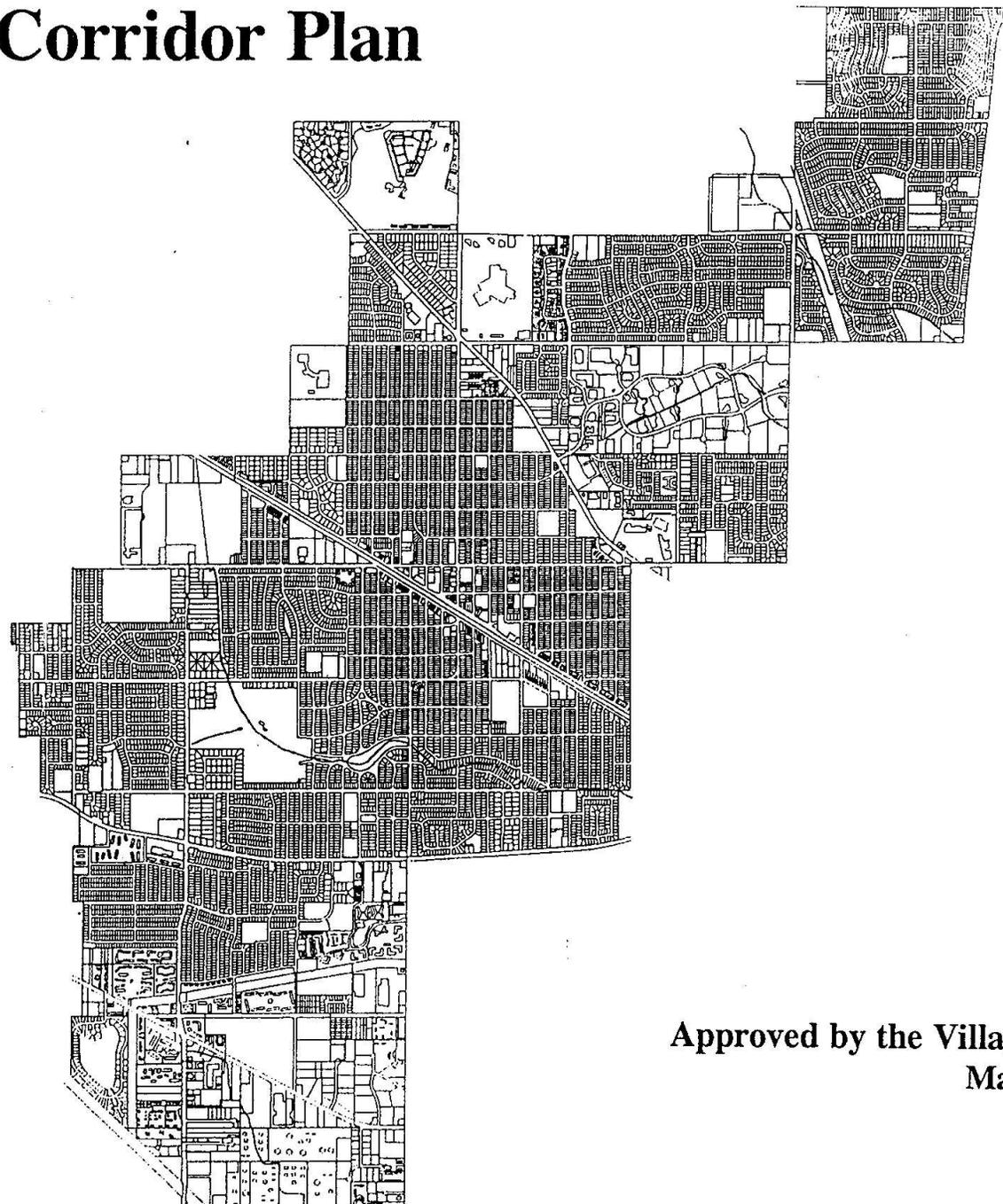


# Rand Road Corridor Plan



Approved by the Village Board  
May 5, 1998

# RAND ROAD CORRIDOR PLAN

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## PREFACE

The elected officials have directed the Village staff to undertake a series of corridor studies throughout the Village. The purpose of these studies is to provide the community with a general vision of how key areas should be developed and/or redeveloped. A critical aspect of future planning is taking into account factors like impact on existing properties, especially residential, as well as heightened concerns regarding traffic safety and visual appearance.

This study is an effort to take a proactive planning stance so that when redevelopment opportunities present themselves, the Village can see how these planning strategies fit into the Community's concept of "where we should go" and "what we want to be". When redevelopment opportunities do arise, measures should be taken to ensure deterioration of residential neighborhoods is minimal.

The Rand Road Corridor Plan is one of the commercial and residential corridors being studied. Being one of the major mixed use corridors in Mount Prospect, Rand Road brings a vitality to the community and enhances the economic base through sales of commercial goods and services to residents in a large trade area extending far beyond the Village boundaries. At the same time, continued development of residential properties in the corridor improves the stability and character of the community, adding to the richness of the entire Village.

As part of the process, the Plan Commission held twelve public meetings. Adjoining property owners were encouraged to participate directly by helping to identify problems and issues related to land use, transportation and visual aesthetics. Solutions, or action steps, were then identified after several "work sessions" with Plan Commission, planning staff and interested property owners participating in this open process.

As this study progressed, the Plan Commission held a public hearing, considered the input from those presenting official testimony regarding the plan, and then modified their report and transmitted their recommendation to the Village Board for their consideration. As adopted by the elected officials, the Rand Road Corridor Plan becomes part of the Official Comprehensive Plan for Mount Prospect.

## CHAPTER ONE

### Background

The Community Development Department has begun studies of the various commercial corridors or sectors in the Village of Mount Prospect. The health and vitality of the Rand Road corridor is critical given its status as a major center for commerce and residential opportunities within the community. As economic conditions change, there is a need to re-study the factors that affect development within major arterial corridors. Infill development, lands not developed to their highest potential value and the need for thoroughfare improvements all require a more focused study. The corridor plan is intended to develop a strategy for potential action steps that can be presented to Mount Prospect officials for final acceptance resulting in an official plan for action.



Wille Bros. Coal / Feed Co.

### Historical Perspective

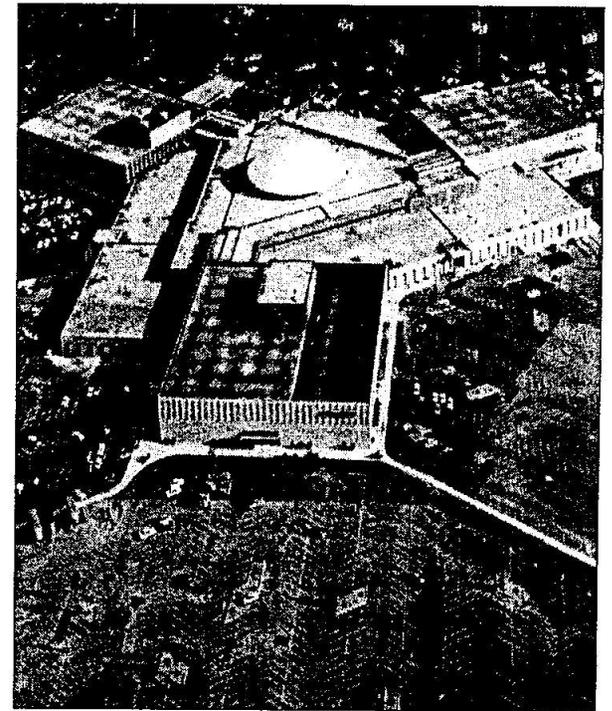
Early Development Patterns of Mount Prospect - The Rand Road area, being on the periphery of Mount Prospect, was not developed until after the initial settlement was established. The early settlers of Mount Prospect, like many of the other surrounding communities in the northwest suburban corridor, established homesteads in the early 1830s 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 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 Commerce and Industry - The earliest business in Mount Prospect was a general store built by Christian Geils in 1879 at the corner of what is now Northwest Highway and Main Street. He later sold his interest to a relative, John Moehling in 1882. In 1880, William Wille moved his family from their homestead and creamery in Elk Grove Township to the developing Mount Prospect and built his own creamery west of the Geils Store at the corner of what is now Wille Street and Northwest Highway. Being close to the railroad provided good transportation for the creamery business to the markets in Chicago and nearby developing communities to the northwest.

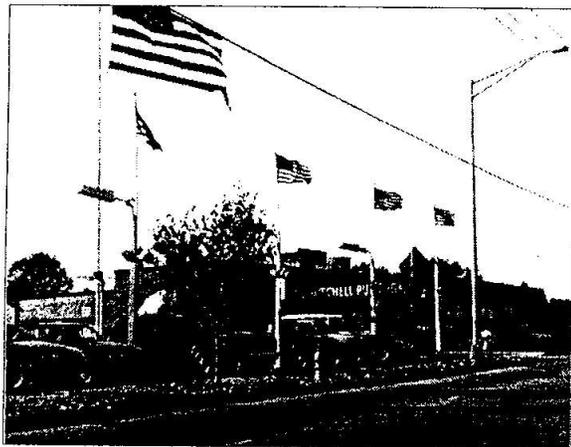
Early Developments in the Rand Road Corridor Area - According to early township records, Rand Road was named for the early settler, Socrates Rand, because a bridge was built over the Des Plaines River at his homesite. Apparently, Rand Road was the fourth road to be built in what is now Maine Township, according to a record from 1884 in Cook County. The road was built from Sand Ridge in Chicago to the mouth of Flat Creek at the Fox River near the Wisconsin border.

There is little information regarding the development of properties along Rand Road from early settlement until development of commercial ventures in the 1950s and 1960s when incorporation of portions of the roadway began to take place in Des Plaines, Mount Prospect and Prospect Heights. Prior to the construction of the Mount Prospect Plaza (anchored by Goldblatt's, built in 1961) and Randhurst Shopping Center in 1962,

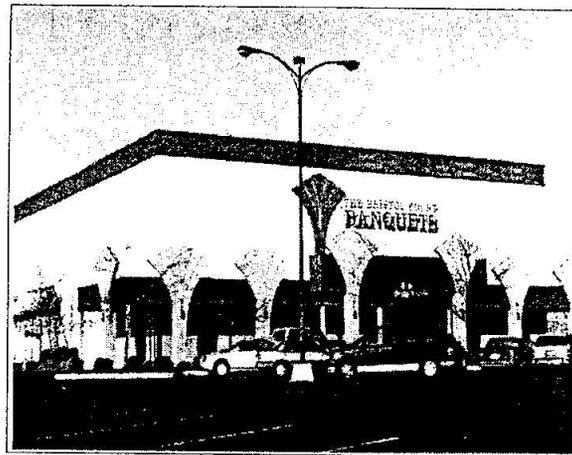


Randhurst Shopping Center - 1962

commercial development was scattered along the roadway. A small concentration of uses was present along Rand near Kensington and Elmhurst Roads. El Rando Restaurant and Tavern was a favorite truck stop in the 1930s. It was located on the present site of the LaSalle Talman Bank at the Northwest corner of Rand and Kensington. Shoppers' World preceded Forest City on the site that is now occupied by Office Max. The same shopping center also had National Tea Foods, a small health club and a dinette shop in the early 1960s alongside Twin Links Miniature Golf and Batting Cage development. A bowling alley once stood on the property that had since become L. Fish Furniture and more recently changed to Heilig-Meyers Furniture Store. A tavern and restaurant was located further south on Rand Road. The Flame Restaurant, established in the late 1950s on the west side of Rand, subsequently changed to O'Brien Florist and is now the Heart and Soul Café. Across the street, the former Redwood Restaurant and Tavern was replaced by Butch McGuire's Tavern and Restaurant. A major fire destroyed the building in mid-1980s. While on the south side of Kensington, across the street from the Randhurst Regional Shopping Center, was the Farmer Cooper Restaurant, which has gone through several changes and is now operated as "The Loft".



Joe Mitchell Buick on Rand Road



Bristol Court Banquet Hall

The character of the south half of Rand Road in Mount Prospect began to change as the Mount Prospect Plaza was established at Rand and Central with such uses as the Scott's Big Boy (now Sunrise Pancake House), and the consolidation of the former Thom McAn Shoe Store and incorporated into the development of Century Tile Supply at the intersection of Rand and Central. The twin Zenith Towers, across the street on Central, were removed and Mount Prospect Road was relocated to make a new connection to Rand Road, isolating the Shell Station on all sides by roadway.

Other uses in the south half of Rand Road were the Buick dealership operated by Mufich and Joe Mitchell, while a short distance to the north, the Mount Prospect Cinema, Thunderbird Bowl and Jo Jo's Restaurant and Courtesy Home Center were developed in the early 1970s. Nearby, the Honeybee Restaurant followed soon thereafter. By 1979, plans were accepted and development started with a major annexation of the 300 acre Kensington Center for Business. Business Center Drive made its connection to Rand Road near Gregory and soon a branch of NBD Bank was located at the corner (First National Bank of Randhurst branch). The Village Board decided to disconnect Gregory Street with Rand Road in conjunction with the Kensington Center development.

Commercial Development Since the 1980s in the Rand Road Corridor - In the 1980s, several commercial establishments changed faces. Sunrise Pancake House replaced Scott's Big Boy. A now vacant site that was Color Tile replaced Gas USA and Tandy Leather Goods. Mount Prospect Cinema became Bristol Court Banquet facility. Anthony's Hair Design at Rand and Louis Street replaced Bulk-O Gas. JoJo's was replaced by Giordano's Pizza, which has been razed.

In the late 1980s and early 1990s, other business changes came to Rand Road. Mount Prospect Plaza was purchased by Western Development Corporation and given a complete "facelift" and the anchor store became K-Mart for a brief period before closing. New uses since the 1990s include Wal-Mart, Lube Pro Oil Change, Frankie's Restaurant and perimeter commercial development at Randhurst including Home Depot, a new Montgomery Ward Automotive Center, and a new and expanded Jewel-Osco. Construction of a new 16 theater General Cinema Complex was recently completed on the north side of Randhurst. Easy Rider, Professional Office Services, East Side Mario's Italian Restaurant and a new Office Max and Sport Mart join a refurbished Bally's Fitness Center (Chicago Health Club) across Rand Road.



Wal-Mart/TJ Maxx at Mount Prospect Plaza

## CHAPTER TWO

### Existing Conditions

#### Soils

The soil characteristics for a property under consideration for development is an important factor in assessing the potential site desirability for construction. Soils may present limitations or require special treatment prior to development. Soil scientists with the Soil Conservation Service conducted a soil survey in part of Cook County and all of DuPage County in 1975. 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 1970s, the majority of the corridor area has been developed and the original soils have been altered to suit that development. Asphalt and structures cover the underlying soils and surface drainage has been directed off-site into utility systems designed for proper run-off and treatment. Soils which originally reflected moderate or even severe limitations to development have 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 Rand Road corridor had been developed on property with marginal soils that have been modified structurally to create reasonably sound properties for development. (See Map 1, Soils Interpretation and Building Site Suitability.)

It is important to remember that the soils in the area have already been modified to accommodate urban development of industry. Prior to development, soil borings are recommended in conjunction with an

engineering analysis to determine the soil characteristics and conditions. The additional expense to remove or modify less stable soils needs to be taken into consideration prior to any large scale development that contains less stable soil types.

#### Topography and Drainage

The U.S. Geological Survey Map, Arlington Heights quadrangle, shows that the highest elevation in the immediate area of Rand Road (685 feet above sea level) occurs near the Old Orchard Country Club Homes at the north end of the corridor study area. The topography drops to 675 feet near Schoenbeck Road at the Creekside Condominiums, while farther southeast the same contour encompasses the Randhurst Commons Shopping Center near the Twin Links Miniature Golf. The topography drops to 660 feet at the Mount Prospect Plaza Shopping Center at Rand and Central. Major drainage basins in the Rand Road corridor are a tributary to McDonald Creek and the Feehanville Ditch drainage area running through the Kensington Business Center. Both drainage basins are part of the larger Des Plaines River basin, which flows from north to south along the Village's eastern border.

The Federal Flood Map shows all of the Rand Road corridor area designated as Zone C, which is outside the flood prone hazard area.

#### Vegetation

The Rand Road corridor study area has no natural vegetation in the non-residential built up areas that have not already been altered through development. Attention should be directed to enhancing the aesthetic appearance of the roadway through public right-of-way landscaping and private property landscaping adjacent to the roadway whenever possible.

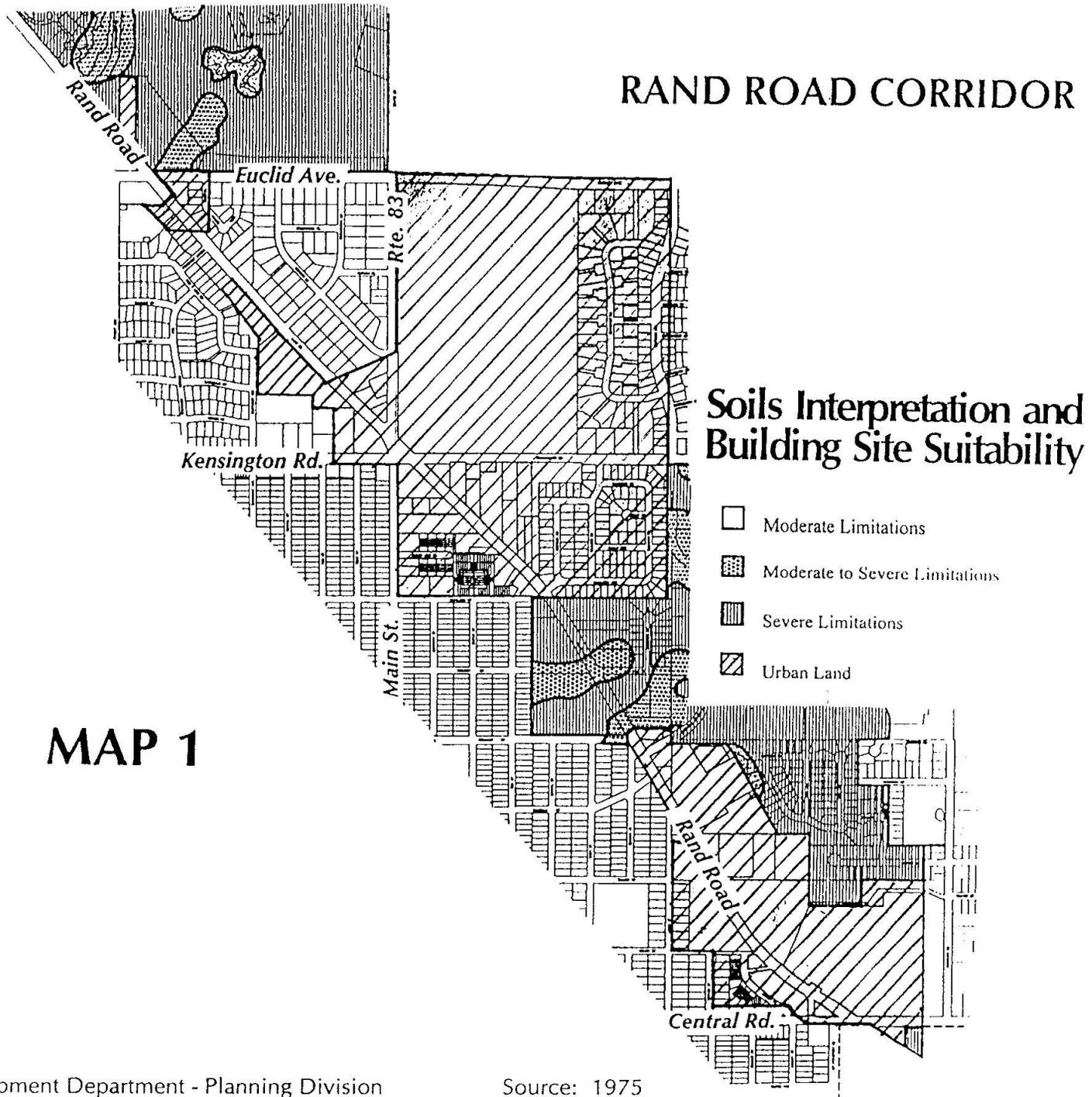
#### Sewer and Water

Sewer Collection System - Main interceptor sewers are located in the Rand Road corridor and are maintained by the Metropolitan Water Reclamation District. These sewers run the length of Rand Road through Mount Prospect. A sixty-six inch interceptor picks up storm water from the residential neighborhood to the west via Highland, Emerson and Gregory emptying into the Feehanville ditch outfall, then to the Des Plaines River. Properties north of Gregory, on either side of Rand Road, drain southeasterly into intermediate sized storm and sanitary sewers to join the larger interceptors at a junction just south of Business Center Drive at Rand Road. These sewers then flow northeasterly to Feehanville ditch and the Des Plaines River. The Citizens Utility Company services areas north of Kensington Road and east of Randhurst and Brickman Manor.

Water Distribution System - The Rand Road corridor area is serviced by six to sixteen inch watermains for non-residential development, while six inch watermains serve most of the adjoining residential subdivisions. Trunk lines in the Rand Road right-of-way increase to sixteen inches being fed by the Joint Action Water Agency (JAWA) main trunk line located in the Highland Street right-of-way providing Lake Michigan water to the community. For efficiency, a water distribution system should be looped so that no dead ends are created. A looped system requires less maintenance because constant waterflow is maintained through the system. Recent commercial developments, including Wal-Mart, have incorporated a looped watermain system, which ties into the JAWA distribution system to the west, and the existing watermain systems on the east side of Rand Road.

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.

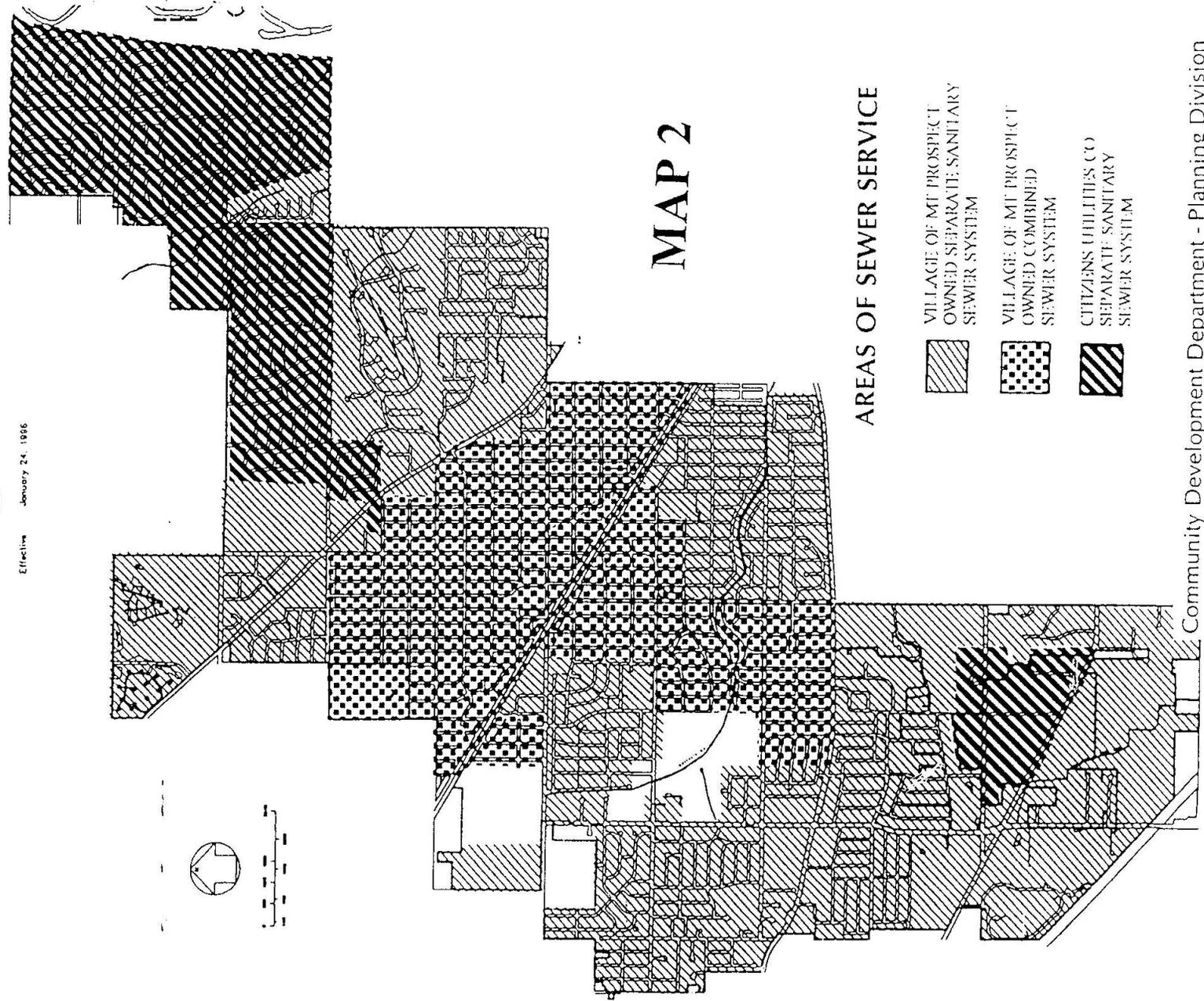
# RAND ROAD CORRIDOR



VILLAGE OF MOUNT PROSPECT  
MOUNT PROSPECT, ILLINOIS



Effective January 24, 1986



MAP 2

AREAS OF SEWER SERVICE

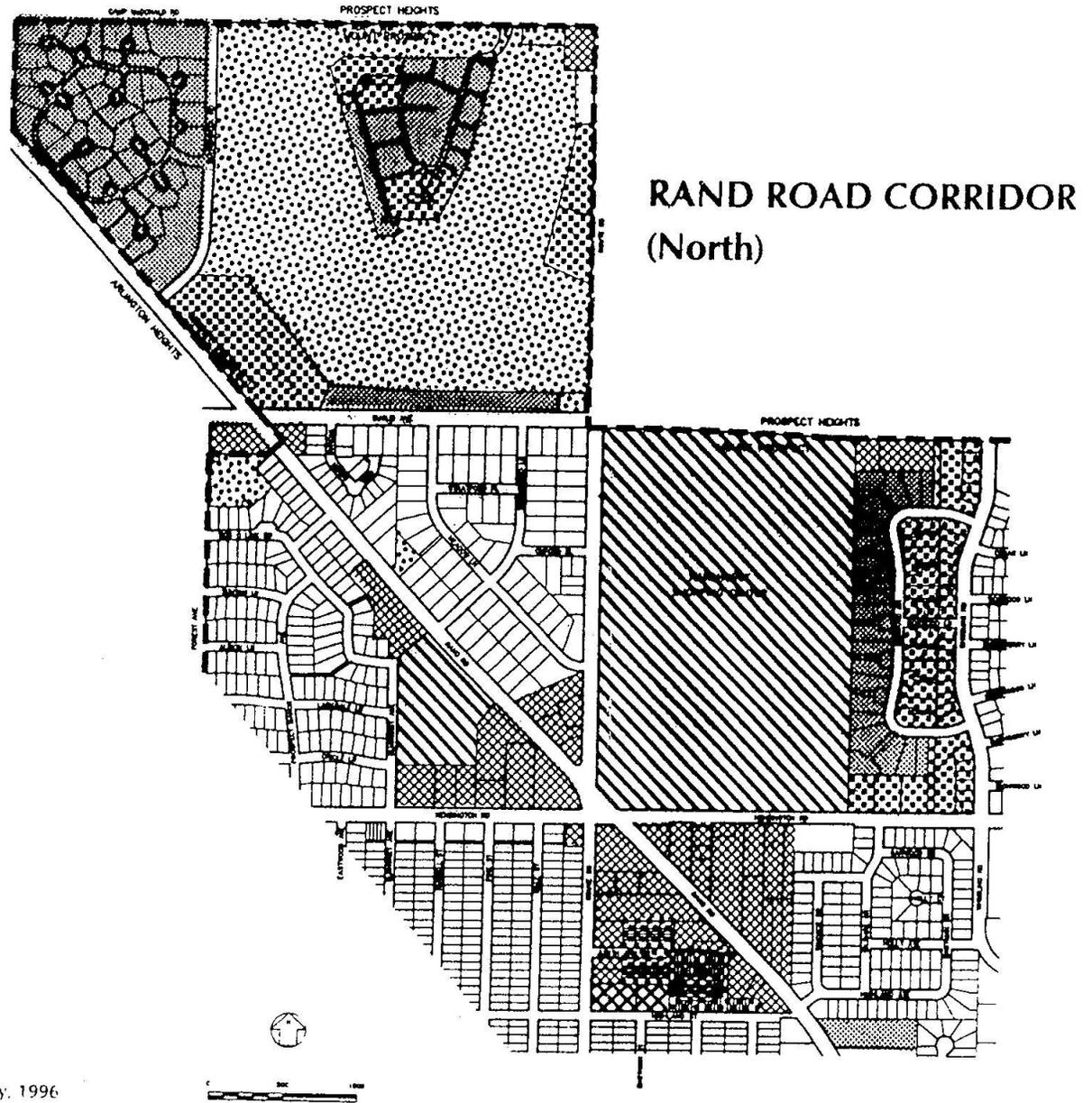
-  VILLAGE OF MT. PROSPECT OWNED SEPARATE SANITARY SEWER SYSTEM
-  VILLAGE OF MT. PROSPECT OWNED COMBINED SEWER SYSTEM
-  CITIZENS UTILITIES CO. SEPARATE SANITARY SEWER SYSTEM

# MAP 3

## Existing Land Use

### LEGEND

-  Single Family Residence
-  Multifamily Residence (Low Density)
-  Multifamily Residence (Medium Density)
-  Commercial (Regional/Community)
-  General Commercial/Office
-  Conservation/Recreation
-  Government/Institutional



## Land-Use

Residential Character - Rand Road North - Residential development in the north Rand Road study area includes the residential subdivisions of Wedgewood Terrace and Prospect Meadows, which were developed in the mid to late 1940s. Residential subdivisions south of Kensington Road were platted and developed in the mid to late 1950s, including Randview Highlands, west of Main Street, and Brickman Manor, west of Wheeling Road and east of Rand Road.

Multiple family development in the north Rand Road corridor is concentrated in the Boxwood area to the east of Randhurst Shopping Center and in the Old Orchard Country Club area north of Euclid Avenue. Boxwood was platted and developed in early 1960 just prior to the development of Randhurst Shopping Center. Here, townhouse development first provided apartment and townhouse living for many of the United Airlines employees. Originally built in unincorporated Wheeling Township, the area was annexed in 1976. Subsequently, other condominium units were added in this area.



Residential on Rand Road Near Euclid

At approximately the same time as the Boxwood area was developed, the Judith Ann and Maple Crest Townhomes were zoned R-3 and developed south of Kensington Road, east of Main Street and west of Rand Road. These dense townhome developments lack the amenities and adequate off-street parking required by today's zoning standards.

Multiple family units including townhouses, condominiums and apartments were developed on the perimeter and interior of the Old Orchard Country Club in the 1970s and 1980s. Recently, construction of Creekside Condominiums, containing 200 upscale units was begun. Creekside is also oriented toward the open space of the country club to take advantage of this community amenity.

Commercial Character - Rand Road North - The north section of the Rand Road corridor has a mix of commercial, retail and service businesses beginning at Euclid Avenue at the north, including Shell Oil; a vacant Mount Prospect Cadillac dealership; and a strip center containing Bally Fitness Center, Sport-Mart and Office Max. Twin Links Miniature Golf, Baker's Square and LaSalle Bank front on Rand Road in the same vicinity. Across the street, Easy Riders Motorcycle Sales, McDonald's, Jiffy Lube, Firestone Tire Center and a professional office building round out the commercial uses on Rand and Elmhurst Road north of Kensington Road.

Also, on the north side of Kensington Road west of Rand Road, are Kensington Office Center and Kinder Care in the vicinity of LaSalle/Talman Bank and Baker's Square. The balance of the land use on Kensington west of Rand Road, is single-family residential. Randhurst Regional Shopping Center is bounded by Euclid Avenue, Elmhurst/Kensington/Rand Roads and contains more than 120 retail and service businesses and over one million square feet of gross floor area. In addition to the main enclosed shopping center, perimeter uses include the First Chicago NBD Bank and Office Building, General Cinema, Jewel-

Osco Store, East Side Mario's Restaurant, Bell Savings and Loan, Montgomery Ward Auto Service Center, Home Depot and the Hacienda Restaurant. In addition, Euclid Mall, a neighborhood center, is located just east of Randhurst Shopping Center Region.

Rounding out the commercial uses near the intersection of Rand/Kensington/Elmhurst Roads is the Shell Oil Station and Main Street Automotive. Northeast of Rand Road is the Goodyear Tire Company, Tedino's Pizza, the Ramada Inn (formerly Holiday Inn), a vacant commercial building and the Light Bros. Fixtures. This same quadrant has over 5 acres of vacant contiguous property fronting both Kensington and Rand Roads.

Heilig-Meyers Furniture Store, a vacant commercial building, Douglas TV, Moose Lodge, Mount Prospect Public Works well site, a medical center and sports medicine clinic, a professional office building, vacant commercial building, Pearle Vision, Wendy's Drive-in, CitiBank, Rand Auto Mall and a communication tower occupy the area east of Main Street and west of Rand Road.



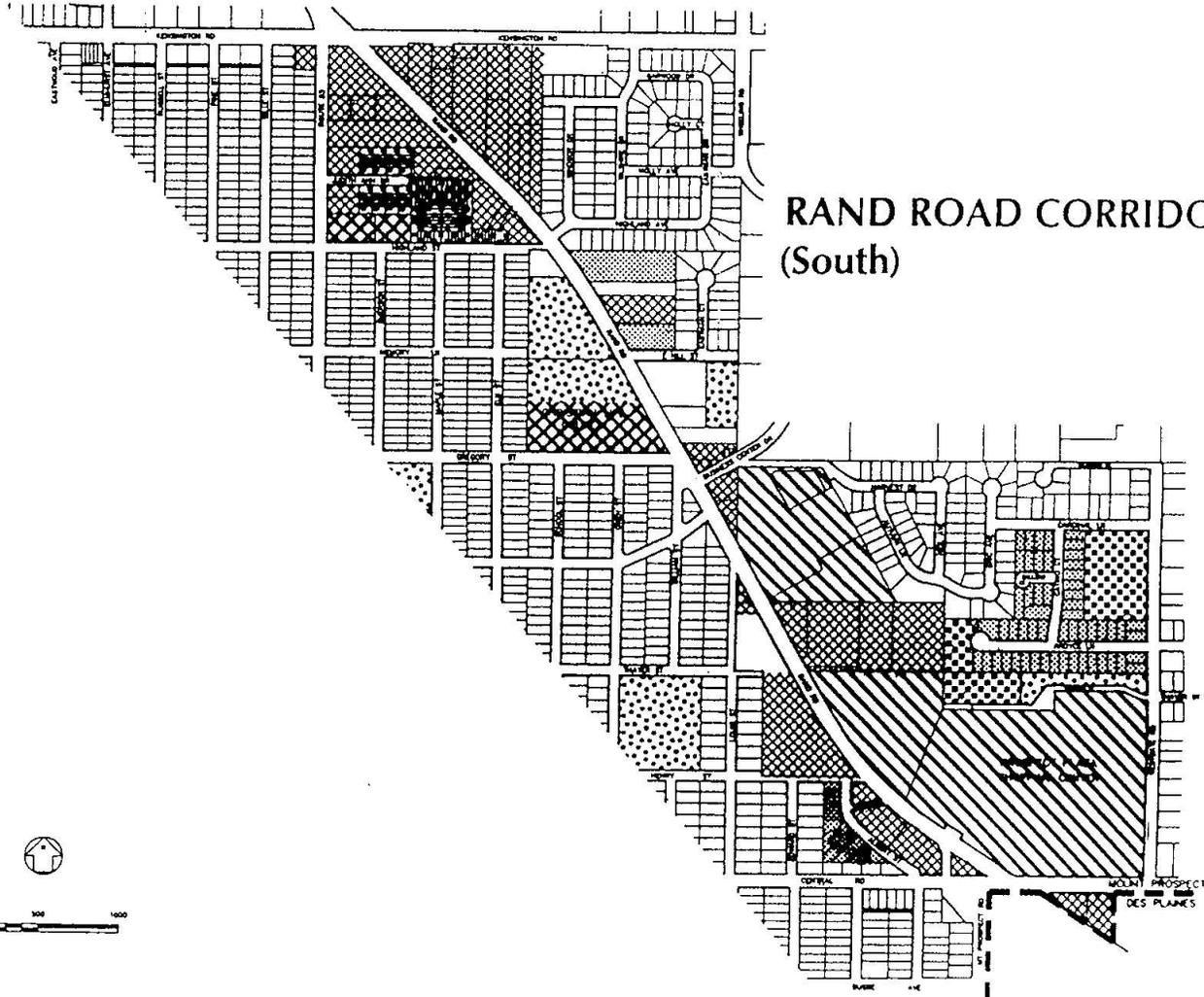
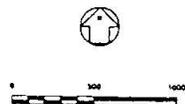
McDonald's / Jiffy Lube

# MAP 4

## Existing Land Use

### LEGEND

-  Single Family Residence
-  Multifamily Residence (Low Density)
-  Multifamily Residence (Medium Density)
-  Commercial (Regional/Community)
-  General Commercial/Office
-  Conservation/Recreation
-  Government/Institutional



RAND ROAD CORRIDOR  
(South)

Residential Character - Rand Road South - Residential subdivisions south of Kensington Road were platted and developed in the mid to late 1950s, including Randview Highlands, west of Main Street, and Brickman Manor, west of Wheeling Road and east of Rand Road. The Hill Street area was developed in the early eighties while Blue Jay Court was developed in the early nineties. Residential Development in the south Rand Road study area is typically located adjacent to commercial development.

The Hill Street/Eastman Court cul-de-sac subdivision has no direct frontage onto Rand Road but only has access to Hill Street and its connection with Rand Road. Also located on the east side of Rand Road near Highland Street, are the Field Townhomes and the more recent townhome development at Hill Street and Rand Road. Harvest Heights single-family subdivision was developed in 1988 and has its main access off of Rand Road via Business Center Drive. Homes on the west portion of the subdivision back directly upon the vacant Courtesy site and Thunderbird Office properties. Roy Berry Castle Heights Subdivision, platted in 1926, Bluett Subdivision south of Gregory Street, and Serafin's Subdivision saw strong development in the post World War II era through the 1950s. The Albert Street townhomes were developed in 1958 adjacent to commercial development on the opposite side of Albert Street between Henry Street and Central Road.

Centennial Senior Housing development took place in the mid-1970s through the early 1980s on properties to the north of the Mount Prospect Plaza. Two family duplex units were also developed in Catino Court/Callero Circle/Ardyce Lane, all adjacent to the Centennial Senior Housing.



**Matz Funeral Home**

Commercial Character-Rand Road South - The southern portion of the Rand Road corridor is characterized by highway oriented commercial uses. Near Highland Street is the Matz Funeral Home, located on the east side of Rand Road north of Hill Street in 1972. Further south on the east side of Rand Road near Business Center Drive is Woody's Garden Center established in 1986. Immediately south across Business Center Drive, is the former NBD Branch Bank recently closed as a result of the First Chicago NBD merger. Immediately to the south is Frankie's Drive-In Restaurant, which replaced an earlier sit down restaurant, called Honeybee's. In 1971, Courtesy Home Center established their business and the Aldi's Food Store and Lube Pro Oil Change was added in the late 1980s. JoJo's Restaurant was established in the early 1970s and was converted to Giordano's Pizza in the early 1980s. The Thunderbird Office Complex and Bristol Court Catering are all located in the same area adjacent to the now vacant Giordano's Restaurant. Further south, Wal-Mart was developed on property under the control of Western Development Corporation, owners of Mount Prospect Plaza. Major

tenants of the Mount Prospect Plaza include Dominick's, Walgreen's, Marshall's, T. J. Maxx Clothing and Michael's Crafts. Perimeter uses at the Plaza include Blockbuster Video, St. Paul Federal, Brown's Chicken and other convenience food and personal service uses.

On the west side of Rand Road at Louis Street is Anthony's Hair Design. Joe Mitchell Buick is located on property south of Anthony's Hair Design separated by a vacant 2-acre parcel of land. Color Tile and Sunrise Pancake House are located south of Henry Street, while Century Supply anchors the corner of Central and Rand Roads on the west side. Shell Oil is located on the corner surrounded by Rand, Central and Mount Prospect Roads. Two commercial uses are located within the Village of Mount Prospect south of Central Road and East of Rand Road. These are the Speedway Self-Serve Station and Burger King, adjacent to a City of Des Plaines residential area to the east and south.



**Mount Prospect Plaza**

# RAND ROAD CORRIDOR

## Existing Zoning

### MAP 5

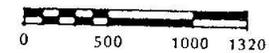
### LEGEND

- RX Single Family Residence
- R1 Single Family Residence
- RA Single Family Residence
- R2 Attached Single Family Residence
- R3 Low Density Residence
- R4 Multi-Family Residence
- R5 Senior Citizen Residence
- I1 Limited Industrial
- O/R Office Research
- B1 Office
- B2 Neighborhood Shopping
- B3 Community Shopping
- B4 Business Retail & Service
- B5 Central Commercial
- B5C Central Commercial Core
- CR Conservation Recreation

\* Planned Unit Development



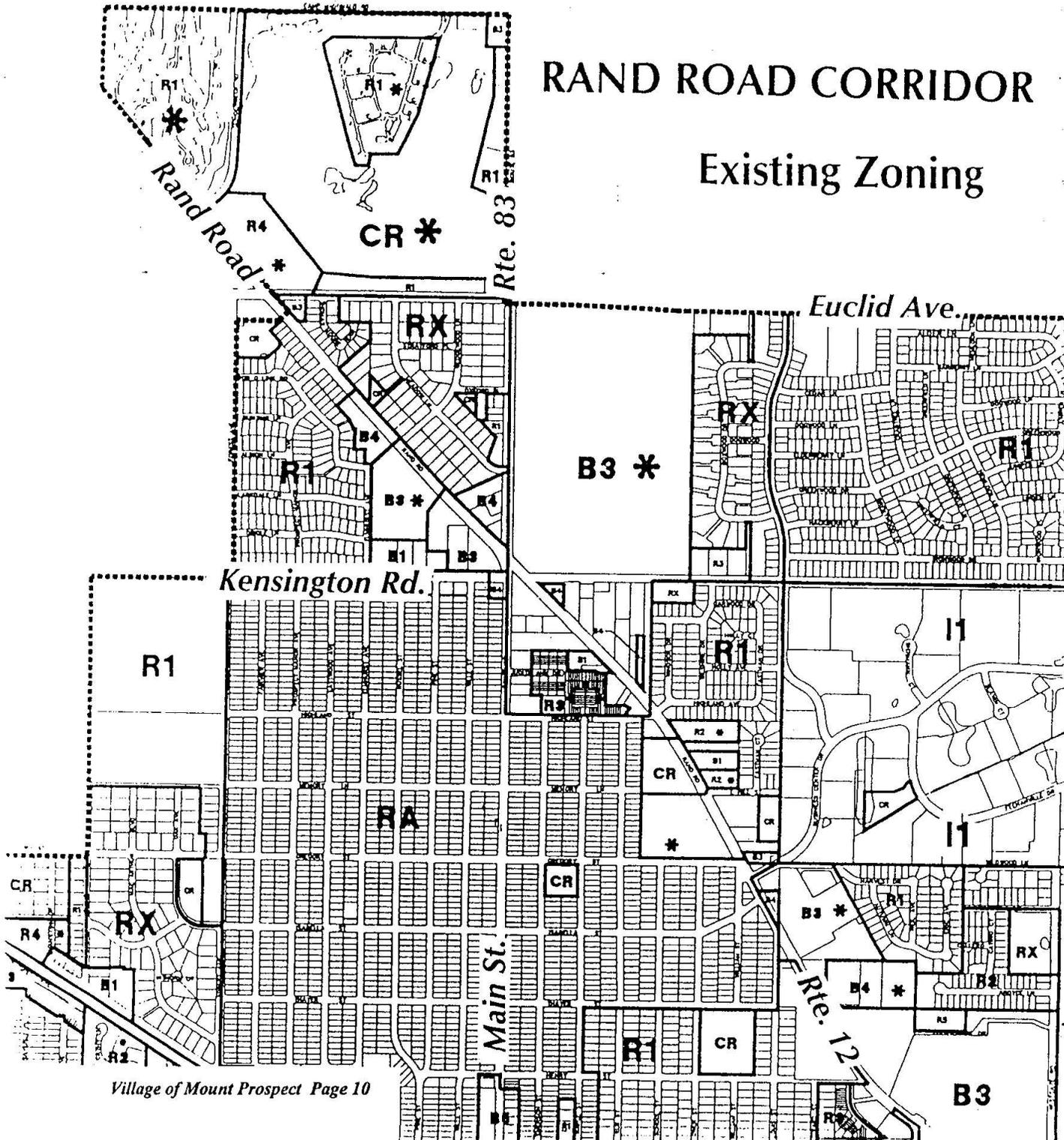
NORTH



Scale: in feet

January, 1996

Community Development Department - Planning Division



## Parcel Sizes

In the Rand Road corridor, there are 78 non-residential properties with frontage onto Rand Road. The Rand Road corridor is the most intensive developed commercial highway area in Mount Prospect, including the established downtown center and other major roadways of Northwest Highway, Elmhurst, Golf and Algonquin Roads. In all, there are over 256 acres of land devoted to non-residential uses in the corridor. The two largest commercial developments are the Randhurst Shopping Center totaling some 100 acres and the Mount Prospect Plaza with nearly 34 acres. Together Randhurst and Mount Prospect Plaza account for over 52% of the entire land area devoted to non-residential uses in the corridor.

The average parcel size in the northern part of the Rand Road corridor is 2.97 acres, while the average parcel size at the southern end is 3.95 acres. The average parcel size in the entire Rand Road corridor is 3.46 acres. Without Randhurst and Mount Prospect Plaza, the average parcel size drops dramatically by 35%, to 2.25 for the entire corridor area.

Adjacent to northern Rand Road, the largest parcel developed is Randhurst Shopping Center. The next largest property drops to 9.5 acres for the combined uses of Bally Fitness Center, Sport Mart and Office Max, while the former Mount Prospect Cadillac site is 3.65 acres. The Ramada (Holiday Inn) has just under 3.5-acres and a floor area ratio of .42 indicating that it is crowded on the site. Other non-residential uses on Rand Road in the north sector having sites of more than 2 acres include Twin Links, CitiBank, Heilig Meyers, and Euclid Mall.

Mount Prospect Plaza's 34-acre site is the largest land development in the southern segment of the Rand Road corridor. Wal-Mart is just over 15.5-acres, while other large non-residential developments in the southern Rand Road corridor include the former Courtesy Home Center site of 12 acres, followed by the Mount Prospect

Park District's Gregory Park (8 acres), Christian Life Church and College, and Joe Mitchell Buick of nearly 7.5 acres. Other developments over 2 acres in size include: the Thunderbird Office Center/Thunderbird Bowl and Bristol Court.

## Zoning

While Rand Road tends to attract commercial uses, the area does include equal densities of commercial and residential housing. Homesites front directly onto Rand Road near Hill Street and single-family subdivisions are located on either side of Rand Road between Elmhurst Road and Euclid Avenue. (See Map 5, Existing Zoning). Additionally, the Old Orchard Country Club Townhomes and Creekside Condominium development adjoin Rand Road with access from Schoenbeck, Rand and Euclid respectively. Other residential developments located at the perimeter and interior of the Old Orchard Country Club, include Orchard Vale Condominiums on Elmhurst Road, Wimbolton Townhome Condominiums on Euclid Avenue, Old Orchard Colony Country Condominiums and Colony Country Townhome Subdivision on the interior ring road off Camp McDonald. These homes were all developed under a Conditional Use classification and are zoned R-1, while the Creekside Condominium Development is zoned R-4, Conditional Use.

The single-family development of Wedgewood Terrace, located between Rand and Elmhurst Roads, south of Euclid with 100' x 200' lots, is zoned R-X. Prospect Meadows Subdivision west of Rand Road is zoned R-1 Single-family. The Boxwood area located immediately to the east of Randhurst Shopping Center, was developed prior to being annexed to the Village of Mount Prospect and remains zoned R-X Single-family Residence even though the entire development is either single-family attached townhomes or condominium multiple dwellings. These units are legal non-conforming uses. Brickman Manor, located south of Kensington and east of Rand Road, has access to both

of these major roadways. Subdivided in 1959 and annexed in 1963, Brickman Manor is zoned R-1 and is fully developed with single-family detached homes. The Hill Street Subdivision was subdivided in 1979 and also carries an R-1 classification. This small single-family cul-de-sac subdivision directly abuts Brickman Manor Subdivision to the north and the Kensington Center for Business to the east.

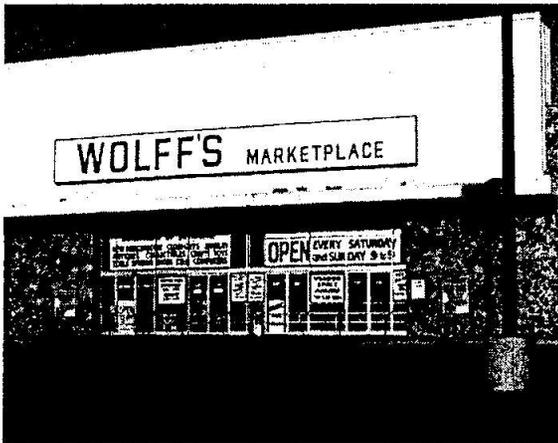


**Creekside Development**

Orchard Field Townhomes were developed in 1990 on property to the south of Brickman Manor. It has access onto Rand Road and abuts Hill Street Subdivision to the east and is zoned R-2 Conditional Use. A short distance to the south the former Spear's Nursery was demolished to make room for a townhome development at the corner of Rand and Hill Street. The Christian Life College and Church is located on the west side of Rand Road and fronts Gregory Street. This development as well as the few isolated single-family dwellings on the east side of Rand Road, south of Hill Street are also zoned R-1 Single-family. The Mount Prospect Park District in the last ten years has purchased property at the north end of the Christian Life Church (former Gregory Junior High School) for active recreation. The Park District also maintains a

1.8-acre nature center on Hill Street. These properties are zoned Conservation/Recreation.

Property located in the south segment of the Rand Road corridor is partly zoned commercial reflecting the existing land use in the area. Joe Mitchell Buick located on the west side of Rand Road between Thayer and Henry Streets, however, is zoned R-1 Single-family. This zoning has not been changed since an earlier action in the 1970s stipulated that the property would remain zoned single-family but could be used as an automotive sales and service business. This use is clearly legal nonconforming and should be considered for rezoning to a conforming district. A small vacant parcel of approximately 2 acres still remains undeveloped north of Joe Mitchell Buick on the west side of Rand Road. This parcel is also zoned R-1 Single-family. The former Courtesy Home Center site (purchased by Menard's) is zoned B-3 Conditional Use. Several auto self-serve/full-service stations are zoned B-4 or B-3 Conditional Use. These include Speedway located at the southeast corner of Rand and Central and Shell Oil at Euclid Avenue and Rand Road.



Temporary Courtesy Property Use



First Chicago NBD Bank

### Building Heights

Most of the non-residential buildings in the corridor are one-story in height. There are however some notable exceptions. These include the four-story First Chicago NBD Office Building at Randhurst, the three-story LaSalle Bank and the three-story Ramada Inn.

Among those residential structures in the Rand Road corridor, Creekside Condominiums will have five floors of living space with ground level parking. Other condominiums and single-family attached townhomes in the interior and on the perimeter of Old Orchard Country Club are two and three stories.

Depending upon the type of land use contemplated in any redevelopment along the Rand Road corridor, multi-storied projects might be considered on some parcels in the future. The maximum building height in the zoning classifications for business and low density apartments would permit up to three stories in height, unless a Planned Unit Development or Conditional Use were sought to provide additional height.

### Visual and Aesthetic Elements

As stated earlier, the Rand Road corridor shares a residential and commercial character.

As is the case in many suburban communities where development of highway frontage has been piecemeal over a period of several decades, Rand Road commercial development needs some unifying elements of design and right-of-way enhancements to present a more pleasing visual appearance. Efforts by the Village to eliminate non-conforming signs over a ten year period, while largely successful, has had limited impact since the balance of the properties' building orientation and access is not coordinated with adjacent business development. A unifying of the public right-of-way improvement program may very well need to be done on a comprehensive basis with the cooperation of property owners in the entire corridor. A public right-of-way landscaping and access program similar to that suggested in the Central Road corridor would help to unify the visual appearance of the Rand Road corridor.

### Transportation

Transit System - The primary means of transportation in the Rand Road area is by private vehicle. The exceptions are portions of two bus service routes offered by PACE that provide continuity from the Des Plaines terminal area on Northwest Highway at Pearson and Lee Streets and run on portions of Northwest Highway and Elmhurst Road serving the downtown area and Randhurst on Route 234. The northern terminus of Route 234 is Dundee Road and Milwaukee Avenue with rush hour service provided further north on Milwaukee Avenue to the Buffalo Grove terminal. Another PACE Route, No. 696, terminates at the Randhurst Shopping Center via Kensington and Elmhurst Roads linking the passengers with the Woodfield Mall through Arlington Heights downtown. PACE is not expected to extend bus service beyond these routes at this time. As other more intense

developments are considered for the Rand Road corridor, PACE may be asked to re-examine the transportation needs of passengers or employees in the immediate area.

Roadway Network - The Rand Road corridor connects with several east/west and one major north/south arterial roads. Central Road and Euclid Avenue are both east/west major arterial roadways, while Main Street (Elmhurst Road) running north/south is also a major arterial. Kensington Road through Mount Prospect and Mount Prospect Road running north and south between Golf Road and Central are classified as secondary arterials. Mount Prospect Road serves as a secondary arterial between Central Road and Touhy at the north end of O'Hare Field providing access through the Mount Prospect and Des Plaines areas.

Designated as collector streets in the Rand Road corridor are the following north/south collectors of Elmhurst Avenue, Schoenbeck Road, Owen Street, Wheeling Road and Business Center Drive. The collector streets act as distributors of local vehicle trips.



Main Street at Kensington

Traffic Conditions - The Illinois Department of Transportation (IDOT) and the 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 the total number of vehicles traveling in both directions on a given section of roadway during a 24-hour period.

Traffic is heavy in the Rand Road corridor area. In 1995, Cook County traffic counts for Rand Road at Kensington Road (northwest) show a volume of 34,800 vehicles during a 24-hour period. This compared with 28,700 in 1990 at the same location for an increase of 21%. The ADT counts for northwest bound traffic on Rand Road at Central Road in 1995 was 31,100 vehicles as compared with 25,000 vehicles at that same location in 1990, for a 21% increase. This five-year increase of 21% at both intersections translates into an increase of 6,100 vehicles utilizing each intersection daily.

The Chicago Area Transportation Study (CATS) 2010 forecasts project Rand Road volumes of 33,000 to 50,000 vehicles per day north of Route 83 and 36,000 to 41,000 south of Route 83. These counts serve to substantiate this study's assumption that much of the traffic utilizing the Rand Road corridor in Mount Prospect is through traffic. This substantial increase can be attributed not only to the heavy commercial development taking place along the Rand Road corridor outside the corporate limits of Mount Prospect, but the large scale increase in residential development at the western end of the Rand Road corridor (Lake/McHenry County).

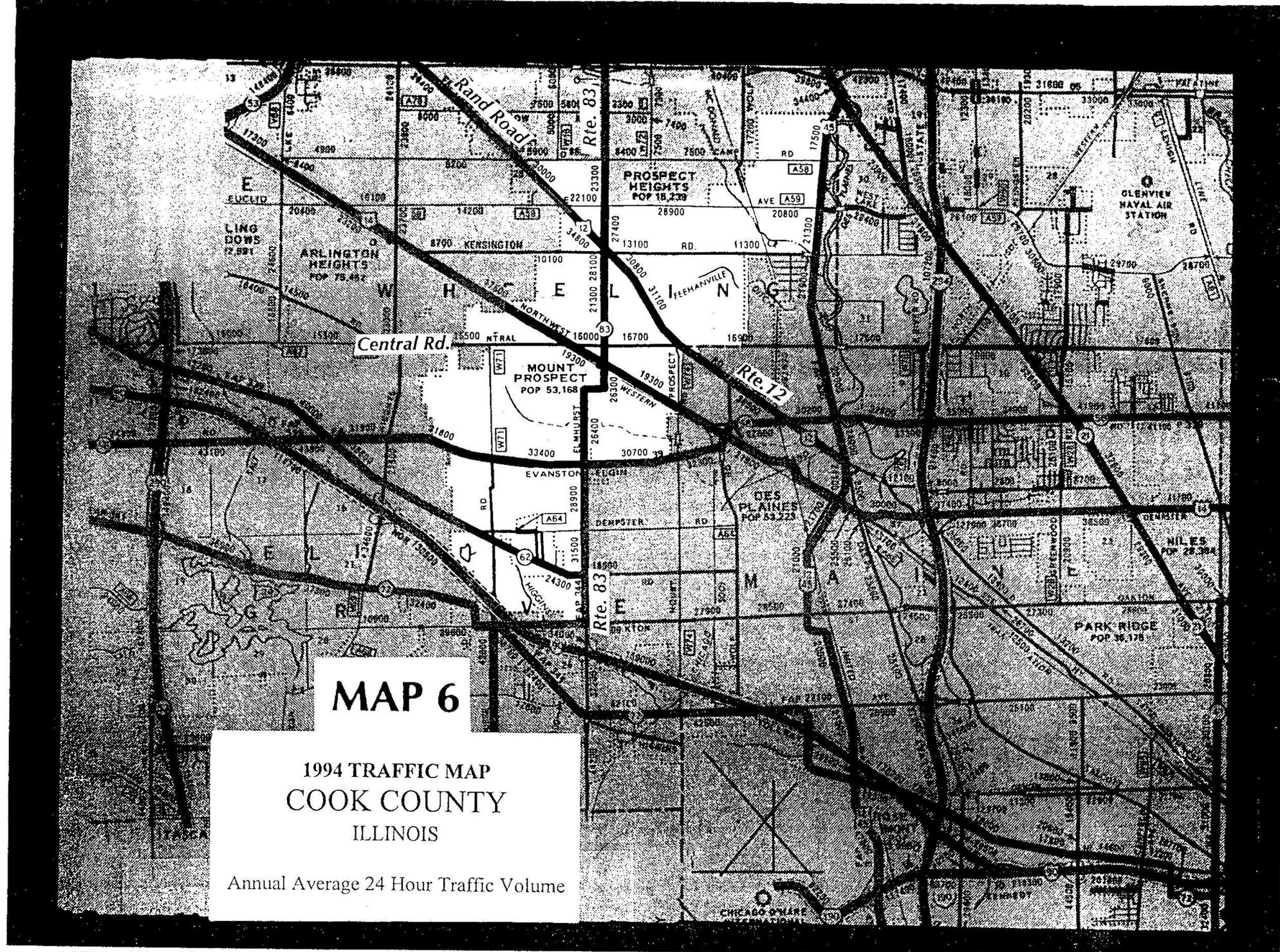
Large retail/residential projects recently completed, or scheduled to begin shortly; i.e. Sport-Mart, Home Depot, General Cinema 16 screen multiplex theater, Jewel Osco, Creekside Condominiums of Old Orchard and the potential for a re-use of the Courtesy site will likely add significantly to the number of turning

movements that could be expected along the Rand Road corridor in Mount Prospect. The future development of land parcels fronting Rand Road should include restrictions on direct access to Rand Road and involve feasibility studies for a collector type frontage road system containing new or utilizing existing signalized intersection points with Rand Road. Other traffic counts at Elmhurst and Rand Roads show similar increases during this 1990 to 1995 period.

The heaviest traffic flow occurs in the morning and evening peak hours between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. Contributing to the congestion level on Rand Road is the volume of through traffic and the contributing commercial traffic to Randhurst and other highway oriented businesses in the stretch from Kensington Road southeast to Central Road. The traffic light sequencing at Rand/Kensington/Elmhurst Roads of approximately 2.5 minutes, especially during rush hour periods, cause some motorists to seek alternative routes to avoid the intersection. Traffic movements through nearby residential areas and Kensington Center for Business via Wheeling Road and Business Center Drive are not uncommon during these periods. Additionally, during heavy rush hour periods, it is not unusual to see vehicular traffic seeking to bypass the Rand and Kensington Roads intersection at the Ramada (Holiday Inn) property, the CitiBank property and Baker's Square/LaSalle Bank property, and the McDonald's.

Likewise the signal synchronization at Mount Prospect/Central/Rand Roads causes delays, especially in the peak hour traffic periods. Frequently, eastbound traffic on Central Road seeking to turn left and northbound Mount Prospect Road traffic to Rand Road causes a backup of westbound Central Road and Mount Prospect Road traffic at this intersection.

In 1993, the Illinois Department of Transportation (IDOT) completed a preliminary study on "Strategic Regional Arterial (SRA) U. S. 12 (Rand Road)." This



# MAP 6

## 1994 TRAFFIC MAP COOK COUNTY ILLINOIS

Annual Average 24 Hour Traffic Volume

study included the segment of Rand Road from Illinois 31 to Illinois 58 (Golf Road). The 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognized that not all long distance highway travel can be handled by the expressway system. The 2010 Plan designated a system of Strategic Regional Arterials (SRA) to supplement the expressway system.

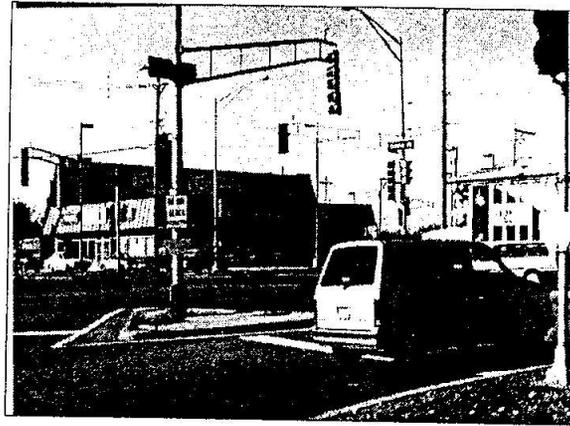
The SRA System is a 1,340-mile network of existing roads in the northeastern Illinois region. SRAs are intended to provide more of a movement function and less access to abutting land uses than traditional suburban arterial roadways.

The SRA report indicated that the two major intersections of Rand/Kensington and Rand/Central were being considered for a combination of road widening and new roadway design. Both preliminary intersection designs call for new bypass roadways to be added to relieve the congestion at the intersections by eliminating left-hand turn lanes at the major points of congestion. The SRA Plan also calls for widening Rand Road to six through lanes with a center median/turn lane. It is emphasized that these are preliminary designs that precede any State Highway funds being set aside for Phase I design planning studies and are at least five to ten years in the future. These preliminary design concepts will be discussed later in the proposed plan section.

#### Pedestrian and Bicycle Network - Local and Adjacent

In addition to the roadway network providing access for vehicular traffic, there are a number of tie-ins to the bicycle route system in Mount Prospect. None of the bike routes operate in the Rand Road corridor but do provide access to the Kensington Center for Business bike path system at connecting points in nearby residential areas. These major connecting points are Wolf Road to the east and Emerson Street to the west in the south section of Rand Road corridor. Rand Road north section delineates bike routes on Prospect Manor

and Wheeling Road. These bike routes connect with east/west bike routes into Arlington Heights via Gregory on the west and Greenwood Drive, east of the Boxwood area.



Mount Prospect Road at 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 Rand Road Corridor with a mixture of highway commercial land uses and segments of residential developments. Changes to the Generalized Land Use Plan that should be reflected include the Creekside Condominium development at Old Orchard Country Club and the townhouse developments at Hill Street and Rand Road. Commercial development changes located in proximity to the Rand Road Corridor, such as the General Cinema, Jewel Osco, Home Depot, and East Side Mario's should also be reflected in the Generalized Land Use Plan.



## CHAPTER THREE

### Long Range Concept Plan

#### Proposed Land Use

Rand Road North - Commercial/Office - Commercial/office land use in the north section of the Rand Road corridor depends upon the commercial success of Randhurst Shopping Center. Much of the commercial uses surrounding the general vicinity on Rand/Kensington and Elmhurst Roads depend upon Randhurst, at least in part, to bring customers to the area. There are a few isolated areas that present an opportunity in the long term for development of commercial/office uses. The 100-acre Randhurst Shopping Center property offers an opportunity for additional commercial development on the perimeter of the site. The sixteen multiplex screen General Cinema development located to the west of their current site will also offer an opportunity for another stand-alone commercial use on the former General Cinema location. Other potential locations for commercial use on the Randhurst property include Elmhurst Road locations in the areas north and south of the main entrance sign. The opportunity exists for additional high-profile commercial uses, such as, full service restaurant and entertainment facilities and other destination type commercial uses.

The triangle formed by Kensington Road, Rand Road and the Brickman Manor single-family subdivision is another area with several vacant parcels and business buildings. The eastern half of this triangle includes the former Butch McGuire's Tavern and Restaurant, and the new National Tire and Battery building. Some of this vacant property fronts on Kensington Road east of The Loft Restaurant. Together these parcels total from five to six acres. The potential exists for related commercial activity that would complement Randhurst Shopping Center and other businesses located along Rand Road near Kensington Road.

Residential - The portion of the Prospect Meadows single-family subdivision having frontage directly on Rand Road from Euclid South to the former Mount Prospect Cadillac property is characterized by small home development on narrow lots 65 feet in width. An alternative long-term use for this property might well be a resubdivision with fewer lots and larger single-family homes or townhome development. This would require all of the properties to be assembled in order to provide the maximum benefit for proper development. The Wedgewood Terrace Subdivision with frontage on Rand Road has demonstrated that it is possible to develop desirable single-family home development on 100 x 200-foot lots. Similarly, in time, the same type of upgraded single-family homes could be expected to be developed on the Euclid Avenue property of Wedgewood Terrace. These subdivisions have private covenants, which should be considered when consolidating lots for any clustered single-family.

Rand Road South -Commercial/Office - Several parcels located in the south section of the Rand Road corridor are subject to change from their present use. They include the Courtesy/Menard's 12 acre parcel, located adjacent to Business Center Drive on the north and Rand Road on the west. Menard's has not yet made a final decision regarding the disposition of this key parcel. Recently Wolff's Marketplace operated in the vacated Courtesy Home Center space until their lease expired in March of 1996.

Another parcel with development potential on Rand Road is located on the west side opposite the vacated Giordano's Restaurant. This two-acre vacant parcel (zoned R-1 Single-Family) runs from Thayer Street on the south to the Louis Anthony Hair Salon on the north and Louis Street on the west. This property has long been vacant but has been investigated from time-to-time for possible commercial development. In order to be developed commercially, this property would have to be changed to a business zoning classification. The commercial uses with the best potential for this property would be specialized commercial in the range

of 25,000 to 30,000 square feet without drive-through facilities. Design of any commercial use must provide appropriate landscaping, site layout and architecture to blend with adjacent single-family homes to the west.

The vacated Giordano's Pizza Restaurant on the east side of Rand Road is being investigated for the possible redevelopment of a high quality full service restaurant or other commercial uses to the benefit of both the Village and property owner.

Land at the corner of Business Center Drive and Rand Road has been the subject of several inquiries for possible commercial/low density residential development. Recently, the Mount Prospect Park District (MPPD) purchased this 1.68-acre parcel subject to the approval of a state grant. In 1988, the MPPD had purchased 2.53 acres of land having access from Rand Road for a nature center. The remaining 2.2 acres south of the MPPD property should be considered for a unified commercial development. A site plan for the entire area should be coordinated between the MPPD and the Village. Special attention should be given to access control and site amenities.

Residential - An area that could be developed as low density residential is the area south of Louis Anthony Hair Salon owned by Century Supply Company on the west side of Rand Road north of Thayer and adjacent to Louis Street. This approximate two-acre parcel, irregularly shaped, could probably accommodate from 15 to 18 townhomes as an alternative land use to commercial development.

#### Proposed Zoning

Several parcels in the Rand Road area should be considered for possible zoning change. They are identified as follows:

1. The triangle formed by Kensington and Rand Roads in the west edge of Brickman Manor, southeast of the Rand and Kensington Roads

intersection, should be considered for redevelopment under a PUD concept and the possible creation of a TIF District.

2. Joe Mitchell Buick should be changed from R-1 Single-Family Residence to B-3 Community Shopping, Conditional Use reflecting the business use that has existed for over thirty years on this property. Buffering between the residential to the west should be strengthened as a condition of the rezoning.

### **Proposed Building Height**

Currently, the First Chicago NBD Bank building height of four stories is the highest commercial building in the north section of Rand Road Corridor. Randhurst Shopping Center structure height exceeds the building height limit permitted in the B-3 Zoning District of three stories and therefore, is another exception to the current standard of a maximum of three stories in height for industrial and commercial uses. Also, no buildings developed in the south section of Rand Road Corridor exceed two stories in height. The zoning classifications for non-residential uses limit the building height to a maximum of three stories for industrial and commercial uses.

### **Proposed Transportation Improvements**

Major traffic generators in the Rand Road North section include Randhurst Shopping Center and to a lesser extent the secondary commercial areas on Rand Road in Kensington including the Bally Fitness Center, Sport-Mart and Office Depot. Rand Road's high volume of traffic suggests that much of the typical vehicle trips can be classified as through traffic with destinations for work, shopping or residents outside of Mount Prospect.

IDOT's draft SRA report in September, 1993 identified preliminary designs for the intersection improvements on Rand Road with its intersection of Elmhurst Road

and Kensington Road. While preliminary in nature, these studies propose two new by-pass roads to alleviate the congestion caused at the intersection of Rand, Kensington and Elmhurst Roads. The new road shown on the north segment ties in Elmhurst Road/Illinois Route 83 at the first signalized intersection serving Randhurst and traveling in a west and south direction to Kensington Road at Pine Street. The by-pass road shown on the south leg would intersect Kensington Road approximately 1,000 feet east of the intersection of Rand and Kensington. The potential for this access road to Randhurst has since been eliminated in order to accommodate Home Depot construction. This by-pass alignment could possibly be shifted to the west in line with the current traffic signal (approximately 500 feet from the Rand and Kensington intersection).

Improvements shown on the concept drawing taken from the IDOT report are designed to clear the intersection of traffic more rapidly and, therefore, move larger volumes of traffic in a shorter period of time. The traffic accident report table shown on page 18 indicates that Elmhurst and Rand Roads, Elmhurst and Kensington Roads and Kensington and Rand Roads combined for 119 accidents in 1994. Twenty-four of those accidents involved personal injury. In 1995, the total number of accidents at these three locations was 110, with 22 of those accidents involving personal injury. Presently, the section of Rand Road from Baker's Square Restaurant southeast to the intersection of Elmhurst Road and Kensington poses some potentially dangerous turning movements from private property seeking to turn left onto Rand Road in a northwesterly direction. Accident studies should be investigated for this particular area to see if a restricted no-left turn would aid in the safety of this section of Rand Road.

Major traffic generators in the Rand Road south section include Wal-Mart, Mount Prospect Plaza, and Kensington Center. When fully developed and

occupied, the Courtesy Home Center/Menard's site could also be added to this list of traffic generators. Since Rand Road carries a large volume of traffic (34,000 vehicles per day in 1995), it is apparent that much of the average daily traffic can be classified as through traffic with destinations for work, shopping or residents outside of Mount Prospect.

IDOT's SRA report also identified intersection improvements for the Rand/Central/Mount Prospect Roads intersection. While preliminary in nature, these studies propose a new bypass road that would run between Central/Rand operating in conjunction with the Mount Prospect Road intersection with Central and Rand. This proposed new road would eliminate left-hand turns on Central to Rand Road in both east and west directions. Additional pavement widening would be necessary for southeast bound traffic in order to accommodate three through lanes and a left and right turn lane at Mount Prospect Road. These improvements are shown on the concept drawing taken from the IDOT report and are designed to clear the intersection of traffic and thereby move larger volumes of traffic in a shorter period of time.

### **Village Staff Recommendation**

Roadway Intersection Re-Alignment - Although not proposed on IDOT's SRA Plan, it is proposed that the area involving the intersections of Rand, Business Center Drive, Isabella and Gregory be reexamined. Additional studies should be undertaken to examine the feasibility of linking Gregory Street with Rand Road and Business Center Drive, thereby providing a more direct connection between Rand through to Main Street, Route 83. This improvement would provide a full four-way signalized intersection at Rand as well as the existing signalized intersection of Gregory and Main Street. This connection would have the effect of providing safer access from the residential community west of Rand Road instead of shunting traffic movements onto Isabella (a local street). Since the closing of Gregory Street from its connection with

Rand Road in 1979, Isabella has taken on the characteristics of a local collector without benefit of any signalized intersection either at Main Street, Route 83 or Rand Road. Its close proximity to Business Center Drive at Rand Road makes it very difficult for vehicles seeking to travel northwest-bound on Rand Road or seeking to turn right at Rand at Business Center Drive into the Kensington Center.

Commercial driveway access along Rand Road presents some significant challenges. The 1,700-foot section of Rand Road from Business Center Drive southeast to Wal-Mart contains twelve access points (driveways and street intersections) with Rand Road. Isabella and Henry Streets provide connection to the residential community to the west and south with numerous driveways existing for commercial establishments with direct access to Rand Road. The twelve acre Courtesy/Menard's site poses the most significant problem regarding traffic movements in this segment of Rand Road.

At present, the site is relatively under-utilized except for the activity generated by Aldi's Foods and the Lube Pros Oil Change. With full occupancy of the Courtesy/Menard's site, the number of traffic movements generated by this facility can be expected to rise significantly, increasing the number of turning movements at the property's main entrance on Rand Road and the side drive adjacent to Harvest Lane and Business Center Drive. Additionally, the Giordano's Pizza Restaurant, now idled because of structural problems, can also be expected to add a modest number of vehicular movements in this stretch of Rand Road when rebuilt and reopened for business. The two acre parcel directly west of Giordano's and adjacent to the residential community on Louis Street, if developed commercially, will require direct access from Rand Road. It is suggested that the access point for this property occur midway between Thayer and Louis Streets in order to avoid direct points of conflict with driveway access across Rand Road for the Bristol Court and Thunderbird Office Complex.

A study of the traffic accident reports for 1994 and 1995 suggests that Isabella, while having a relatively low number of accidents at Rand (four in 1994, three in 1995) has had a much higher percentage of personal injury accidents as compared with the other major intersections along Rand Road within the Village limits of Mount Prospect. (Refer to the Traffic Accident Report Table)

In summary, efforts should be made to eliminate as many driveways as possible to lessen traffic conflicts. Reduction of unnecessary driveways should be combined with an additional median/turning lane to accommodate turning movements at critical points along Rand Road in order to ease traffic flow. A desirable long-range cross-section for Rand Road through the Village of Mount Prospect, therefore, would contain two moving lanes of traffic in each direction and a median/turning lane with improved landscaping throughout the corridor.

Potential Problems in IDOT's Proposed SRA Plan - In addition to the proposed by-pass routes displacement of active businesses at both Rand/Kensington and Rand/Central locations to accommodate left-turn lanes, IDOT's SRA Plan calls for a seven-lane cross-section with the twelve foot moving lanes in each direction with an additional lane for median/left turns. The Plan Commission strongly recommends that alternatives to the by-pass lanes be investigated so that there are no negative impacts to businesses and residential areas in the solution sought to alleviate intersection congestion and a less "urban" cross-section of five lanes be developed to lessen the impact on adjoining business and residential properties. A five-lane configuration combined with the elimination of unnecessary driveways should not require additional right-of-way acquisition.

Inter-section	'94 Accid.	'94 Acc./ Inj.	'95 Accid.	'95 Acc./ Inj.
Euclid/ Rand	17	2	19	2
Elmhurst/ Rand	44	4	44	9
Kensington Rand	31	4	29	3
Business Ctr. Dr./ Rand	20	1	18	4
Isabella/ Rand	4	2	3	5
Mount Prospect/ Rand Rds.	22	4	30	4
Central/ Rand Rds.	46	5	30	5
Elmhurst/ Kensington	44	16	37	10
Rand Rd./ Schoenbeck	17	3	13	1

Source: Mount Prospect Police Dept. Records Division

### Economic Impact

Randhurst Shopping Center is by far the largest property contributing assessed value to the Rand Road Corridor. In 1993, Randhurst alone accounted for 57% of the total equalized assessed value in the entire Rand Road corridor with \$65,499,000 in equalized assessed value. The other non-residential uses in the north section of Rand Road, together with Randhurst, had over 76% of the total equalized assessed value in 1993 for Rand Road.

Not included in the equalized assessed value figures for surrounding the enclosed Randhurst Shopping Center. Home Depot, East Side Mario's Italian Restaurant, the newly expanded Jewel Osco and the General Cinema 16 theater complex and the new Hacienda Mexican Restaurant are all adding to the 1993 equalized assessed valuation base of Mount Prospect.

Sales tax revenues in the Rand Road north sector are approximately \$4.7 million and account for 52.8% of total sales tax revenues received by Mount Prospect. Needless to say, Randhurst and the surrounding retail businesses in the Rand Road corridor are the main sales tax contributors to this source of revenue. To put this in perspective, sales tax revenues represent 15% of all revenues received by the Village for the operation of local government and services.

The south section of the Rand Road corridor had an equalized assessed value in 1993 of \$27,788,000. This represents roughly 24% of the total equalized assessed value for the entire Rand Road corridor of \$114,468,000. With respect to equalized assessed value, the Rand Road corridor is the largest contributor to the Village's total equalized assessed value of any of the major roadways in Mount Prospect.

The economic impact the south section of Rand Road has on the Village's total revenues will undoubtedly increase, especially with full occupancy of the Courtesy-Menard's site and the potential developments of the Hill Street/Rand Road property and the Century Supply property at Louis and Rand.

In addition to the equalized assessed value that properties and their improvements in the Rand Road south corridor bring to the Village, sales tax revenues from retail and service commercial businesses in this sector add nearly \$1 million annually.

It is important to maintain the viability of the commercial service and retail businesses in the Rand Road corridor since taken as a unit, commercial and

1993 are the perimeter retail/service businesses industrial equalized assessed value contribute nearly 25% of the total Village's equalized assessed value. Sales tax revenues in the Rand Road corridor on the other hand represent roughly 62% of the total sales tax revenues received annually by Mount Prospect.

The long-term vitality of the Rand Road Corridor is critical to the economic well being for the entire Village. Therefore, the component activities which go to make up the Rand Road Corridor including land use, a safe and efficient transportation system, and a pleasant visual and aesthetic appearance, are all important in the overall economic viability of this Commercial Corridor.

#### **Visual Aesthetic Elements**

In Chapter Two, it was pointed out that Rand Road commercial development needs some unifying elements of design and right-of-way enhancements in order to present a more pleasing visual appearance. Earlier efforts by the Village to eliminate non-conforming signs need to be stepped up to include other visual elements such as street trees, street lights, banners, decorative screen walls, landscape planters and landscape berms where possible.

The shopping centers of Randhurst and Mount Prospect Plaza, both located on Rand Road, are key to the success of any program to unify the commercial corridor sections of Rand Road. The Plan Commission has examined general design guidelines, which would include concepts for the following design elements:

- grass parkways
- pedestrian level lights
- banners
- street trees
- decorative screen walls
- landscaped planters
- landscaped berms

Most of these design elements would lend themselves to the commercial portions of the Rand Road corridor while pedestrian walkway systems should be extended throughout the corridor whether the area is commercial or residential.

Village staff has been working with Randhurst management in an effort to identify signage elements that can be brought together to express a more pleasing and coordinated signage system, as well as an improvement in the overall exterior appearance of Randhurst buildings, to reinforce the improvements planned for new landscaping at the perimeter and interior parking areas of Randhurst.

The last action step is devoted to encouraging the development of a public right-of-way design study employing the use of unifying the design elements in order to present a more pleasing visual appearance.



## CHAPTER FOUR

### Action Plan Recommendations

Throughout the planning process, the Village Plan Commission and involved property owners worked together with the Planning Division staff identifying problems, issues and potential solutions through the framing of "action steps" leading to a potential solution or suggesting the initiation of a study for each identified problem or issue.

The first step was to identify general goals and objectives for the Rand Road Corridor. These are contained in the Action Chart preceding the more detailed "Corridor Action Plan Checklist/Priority Table" which follows in the next several pages. The estimated construction costs column is to be completed by Village staff which is intended to give a rough estimate of construction costs if the action step results in a capital improvement.

The priority-ranking column will be used by the Plan Commission and Village Board to assess the importance of each action step by designating a high or low priority. In some cases, the elimination or modification of an action step may be warranted.

## CORRIDOR ACTION PLAN CHECKLIST / PRIORITY TABLE - RAND ROAD

**LAND USE AND ZONING** - The 2.5 miles of Rand Road is characterized by two major commercial clusters and three sections of residential developments, ranging from detached single-family to townhome and condominium. Randhurst Center is a major destination shopping area, which serves the consumer needs of residents for several miles in all directions. Mount Prospect Plaza also generates activity as a commercial center. Major issues include the conflict between residential and commercial uses and regional shopping versus local residents' needs. At stake is the economic benefit that the commercial segment brings to Mount Prospect,

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
1.	Single-family residential development fronting on Rand Road in the Prospect Meadows and Wedgewood Terrace Subdivisions has direct access to Rand Road. A combination of highway environment and inadequate land planning contribute to the problem.	Encourage redevelopment of single-family detached dwellings on property adjoining Rand Road. Development alternatives include: a) private frontage drive adjacent to Rand Road; b) shared driveway access to Rand Road.	Plan Commission, Village Board and property owners	a) 4 b) 5		B
2.	Isolated residential parcels with narrow frontage and separate ownership lack site amenities and present a negative visual image.	Alternative land uses should be studied for specific sections and parcels along Rand Road. Priority should be placed on a Property Maintenance Inspection Program for all existing residential development on Rand Road.	Planning Division staff			A
3.	The parcel adjoining the MPPD property and Business Center Drive is being actively marketed for development.	The Mount Prospect Park District owns 4.2 acres including property surrounding the Nature Center. The remaining 2.2 acres in this area should be considered for a unified commercial development. A site plan of the entire area must be coordinated with the Park District for proper access control and other amenities.	Planning Division staff			B

**Keys:** Estimated Construction Cost

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,999  |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

**Priority Ranking**

- A. High Priority  
 B. Low Priority  
 C. Eliminate or Modify

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
4.	The 12-acre Courtesy - Menard's (former Courtesy) property with frontage on Business Center Drive and Rand Road has been idle since vacated by Courtesy Home Center. This site is appropriately identified as general commercial.	Coordinate site development with adjoining uses and assist property owner to market the property through staff and economic development assistance.	Property owner Economic Development Commission			A
5.	Century Supply owns a two-acre tract of land opposite the vacant Giordano's Restaurant on Rand Road. The property abuts new car sales to the south and a hair salon to the north and single-family residential to the west. Parking for the hair salon has been found to be inadequate.	Efforts should be made to find a suitable stand-alone commercial development in the range of 25,000 to 30,000 square feet without drive-through facilities. The hair salon should seek shared parking when an appropriate commercial use is developed. Provide adequate buffering for residential development to the west and south of the site.	Property owner			B
6.	Giordano's Pizza Restaurant has been razed.	Steps to be taken to work with the property owner for a use consistent with the general commercial classification and orient the proposed improvement to take advantage of shared parking and access with adjacent bowling and banquet facilities.	Village, Property Owner, Economic Development Commission			A

Keys: Estimated Construction Cost

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,999  |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

Priority Ranking

- A. High Priority  
B. Low Priority  
C. Eliminate or Modify

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
7.	Multiple ownership and poor lot configuration combine to make properties difficult to develop in the southeast corner of Rand and Kensington Roads.	The 12.7 acre triangle formed by Kensington, Rand and the west edge of Brickman Manor Subdivision should be studied for its potential as a mixed use Planned Unit Development and the possible creation of a TIF District. Intersection improvements will influence the direction of development or redevelopment of this area.	Village Board, Property owners, ZBA			B
8.	Joe Mitchell Buick continues to carry a R-1 Single-Family zoning classification.	The property should be changed from R-1 Single-Family to B-3 Conditional Use reflecting the business use that has existed for over thirty years on this property. Buffering between the residential to the west should be strengthened as a condition of the rezoning.				B
<b>TRANSPORTATION</b> - Rand Road is the most heavily traveled roadway in Mount Prospect carrying up to 36,000 vehicles per day through the community. Traffic conflicts increase as the desire to gain access to Rand Road grows more intense. The balancing of the needs of the through traffic and the reasonable efficient flow of vehicles through the Village is the challenge that needs to be met by staff, advisory and elected officials.						
9.	The intersection of Mount Prospect, Rand and Central Roads and Rand, Kensington and Route 83 experience high traffic volumes during the morning and evening peak periods.	Mount Prospect should develop a preferred plan for improvements to the Rand Road corridor. The Village should consider hiring a traffic consultant to make a comprehensive traffic analysis of the Rand Road corridor and make recommendations for future improvements.	Safety Comm. business, citizens, Village staff and Village Board	4		A
10.	The traffic accident report information identifies intersections on Rand Road Corridor with high traffic accident rates.	An examination should be made of the accident data to identify potential design modifications that would lead to reduced accidents and at the same time improve the flow of traffic.	Police and Engineering staff	included in consultant's traffic analysis (#9)		A

Keys: **Estimated Construction Cost**

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,999  |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

**Priority Ranking**

- A. High Priority  
B. Low Priority  
C. Eliminate or Modify

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
11.	Since the closing of Gregory Street from its connection with Rand Road, Isabella Street has taken on the characteristics of a local collector street.	It is proposed that the intersections of Rand Road, Business Center Drive, Isabella Street and Gregory Street be reexamined. Detailed studies shall include potential realignment at Gregory Street and Business Center Drive and the closing or restricting of access to Isabella Street with the objective of lessening potential negative impacts on nearby residents and improving traffic safety.	Village staff, Safety Commission, independent traffic consultant	included in consultant's traffic analysis (#9)		A
12.	The section of Rand Road from Business Center Drive southeast to Wal-Mart has numerous access points including both driveway and street intersections with Rand Road. The access points in this very congested segment of Rand Road present unnecessary traffic conflicts.	Modifications to existing access points should be reviewed as part of an overall traffic analysis.	Village staff, Safety Commission, Traffic Engineer, IDOT	included in consultant's traffic analysis (#9)		A
13.	Many vehicle trips in the Rand Road north corridor section are made on Business Center Drive to Wheeling Road in order to bypass the Kensington and Rand intersection thereby creating excessively high traffic congestion.	Propose a stop light at the intersection of Wheeling Road and Business Center Drive to improve traffic safety during rush hour periods. Dedicated left-hand turns for both southeast bound Wheeling Road and northwest bound Business Center Drive should be incorporated in to the intersection design.	Kensington Center for Business, Safety Commission	4		B

Keys: **Estimated Construction Cost**

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,999  |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

**Priority Ranking**

- A. High Priority  
B. Low Priority  
C. Eliminate or Modify

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
14.	Sections of Rand Road do not have sidewalks for the safety of pedestrians. Protected crossings are infrequent along segments of Rand Road.	Steps should be taken to fill the gaps in the sidewalk system along Rand Road. The Village Safety Commission should examine the pedestrian crossing improvements and suggest modifications, where necessary.	Village staff and Property Owners shared cost	4		B
15.	Left turns into and out of businesses along Rand Road are aggravated by no dedicated left-hand turn lanes within the roadway.	Study Rand Road roadway design for Mount Prospect to minimize negative impacts on both commercial and residential while seeking to improve traffic safety. Left-turn lanes should be added where necessary.	Village staff, Safety Comm., IDOT	included in consultant's traffic analysis (#9)		A
16.	Vehicular traffic uses local streets to bypass congested intersections near Randhurst especially in Wedgewood Terrace, Prospect Meadows and Brickman Manor	Consider options to prevent through traffic movements such as: a) traffic diverter; b) right turn in / right turn out only; c) close off street access to Rand Road.	Village staff, Safety Comm. and residents	a, b, or c) 6		A
17.	Vehicular circulation within Mount Prospect Plaza appears dangerous, with limited stacking space onto Rand Road, large expanses of underutilized parking, and minimal landscape island to control traffic movement.	Work with property owner to improve circulation and appearance issues and enhance overall utilization of the property.	Village staff, Property owner			B

Keys: **Estimated Construction Cost**

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,99   |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

**Priority Ranking**

- A. High Priority  
B. Low Priority  
C. Eliminate or Modify

**VISUAL AND AESTHETIC ELEMENTS** - The Rand Road Corridor, although commercial, lacks a clear identity as a shopping thoroughfare. The principles of urban design are being studied by staff and the Plan Commission in an effort to develop design guidelines that will complement the existing landscape standards for public rights-of-way in the Village.

No.	Issue Statement	Action Step	Responsible Party	Estimated Construction Cost	Additional Comments	Priority Ranking
18.	The Mount Prospect section of Rand Road lacks identity elements to distinguish it from other communities.	Develop entry signs and landscape treatment to create a sense of arrival. Implement a banner program to foster a sense of place.	Village staff and/or design consultant	4		B
19.	Some sections of Rand Road Corridor still suffer from a cluttered visual appearance. This is in part due to the piecemeal development of commercial properties over a period of several decades.	Encourage the development of a public right-of-way design study concentrating on the use of unifying elements of design and right-of-way enhancements to present a more pleasing visual appearance. Using established design standards, staff should prepare a public right-of-way concept plan for Rand Road recognizing the unique character of the business and residential segments. Proposed improvements could include landscape, lighting, banners, low decorative screen wall treatments in order to improve the visual appearance and bring continuity to Rand Road.	Planning staff	4		B
20.	Paved parkways along Rand Road are unattractive and often used for illegal parking.	Work with property owners to install grass and street trees in all parkways.	Property owner, Village staff	4		B
21.	Overhead utility lines negatively impact the overall character of the corridor, particularly south of Business Center Drive.	Pursue underground relocation of utility lines in conjunction with future roadway improvement projects.	IDOT, Utility companies, Village Staff	3		B

**Keys: Estimated Construction Cost**

- |                           |                         |
|---------------------------|-------------------------|
| 1. Over \$1 Million       | 4. \$20,000 to \$99,999 |
| 2. \$500,000 to \$999,999 | 5. \$3,000 to \$19,999  |
| 3. \$100,000 to \$499,999 | 6. Under \$3,000        |

**Priority Ranking**

- A. High Priority  
 B. Low Priority  
 C. Eliminate or Modify

# APPENDIX



# RAND ROAD CORRIDOR

## Commercial Uses

### RAND ROAD CORRIDOR BUSINESSES

- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| 1. Shell Oil                      | 40. Medical Office                  |
| 2. Mount Prospect Cadillac        | 41. Moose Lodge                     |
| 3. Bally Fitness Center           | 42. Office Building                 |
| Sport Mart                        | 43. Fraternal Club                  |
| Office Max                        | 44. Mount Prospect Public Works     |
| 4. Twin Links                     | 45. Sports Medicine                 |
| 5. Kensington Office Center       | 46. Citizens Utility                |
| 6. Kinder Care                    | 47. NutraSweet Kelco                |
| 7. Baker's Square                 | 48. Boy Scouts of America (offices) |
| 8. LaSalle Talman Bank            | 49. Matz Funeral Homes              |
| 9. Easy Rider                     | 50. Christian Life Church & College |
| Professional Office               | 51. Woody's Garden Center           |
| 10. Firestone                     | 52. Vacant Building                 |
| 11. McDonald's                    | 53. Frankie's Restaurant            |
| 12. Jiffy Lube                    | 54. Aldi Foods                      |
| 13. Main Street Automotive        | 55. Courtesy Home Center (vacant)   |
| 14. First Chicago/NBD Bank        | 56. Lube Pro                        |
| 15. General Cinema                | 57. Anthony Hair Design             |
| 16. Jewel/Osco                    | 58. Restaurant Hair Design          |
| 17. Gail's Carriage II Restaurant | 59. Thunderbird Bowl                |
| 18. Euclid Mall                   | 60. Bristol Court Banquet           |
| 19. Randhurst Shopping Center     | 61. Thunderbird Office Center       |
| 20. Hacienda Restaurant           | 62. Wal-Mart                        |
| 21. East Side Mario's Restaurant  | 63. Joe Mitchell Buick              |
| 22. Bell Federal Savings          | 64. Color Tile                      |
| 23. Montgomery Ward Auto Center   | 65. Sunrize Pancake House           |
| 24. Home Depot                    | 66. Century Supply Company          |
| 25. Heilig Meyers                 | 67. Shell Oil                       |
| 26. Shell Oil                     | 68. Mount Prospect Plaza            |
| 27. Goodyear Tire                 | 69. St. Paul Federal Bank           |
| 28. Ed Curtis Rental              | 70. Brown's Chicken                 |
| 29. Tedino's Pizza                | 71. Blockbuster Mall                |
| 30. Ramada Inn                    | 72. Speedway Gas Station            |
| 31. The Loft Restaurant/Lounge    | 73. Burger King                     |
| 32. Communication Tower           |                                     |
| 33. Rand Auto Mall                |                                     |
| 34. CitiBank                      |                                     |
| 35. Douglas TV                    |                                     |
| 36. Wendy's                       |                                     |
| 37. Pearl Vision                  |                                     |
| 38. Light Bros.                   |                                     |
| 39. Convenience Center            |                                     |



# RAND ROAD CORRIDOR PLAN

12/28/95

## RAND ROAD CORRIDOR (NORTH)

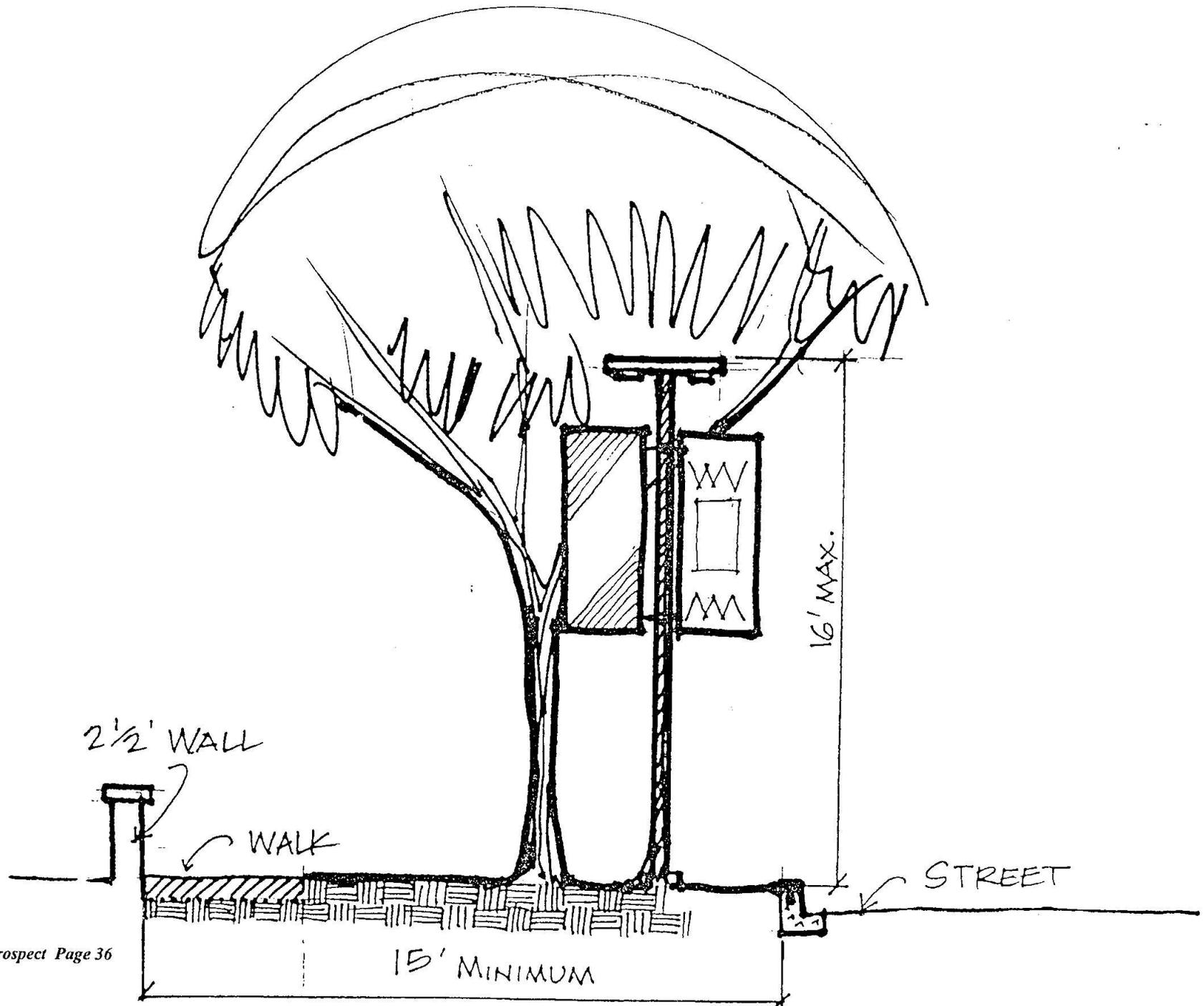
LAND USE	PARCEL I.D.	BLDG. AREA	PARCEL AREA	SITE (ac.)	F.A.R.	E.A.V. 1993
Shell Oil	03-27-302-018	1,500	32,900	0.76	0.05	\$220,991
Mount Prospect Cadillac	03-27-300-029	27,300	158,900	3.65	0.17	\$1,518,702
Chicago Health Club	03-27-301-013	31,250	411,970	9.46	0.22	\$2,971,748
SportMart	03-27-301-013	30,000		0.00	a	a
Office Max	03-27-301-013	29,000		0.00	a	a
Twin Links	03-27-301-018	2,200	109,100	2.50	0.02	\$674,881
Kensington Office Center	03-27-301-016	20,000	79,500	1.83	0.25	\$700,281
Kinder Care	03-27-301-020	5,000	41,035	0.94	0.12	\$385,797
Baker's Square	03-27-301-022	4,200	67,550	1.55	0.06	\$580,295
LaSalle Talman	03-27-301-015	15,000	76,680	1.76	0.20	\$1,220,199
Easy Rider	03-27-307-024	23,700	68,800	1.58	0.34	\$1,321,882
Professional Office	03-27-307-024	(included above)		0.00	a	a
Firestone Tire	03-27-307-021	7,350	30,240	0.69	0.24	\$363,562
McDonalds	03-27-307-027	2,100	33,800	0.78	0.06	\$447,909
Jiffy Lube	03-27-307-028	1,800	19,800	0.45	0.09	\$178,470
Main Street Automotive	03-34-107-046	2,200	18,400	0.42	0.12	\$181,435
NBD Bank	03-27-401-261,262	68,000		0.00	a	\$4,321,335
General Cinema	03-27-401-260	50,000		0.00	a	a
Jewel/Osco	03-27-401-260	65,000		0.00	a	a
Gail's Carriage II Restaurant	03-27-401-066	3,400	33,400	0.77	0.10	\$353,729
Euclid Mall	03-27-401-067	23,900	90,100	2.07	0.27	\$1,179,853
Randhurst Shopping Center	03-27-401-260	937,025	4,369,068	100.30	0.30	\$61,177,858
Vacant Restaurant	03-27-401-260	5,800		0.00	a	a
East Side Mario's Restaurant	03-27-401-260	5,500		0.00	a	a
Bell Savings	03-27-401-260	6,400		0.00	a	a
Montgomery Ward Auto Center	03-27-401-260	12,275		0.00	a	a
Home Depot	03-27-401-260	150,000		0.00	a	a
Heilig Meyers	03-34-200-001	34,300	92,960	2.13	0.37	\$1,175,184

LAND USE	PARCEL I.D.	BLDG. AREA	PARCEL AREA	0.00	F.A.R.	E.A.V. 1993
Shell Oil	03-34-200-063	1,750	20,500	0.47	0.09	\$257,717
Good Year Tire	03-34-200-053	10,000	42,100	0.97	0.24	\$447,406
Vacant Commercial	03-34-200-057	1,400	18,100	0.42	0.08	\$240,722
Tedino's Pizza	03-34-200-058	4,800	38,600	0.89	0.12	\$353,278
Clubhouse Cafe	03-34-200-203	9,500	49,000	1.12	0.19	\$260,525
Vacant Property	03-34-200-011	N.A.	70,000	1.61	0.00	\$246,326
Holiday Inn	03-34-200-062	62,300	148,100	3.40	0.42	\$911,309
Vacant Commercial	03-34-200-174	8,400	57,700	1.32	0.15	\$409,310
Light Brothers	03-34-200-013	3,400	29,900	0.69	0.11	\$288,384
Vacant Property	03-34-200-005	5,500	30,800	0.71	0.18	\$81,240
Vacant Property	03-34-201-003,005,006	N.A.	69,800	1.60	0.00	\$243,134
Citizens Utility	03-34-215-017	1,000	12,200	0.28	0.08	\$54,442
Communication Tower	03-34-200-052	N.A.	1,000	0.02	0.00	\$44,878
Rand Auto Mall	03-34-200-024	6,000	34,000	0.78	0.18	\$315,150
Citibank	03-34-200-072	24,700	118,700	2.72	0.21	\$1,281,207
Douglas TV	03-34-200-073	12,000	35,500	0.81	0.34	\$402,664
Convenience Center	03-34-200-037	6,800	15,300	0.35	0.44	\$152,816
Medical Office	03-34-200-032	4,400	19,700	0.45	0.22	\$175,278
Moose Lodge	03-34-200-019	4,100	76,800	1.76	0.05	\$237,511
Mount Prospect Public Works	03-34-200-181	1,750	39,700	0.91	0.04	EXEMPT
Sports Medicine	03-34-200-030	7,700	46,700	1.07	0.16	\$424,608
Office Building	03-34-200-029	5,000	10,600	0.24	0.47	\$33,151
O'Brien Florist	03-34-200-055	5,850	84,100	1.93	0.07	\$360,408
Pearle Vision	03-34-200-183	1,800	16,100	0.37	0.11	\$197,790
Wendy's	03-34-200-184	2,500	45,800	1.05	0.05	\$286,595
<b>Rand Road (North) Subtotal</b>		<b>1,754,850</b>	<b>6,865,003</b>	<b>157.60</b>	<b>0.26</b>	<b>\$86,679,960</b>
NOTE: * denotes E.A.V. included under P.I.N. I.D.						

<b>RAND ROAD CORRIDOR (SOUTH)</b>						
LAND USE	PARCEL I.D.	BLDG. AREA	PARCEL AREA	0.00	F.A.R.	E.A.V. 1993
Matz Funeral Home	03-34-207-023	10,625	73,500	1.69	0.14	\$541,768
Christian Life Church & College	03-34-206-004	45,000	255,000	5.85	0.18	EXEMPT
Woody's Garden Center	03-34-207-053	2,400	33,000	0.76	0.07	\$202,166
NBD Bank	03-34-407-013	2,025	21,700	0.50	0.09	\$237,939
Frankie's Restaurant	03-34-407-014	1,950	18,900	0.43	0.10	\$276,989
Aldi Foods	03-35-300-032	12,000	30,000	0.69	0.40	\$590,912
Courtesy Home Center	03-35-300-031,033,036,03	93,000	522,000	11.98	0.18	\$3,672,562
Lube Pro	03-35-300-035	2,000	11,220	0.26	0.18	\$129,921
Anthony Hair Design	03-35-300-029	6,000	11,400	0.26	0.53	\$142,496
Vacant (Restaurant)	03-35-300-011	3,500	49,000	1.12	0.07	\$383,765
Thunderbird Bowl	03-35-300-021	35,850	138,700	3.18	0.26	\$1,091,442
Bristol Court Banquet Hall	03-35-300-022	18,000	100,000	2.30	0.18	\$1,118,897
Thunderbird Office Center	03-35-300-027,028,030	51,000	139,400	3.20	0.37	\$1,667,200
Wal-Mart	03-35-302-012	120,900	678,200	15.57	0.18	\$5,250,837
Joe Mitchell Buick	03-35-302-006,007	28,750	325,800	7.48	0.09	\$1,227,890
Color Tile	03-35-306-001	6,325	16,400	0.38	0.39	\$306,694
Sunrise Pancake House	03-35-307-008	4,675	43,300	0.99	0.11	\$398,121
Century Supply Company	03-35-307-009	28,290	67,800	1.56	0.42	\$1,008,163
Shell Oil	03-35-301-020	2,275	15,600	0.36	0.15	\$172,859
Mount Prospect Plaza	03-35-301-036	298,500	1,472,000	33.79	0.21	\$8,804,425
St. Paul Federal Bank	03-35-301-036	1,500		0.00	a	a
Brown's Chicken	03-35-301-036	2,750		0.00	a	a
Blockbuster Mall	03-35-301-036	13,200		0.00	a	a
Speedway Oil	09-07-101-060	1,000	27,500	0.63	0.04	\$272,408
Burger King	09-07-101-059	6,000	48,125	1.10	0.12	\$290,163
<b>Rand Road (South) Subtotal</b>		<b>797,515</b>	<b>4,098,545</b>	<b>94.09</b>	<b>0.19</b>	<b>\$27,787,617</b>
<b>TOTAL</b>		<b>2,552,365</b>	<b>10,963,548</b>	<b>251.69</b>	<b>0.23</b>	<b>\$114,467,577</b>
NOTE: * denotes E.A.V. included under P.I.N. I.D.						



# Banner Exhibit



## RAND ROAD URBAN DESIGN GUIDELINES

### Design Elements

Grass Parkway - Whenever possible grass parkways should be maintained unless the parkway area is less than five feet in depth. In such cases, other materials deemed cost effective and appropriate by IDOT and local officials should be considered.

Decorative Light Poles - The placement of decorative pedestrian level light poles at regular intervals will help to establish an attractive visual rhythm of lighting through the commercial areas of the corridor.

Banners - Business related banners could be attached to the decorative light poles further enhancing the visual appearance and calling attention to the commercial areas of the corridor.

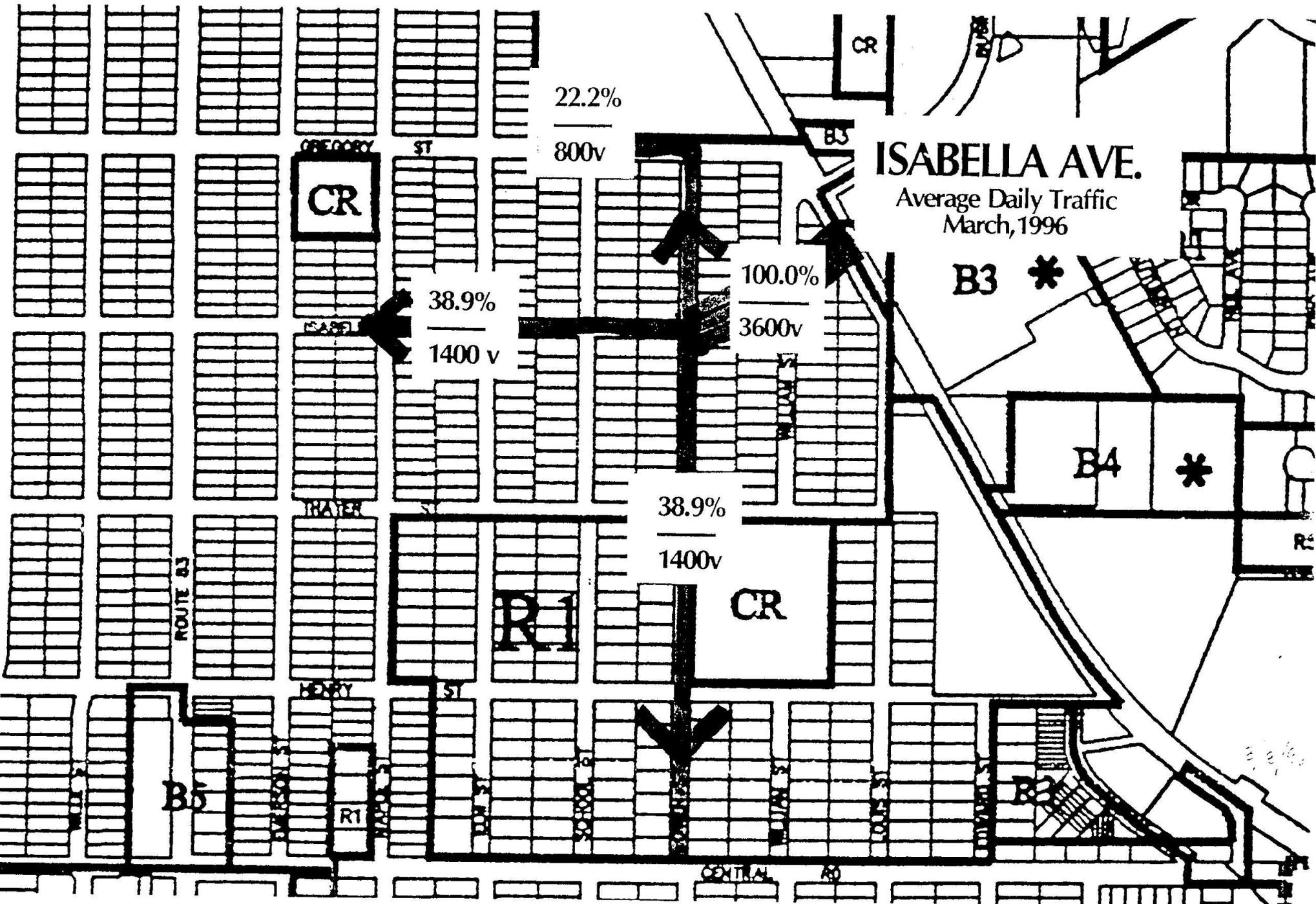
Street Trees - Street trees have been established in sections along Rand Road. Concentrated efforts should be made to reinforce the positive visual experience of the motorist by filling in voids where no street trees exist, thereby creating the appearance of a consistent tree canopy throughout the entire corridor.

Sidewalks - Concrete sidewalks, a minimum width of 5 feet, should be installed in sections where none presently exist in order to provide a continuous pedestrian walkway system along the corridor.

Decorative Landscape Screen Wall - A low wall could be located on private property, no higher than 2.5 feet nor longer than 36 feet used to screen open parking areas and other site utilitarian elements along selected segments of the commercial areas, especially where the available parkway is 5 feet or less and where there is no opportunity for landscape screening.

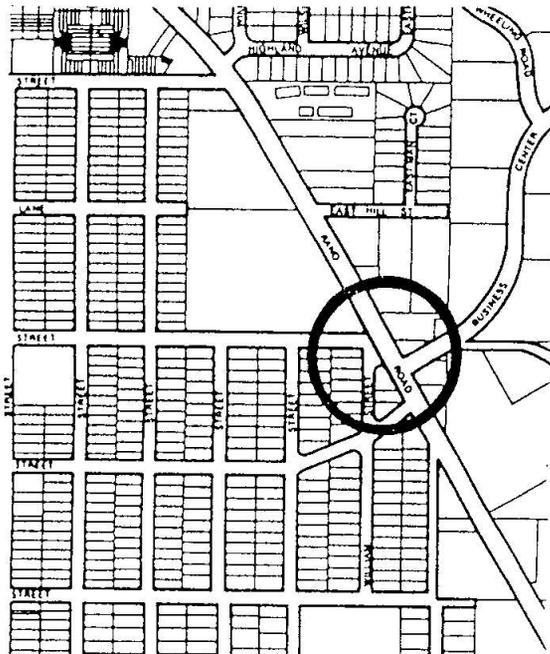
Landscape Wall Planters - A low profile planter could be located on private property, no higher than 2.5 feet with a minimum planting width of 2.5 feet used to screen open parking areas and other site utilitarian elements along selected segments of the commercial areas, especially where the available parkway is a minimum of 9 feet, and where there is no existing landscaping or the opportunity for landscaping between the R.O.W. and the building on private property.

Half Landscape Berm - An additional design option, a half landscape berm, could be located on public R.O.W. supported by a retaining wall (maximum of 3 feet high) to be located on adjacent private property. The maximum slope of the berm should be no greater than 25%.



HISTORY OF ACTIONS  
RE: GREGORY/ISABELLA STREETS

11/78 to 12/81

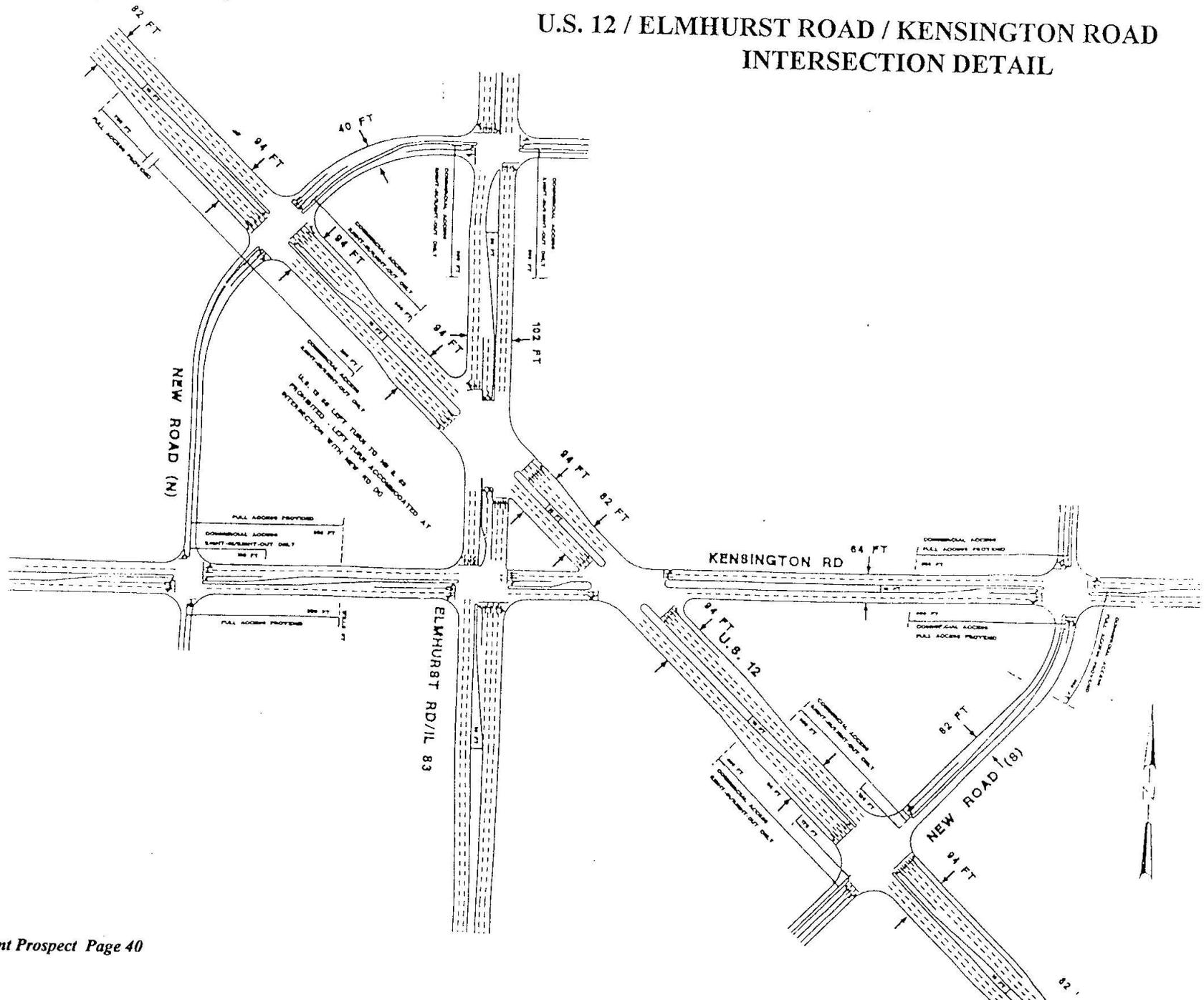


- 11/7/78 After initial approval of Gregory connecting to Rand Road, Trustees reconsidered and approved Alternate #1 which curbed off Gregory Street.
- 11/20/79 Village Board asked to reconsider Gregory Street closed at Rand Road.
- 12/4/79 Village Manager advised that IDOT recommend six months monitoring at which time State would approve Village recommendation.
- 6/26/80 Public Health & Safety Committee - Review Paul Box report on Highland, Isabella, Gregory. Fifty-one citizens presented opposition to Gregory closed and opened. Consensus - Highland not be opened for two-way and Gregory open for right turns only. Also Isabella open for right turns only. No conclusion reached.
- 7/24/80 Public Health & Safety Committee - Paul Box Traffic Consultant for Village observed:
1. Isabella/Rand - no sign of measurable increase of traffic on Isabella.
  2. Gregory/Rand - no need to open Gregory.
- 4/8/81 Comprehensive Plan - Village Board adopts Comprehensive Plan which designates Gregory/Owen as a collector street.
- 12/15/81 Gregory Street Closure - Village Board voted 5-0 to retain the closure of Gregory at Rand and to delete designation of Gregory as a collector street.

# Illinois Department of Transportation

Proposed Transportation Improvements

## U.S. 12 / ELMHURST ROAD / KENSINGTON ROAD INTERSECTION DETAIL



# Illinois Department of Transportation

Proposed Transportation Improvements

## U.S. 12 / CENTRAL ROAD / MOUNT PROSPECT ROAD INTERSECTION DETAIL

