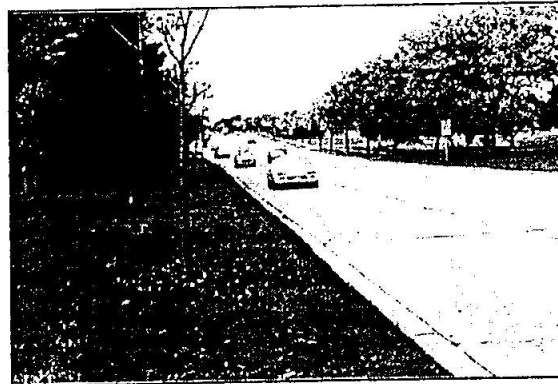
- Impacts associated with a thriving manufacturing operation with full employment of up to 2,000 employees

Public Right-of-Way Improvements

- Better defined curb-cut access for driveways onto Central Road
- Improve right-of-way landscaping/facade of buildings
- Business parking on public right-of-way should be minimized or eliminated

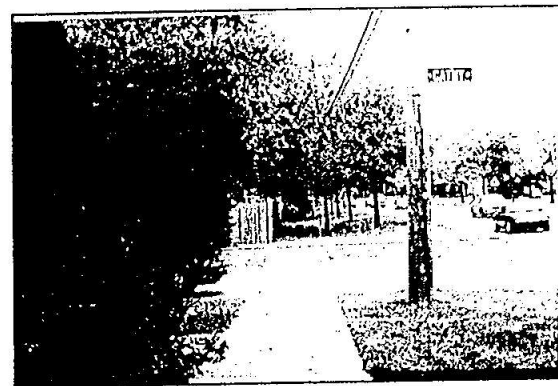
Pedestrian Safety

- Lack of pedestrian access - no sidewalk on south side of Central Road from Weller Creek to Cathy Lane
- Some sections of sidewalks too close to curbline for pedestrian safety



No Sidewalks Near Melas Park

Figure 20

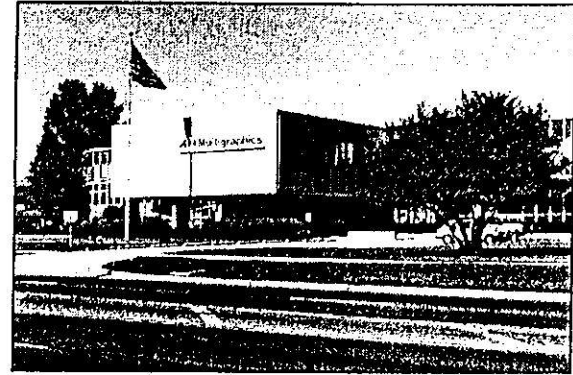


No Sidewalks West of Cathy

Figure 21

CHAPTER FIVE

ACTION PLAN



New Home of US Robotics

Figure 22

Land Use and Zoning

The 41 acre AM Multigraphics site has been purchased by Franklin Partners. They have recently leased the majority of the building space to U.S. Robotics, a major high-tech computer modem and data communication manufacturer. The buildings will undergo extensive remodeling and/or reconstruction to suit the needs of this growing manufacturer. With a workforce expected to grow to 2,000 employees over the next two to three years, U.S. Robotics will become the largest manufacturer and employer in Mount Prospect. The infusion of new capital will be certain to add a significant increase to the Village's tax base.

ISSUE #1

Even as manufacturing returns with U.S. Robotics adding a new vitality to the AM Multigraphics site, there will be other issues that will need to be addressed that are enumerated in other sections of this report.

ACTION STEP:

Detailed studies by property owner and U.S. Robotics should include an analysis of

public transit service needs and the possible positive spin-off effect for nearby businesses to satisfy the personal service needs of a large employment base. Special consideration should be given to adjacent businesses.

ISSUE #2

There are a few minor adjustments that should be made to the existing zoning in the Central Road corridor.

ACTION STEPS:

1. Change the I-1 Industrial classification covering the former Pop Shop and current Mount Prospect Park District facility at the edge of Melas Park to Conservation-Recreation which is more in keeping with the activity and function of the facility.
2. Change the Central Park Apartments on the south side of Central Road west of WaPella from single family special use to multiple family consistent with the character and type of housing. This is a owner-occupied condominium complex for seniors 50 years and older.
3. Change the current zoning from R-3 Multiple Family to B-1 for the small professional office located at the southeast corner of Central and WaPella.

Transportation

ISSUE #3

Except for commuter bus service (Route 694), regular bus service is not available on Central Road.

ACTION STEP:

PACE should be asked to study the expansion of bus service in the Central Road corridor when U.S. Robotics, Illinois Range, and Trade Service Corporation increase their labor force. Van pooling may be an appropriate alternative for the large U.S. Robotics facility depending upon the size of the labor force and the percent of those workers seeking public transportation or van pooling for their work trip.

ISSUE #4

As employment increases with U.S. Robotics workforce in the future, traffic volumes on Arthur Avenue can be expected to increase. The number of employees seeking to go north to Northwest Highway or arrive to work from Northwest Highway onto Arthur Avenue are faced with two signalized intersections and a grade crossing between home and the work place.

ACTION STEP:

Efforts should be made to work with the Village of Arlington Heights and the Illinois Department of Transportation to seek a realignment of Arthur Avenue to Northwest Highway instead of the present alignment.

ISSUE #5

During rush hour periods, westbound Central Road traffic seeking to make left turns south onto WaPella sometimes cause severe backups from WaPella east to the railroad.

ACTION STEP:

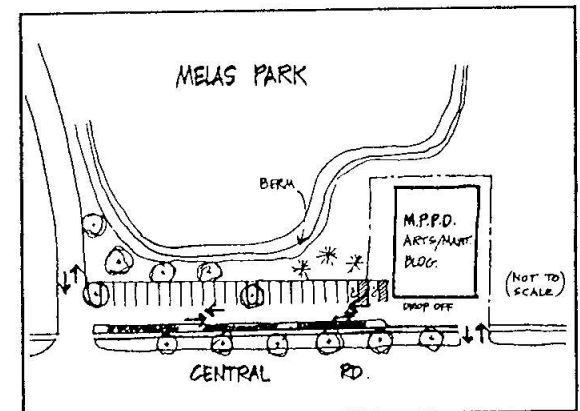
This unsafe traffic situation may warrant a posted no-left turn during rush hour periods. Further review by the Safety Commission is recommended.

ISSUE #6

Mt. Prospect Park District has converted the former "Pop Shop" for park maintenance and recreation programming. Access to Central Road is awkward and parking inadequate.

ACTION STEP:

Close the west driveway and connect a new drive to the main access drive for Melas Park. Provide a drop off area and add off-street parking spaces west of facility. (See diagram)



MPPD Driveway/Parking Concept
MAP 6

ISSUE #7

It is important for the current operation of the Edward Hines Lumber Company that

the railroad siding continue to provide access for lumber product rail delivery. If the rail siding were to be eliminated, approximately 30% of their lumber products would have to be delivered over the road adding yet more turning movements into a driveway that is shared by customer traffic as well as lumber delivery.

ACTION STEP:

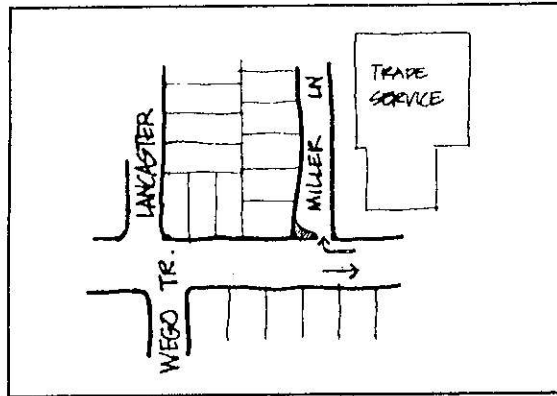
Efforts should be made to investigate the possibility of product consolidation on site and separate driveway access for lumber delivery on the west side of the building, while maintaining the easterly drive primarily for customer parking.

ISSUE #8

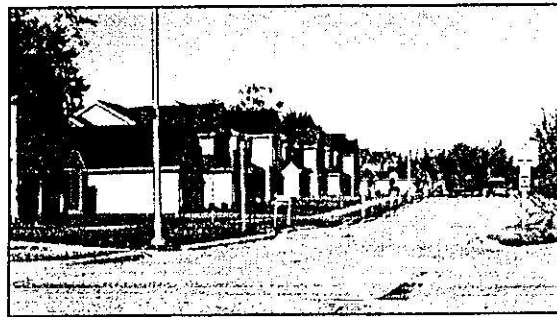
Several residents on the north side of Central indicated a concern for vehicular turning movements at Millers Lane and Central Road.

ACTION STEP:

By installing a raised concrete barrier, only right-hand turns from Central Road to Millers Lane could be made. This would prevent vehicular movements out of Millers Lane reducing the potential for backups in either direction on Central Road. Cathy Lane north of Central could still function as a two-way access point.



Millers Lane Restricted Access
MAP 7



Millers Ln. Access to Central Rd. Figure 23

ISSUE #9

Trade Service Corporation presently has approximately 82 off-street parking spaces for employees and service delivery. At times, service delivery is difficult since the off-street loading spaces are sometimes blocked with trucks unloading or loading products. Should the Mount Prospect Park District purchase the property for an administrative center and associated recreation activity for the Park District, careful review should be undertaken to

ensure that adequate off-street parking is provided and that anticipated movements to and from the administrative office and recreation facility activities can be safely accommodated within the public right-of-way.

ACTION STEP:

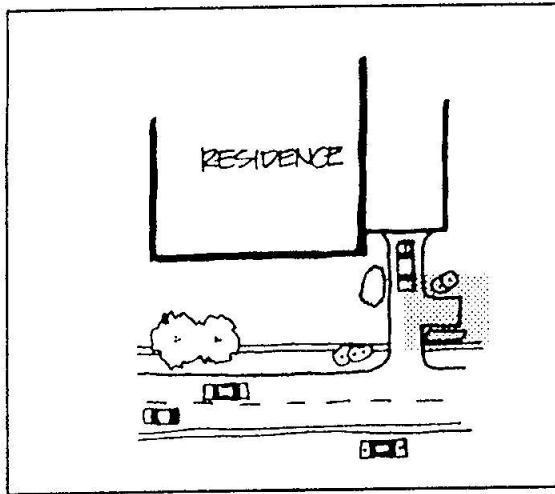
A traffic study should be undertaken to estimate the anticipated trips to the proposed Park District facility. Such a study would help to determine whether any acceleration or deceleration or left-turn lanes are necessary for the proposed use.

ISSUE #10

Residents on the north side of Central Road between Kenilworth and Lancaster are confronted with heavy traffic during the peak morning and evening hours. Many are faced with the problem of backing their vehicles onto Central Road presenting a definite hazard to safe highway conditions.

ACTION STEP:

Encourage private property owners to install driveway turn-arounds (see illustration) in order that vehicles leaving private property face Central Road before entering the public roadway. No additional driveways should be added.



**Vehicle Turn-Around
MAP 8**

ISSUE #11

Service delivery to the 500 West Central Office building cannot be made with vehicles that are more than 6 1/2 feet in height from grade. This eliminates a majority of vehicles seeking to make deliveries (United Parcel, Step Vans and larger).

ACTION STEP:

Since no additional property can be added to the current site, or no building alteration is feasible by either lowering the grade of the parking area or raising the height of the building, the creation of a small on-site area for short term delivery parking should be investigated by the owner.

Public Right-of-Way Improvements

ISSUE #12

A clearer delineation of driveways will help the traffic safety on Central Road.

ACTION STEP:

Driveways need better delineation between Edward Hines Lumber and Illinois Range. An exhibit shows the locations for potential driveway closing and driveway delineations in this portion of Central Road.

The attached exhibit also identifies areas for improved landscape in the public right-of-way in this same section of Central Road. Efforts should be made to encourage pedestrian safety and landscaping within the public right-of-way.

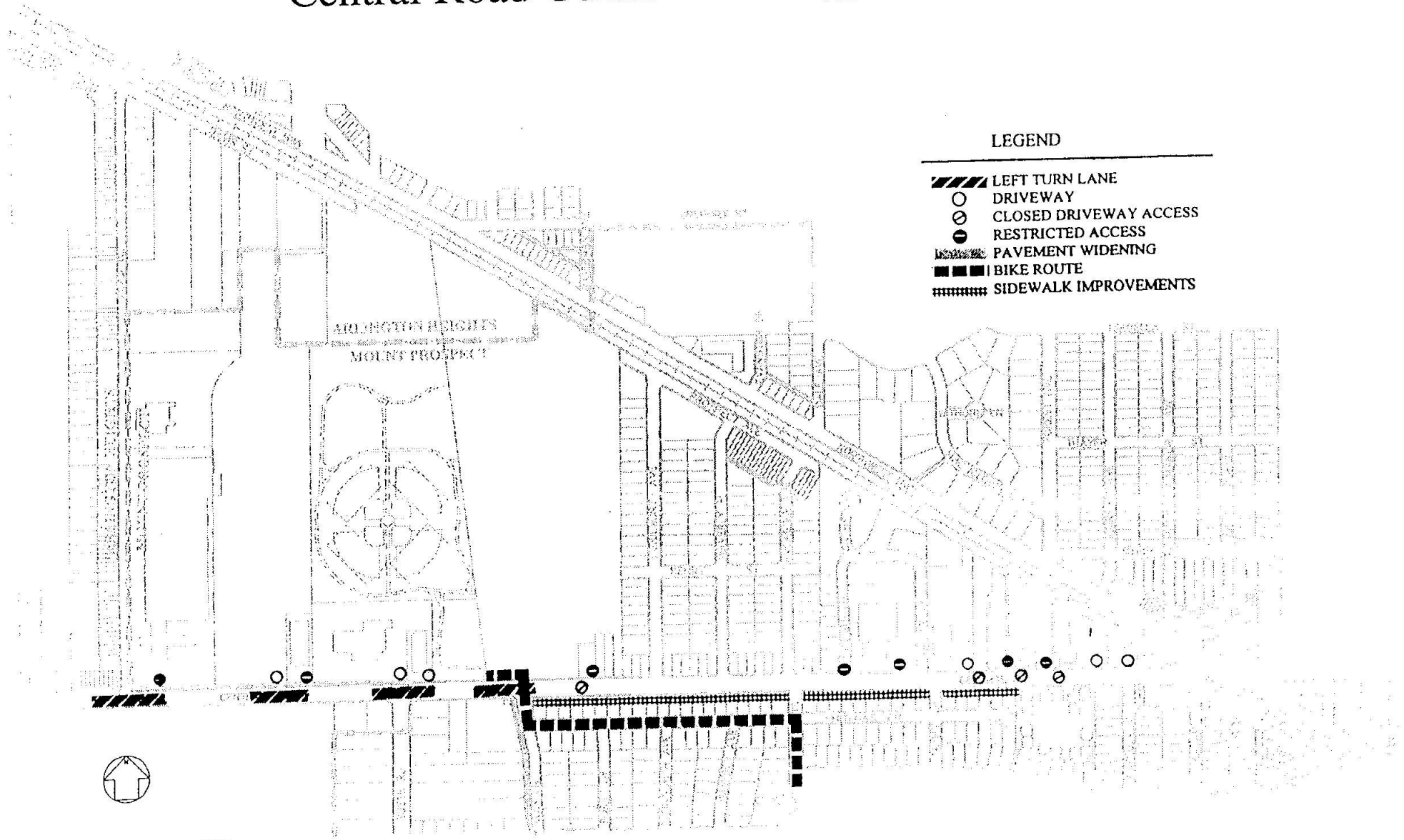
Design Guidelines for Landscaping, Parking Lots, and Pedestrian Areas

The Village of Mount Prospect has incorporated landscaping standards for public right-of-way improvements that are contained in the Zoning Ordinance which addresses the subject of street tree location at 40 foot intervals. The size and type of street tree is selected by the Forestry Division of the Public Works Department on the basis of appropriateness with regard to width of parkway, location of overhead power lines, growth habits of the tree species and overall effect as it relates to adjacent building facades.








Other landscape materials on public right-of-way are usually limited to grass areas. However, under special circumstances, materials such as interlocking brick pavers or low shrubbery can be considered to either reduce maintenance costs or better define driveway entrances.

Central Road Corridor

TRANSPORTATION IMPROVEMENTS



LEGEND

-  LEFT TURN LANE
-  DRIVEWAY
-  CLOSED DRIVEWAY ACCESS
-  RESTRICTED ACCESS
-  PAVEMENT WIDENING
-  BIKE ROUTE
-  SIDEWALK IMPROVEMENTS

MAP 10

Conclusion

This planning document, Central Road Corridor, is the first in a series of corridor reports for the Village of Mount Prospect. The corridor studies are intended as more detailed plans leading to specific actions based upon general planning principles outlined in the Village Comprehensive Plan. As each corridor study is completed, reviewed by the community, Plan Commission and adopted by the Village Board, they will become a part of the official Village Comprehensive Plan.

These studies may be amended from time to time as in the case of the Comprehensive Plan, giving more detailed guidance for courses of actions outlined in the Action Plan portion of the corridor studies.

APPENDIX

CENTRAL ROAD CORRIDOR PLAN					10/23/95
LAND USE	PARCEL I.D.	BLDG. AREA	PARCEL AREA	F.A.R.	E.A.V. 1993
CENTRAL ROAD CORRIDOR					
Commonwealth Edison	3-33-300-03	46,000	293,700	0.16	\$1,918,637
Ameritech	3-33-300-04	28,400	128,000	0.22	\$1,197,694
AM Multigraphics	3-33-300-07	720,000	1,785,960	0.40	\$8,326,516
Hinz Lithography	3-33-300-07	35,200	60,110	0.59	\$694,081
Mount Prospect Public Works	3-33-300-07	68,129	304,920	0.22	EXEMPT
F & S Engraving	3-33-300-04	17,500	43,560	0.40	\$399,583
Mt. Prospect Park District	3-33-300-06	11,600	20,038	0.58	\$216,877
Trade Service Corporation	3-33-419-00	53,800	283,140	0.19	\$2,015,801
Central Park Office Center	3-33-419-01	34,000	150,282	0.23	\$642,296
Illinois Range Company	3-33-419-00	56,724	134,600	0.42	\$905,822
L. J. Keefe Tunneling Contractors	3-33-419-00	13,114	105,851	0.12	\$468,070
Edward Hines Lumber Company	3-34-326-00	24,000	84,071	0.29	\$490,830
500 W. Central Office Building	3-34-326-00	24,400	34,412	0.71	\$596,459
TOTAL		1,132,867	3,428,644	0.35	\$17,872,666
Total Village Equalized Assessed Valuation (1993)					\$923,224,246

TABLE 1

CORRIDOR ACTION PLAN CHECKLIST/PRIORITY TABLE - CENTRAL ROAD

March, 1996

LAND USE AND ZONING

No.	Problem/Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
1.	<p>Even as manufacturing returns with U.S. Robotics adding a new vitality to the AM Multigraphics site, there will be other issues that will need to be addressed that are enumerated in other sections of this report.</p> <p>The personal service needs of a large employment force of 2,000 also need to be addressed.</p>	<p>Detailed studies by U.S. Robotics should include an analysis of vehicular movements to and from work, public transit service needs and the possible positive spin-off effect for nearby businesses to satisfy the personal service needs of a large employment base. Special consideration should be given to adjacent businesses.</p>	U.S. Robotics/ IDOT	1	Left turn lanes/Traffic Signal on Central Rd. from Arthur Ave. to Melas Park Dr.	A
2.	<p>There are a few minor adjustments that should be made to the existing zoning in the Central Road corridor.</p>	<p>Change the I-1 Industrial classification covering the former Pop Shop and current Mount Prospect Park District facility at the edge of Melas Park to Conservation-Recreation which is more in keeping with the activity and function of the facility.</p> <p>Change the Central Park Apartments on the south side of Central Road west of WaPella from single family special use to multiple family consistent with the character and type of housing. This is a owner-occupied condominium complex for seniors 50 years and older.</p> <p>Change the current zoning from R-3 Multiple Family to B-1 for the small professional office located at the southeast corner of Central and WaPella.</p>	Property Owners	None	Process by Planning Staff/ZBA/Vill Board	A

TABLE 2

Keys: Estimated Construction Cost
 1. Over \$1 Million
 2. \$500,000 to \$999,999
 3. \$100,000 to \$499,999

4. \$20,000 to \$99,999
 5. \$3,000 to \$19,999
 6. Under \$3,000

Priority Ranking
 A. High Priority
 B. Low Priority

TRANSPORTATION

No.	Problem/Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
3.	Except for commuter bus service (Route 694), regular bus service is not available on Central Road.	<p>PACE should be asked to study the expansion of bus service in the Central Road corridor when U.S. Robotics, Illinois Range, and Trade Service Corporation increase their labor force.</p> <p>Van pooling may be an appropriate alternative for the large U.S. Robotics facility depending upon the size of the labor force and the percent of those workers seeking public transportation or van pooling for their work trip.</p>	PACE/ U.S. Robotics	None	Neigotiation PACE/ U.S. Robotics	A
4.	As employment increases with U.S. Robotics workforce in the future, traffic volumes on Arthur Avenue can be expected to increase. The number of employees seeking to go north to Northwest Highway or arrive to work from Northwest Highway onto Arthur Avenue are faced with two signalized intersections and a grade crossing between home and the work place.	Efforts should be made to work with the Village of Arlington Heights and the Illinois Department of Transportation to seek a realignment of Arthur Avenue to Northwest Highway instead of the present alignment.	Arlington Hts./IDOT	2	Cost Share - Arlington Hts./IDOT	A
5.	During rush hour periods, westbound Central Road traffic seeking to make left turns south onto WaPella sometimes cause severe backups from WaPella east to the railroad.	This unsafe traffic situation may warrant a posted no-left turn during rush hour periods. Further review by the Safety Commission is recommended	Safety Comm/ Vill. Board	6	Signs	A

Keys: Estimated Construction Cost

- 1. Over \$1 Million
- 2. \$500,000 to \$999,999
- 3. \$100,000 to \$499,999

- 4. \$20,000 to \$99,999
- 5. \$3,000 to \$19,999
- 6. Under \$3,000

Priority Ranking

- A. High Priority
- B. Low Priority

No.	Problem/Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
6.	Mt. Prospect Park District has converted the former "Pop Shop" for park maintenance and recreation programming. Access to Central Road is awkward and parking inadequate.	Close the west driveway and connect a new drive to the main access drive for Melas Park. Provide a drop off area and add off-street parking spaces west of facility. (See diagram)	Mt. Prospect Park District/Vill Board	4	Parking Lot and Drive	B
7.	It is important for the current operation of the Edward Hines Lumber Company that the railroad siding continue to provide access for lumber product rail delivery. If the rail siding were to be eliminated, approximately 30% of their lumber products would have to be delivered over the road adding yet more turning movements into a driveway that is shared by customer traffic as well as lumber delivery.	Efforts should be made to investigate the possibility of product consolidation on site and separate driveway access for lumber delivery on the west side of the building, while maintaining the easterly drive primarily for customer parking.	Property Owner	Unknown	Property Owner Initiative	B
8.	Several residents on the north side of Central indicated a concern for vehicular turning movements at Millers Lane and Central Road.	By installing a raised concrete barrier, only right-hand turns from Central Road to Millers Lane could be made. This would prevent vehicular movements out of Millers Lane reducing the potential for backups in either direction on Central Road. Cathy Lane north of Central could still function as a two-way access point.	IDOT/ Engineering Division/ Planning Division/ Vill Board	5	Raised Concrete Barrier Village Board Approval needed	A

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1. Over \$1 Million
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3. \$100,000 to \$499,999

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Priority Ranking

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No.	Problem/Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
9.	<p>Trade Service Corporation presently has approximately 82 off-street parking spaces for employees and service delivery. At times, service delivery is difficult since the off-street loading spaces are sometimes blocked with trucks unloading or loading products.</p> <p>Should the Mount Prospect Park District purchase the property for an administrative center and associated recreation activity for the Park District, careful review should be undertaken to ensure that adequate off-street parking is provided and that anticipated movements to and from the administrative office and recreation facility activities can be safely accommodated within the public right-of-way.</p>	<p>A traffic study should be undertaken to estimate the anticipated trips to the proposed Park District facility. Such a study would help to determine whether any acceleration or deceleration or left-turn lanes are necessary for the proposed use.</p>	Mt. Prospect Park District	5	More extensive traffic study needed	A
0.	<p>Residents on the north side of Central Road between Kenilworth and Lancaster are confronted with heavy traffic during the peak morning and evening hours. Many are faced with the problem of backing their vehicles onto Central Road presenting a definite hazard to safe highway conditions.</p>	<p>Encourage private property owners to install driveway turn-arounds (see illustration) in order that vehicles leaving private property face Central Road before entering the public roadway. No additional driveways should be added.</p>	Property Owner	6 (Cost Per Resident)	Vehicle Turn-around	B

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Priority Ranking

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No.	Problem/Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
11.	Service delivery to the 500 West Central Office building cannot be made with vehicles that are more than 6 1/2 feet in height from grade. This eliminates a majority of vehicles seeking to make deliveries (United Parcel, Step Vans and larger).	Since no additional property can be added to the current site, or no building alteration is feasible by either lowering the grade of the parking area or raising the height of the building, the creation of a small on-site area for short term delivery parking should be investigated by the owner.	Property Owner	5	Short term parking area	B
PUBLIC RIGHT-OF-WAY IMPROVEMENTS						
12.	A clearer delineation of driveways will help the traffic safety on Central Road.	<p>Driveways need better delineation between Edward Hines Lumber and Illinois Range. An exhibit shows the locations for potential driveway closing and driveway delineations in this portion of Central Road.</p> <p>The attached exhibit also identifies areas for improved landscape in the public right-of-way in this same section of Central Road. Efforts should be made to encourage pedestrian safety and landscaping within the public right-of-way.</p>	Property Owner/ Village	3	<u>Sidewalk-Parkway Improvements</u> <u>Southside</u> Busee Rd. to Cathy Ln <u>Northside</u> Cathy Ln to Railroad	B

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