

Village of Buffalo Grove

Transit Station Area Study

January 2007



Acknowledgements

Village of Buffalo Grove

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This document summarizes work conducted for the Village of Buffalo Grove. This document was prepared by Camiros, Ltd., under contract to the Village of Buffalo Grove. The purpose of the study was to assess the feasibility of planning for Transit-Oriented Development for properties surrounding the Buffalo Grove and Prairie View Metra Stations. Preparation of this document was financed in part through a grant from the Regional Transportation Authority, and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act, and/or the Illinois Department of Transportation. The contents do not necessarily reflect the official views of the Regional Transportation Authority, U. S. Department of Transportation, Federal Transit Administration, or the Illinois Department of Transportation.

Chapter 1: Introduction

Introduction

Since the inception of Metra's North Central Service Line in 1996, the land use pattern adjacent to new stations has been adjusting to the presence of transit on this first new commuter line in the Chicago metropolitan system in nearly 70 years. During this first ten year period of service, each of the communities along the North Central Service (NCS) Line have experienced some development or change in land use because of the transit service. Many of the communities have conducted planning studies directly related to the opportunities that the transit service creates in relation to land use change and community development.

The Village of Buffalo Grove decided to assess the feasibility of planning for transit-oriented developments for properties surrounding the Buffalo Grove and Prairie View stations, and develop plans in this regard. This study was funded in large part by a grant from the Regional Transportation Authority (RTA). The resulting plans are documented in this report.

Although the underlying regional forces acting on the landscape are the same, the land use pattern and development history for the two station areas, only two miles apart, are noticeably different. The Buffalo Grove Station is located in a relatively new business park, while, in contrast, the Prairie View Station is located at a hamlet settled as a steam railroad stop in the 1880s. Consideration of the development character at each location is important to understanding the potential for land use change, the level of resistance or acceptance of change, and the market for new land uses that will support and benefit from transit service.

At both stations, the growing, but maturing, Village of Buffalo Grove abuts unincor-

porated Lake County. Near both stations, older land uses that originally located on the outskirts of the metropolitan area, are experiencing market-driven redevelopment in the ever growing suburbanization of northeastern Illinois. Rural uses such as agriculture are nearly gone, and in both areas, houses built in unincorporated areas in the 1950s and 60s, or earlier, are being torn down and replaced with new houses.

Into this context came the regional transit facility of the NCS Line. Given that the station areas overlap with other jurisdictions, the Village of Buffalo Grove seeks to plan in partnership with Lake County, and residents of unincorporated areas, and with Lincolnshire, which borders portions of the station areas to the east. To that end, the Village of Buffalo Grove established a project steering committee with representation from Lake County, as well as the RTA, Metra, and Pace. Camiros, Ltd. provided planning consultation to the Village and its Plan Commission during the process, and engaged station area property and business owners, residents of Buffalo Grove, and residents of Prairie View and unincorporated Horatio Gardens in discussions about the potential for change, and how that change can be planned for and shaped.

Coincident with the start of the public process for this plan, Metra began expanded service on the NCS Line in late January 2006. With this upgrade, it is a propitious time to envision how the two station areas should develop over the course of the next 20 years and set goals and policies that will make the most of the opportunities that commuter rail transit brings to the community.

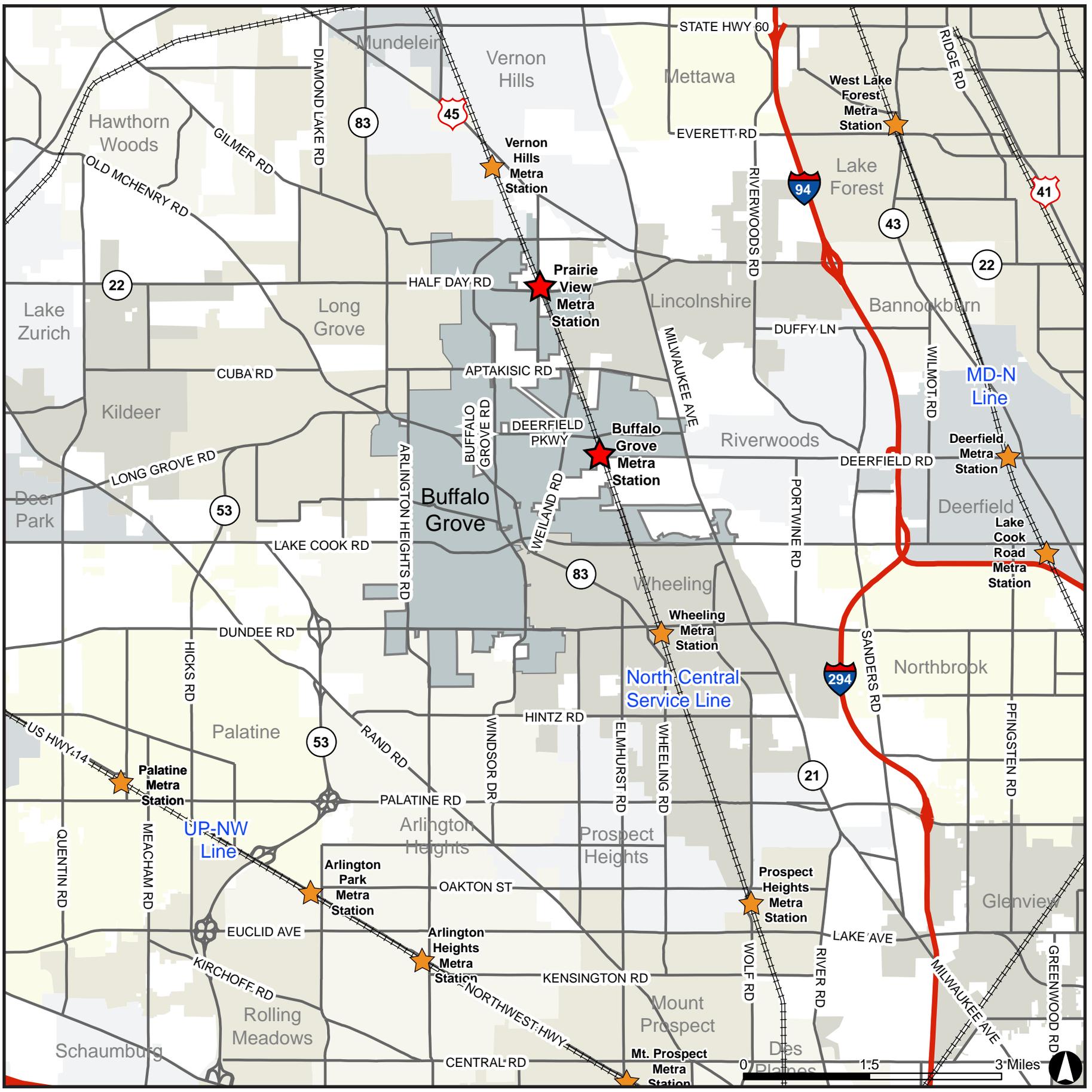
Primary objectives of the Transit Station Area Study

The Village of Buffalo Grove seeks to encourage transit-oriented development

at the two station sites under its planning jurisdiction. In order to foster the development of new uses appropriate to the context at the two station sites the Village of Buffalo Grove prepared this Transit Station Area Study.

The Transit Station Area Study provides direction to the Village and outlines expectations in regard to private development proposals by considering the following:

- The Study assesses the potential for development types that will benefit from the proximity to a Metra station.
- The Study identifies issues and opportunities, and sets forth policies and implementation steps to achieve development that is appropriate in scale and intensity for the neighborhoods and sites proximate to the Metra stations.
- The Study recognizes that residential uses benefit from proximity to transit facilities and the access transit provides to employment centers, while also increasing the market for commercial uses. Therefore, a primary element of the Study is to provide a conceptual development framework for potential residential sites at densities sufficient to support transit ridership, as well as retail and service businesses.
- The Study explores approaches to mixing residential and commercial uses.
- The Study outlines steps to ensure safe and convenient pedestrian access to the station.
- The Study promotes the value of commuter rail and bus transit as a key element adding to the quality of life in Buffalo Grove, with also encouraging transit usage via pedestrian access as a sustainable method of transport.



Chapter 2: Context

Regional Transportation System

Figure 1



The focus of the Transit Station Area Study is on improving the interface between the two commuter rail facilities serving Buffalo Grove and the land use pattern and pedestrian networks surrounding them. Regional elements of the rail and highway transportation infrastructure provide a framework for subdividing land and shape the alignment of roadways and access and circulation patterns in Buffalo Grove.

The Buffalo Grove and Prairie View Metra stations are both approximately 3.5 miles west of Interstate 94. Regional arterials serving the two stations include: Deerfield Road and Half Day Road, providing access from the east and west. Milwaukee Avenue (Illinois Route 21), a major route for travel in a north-south direction in the region, is approximately one mile east of the two stations. Illinois Route 83 (McHenry Road) and Buffalo Grove Road are major north-south arterials west of the stations. Buffalo Grove Road continues to the north of the Prairie View station to meet Route 45.

Both stations are on Metra's North Central Service Line, operating on track owned by Canadian National Railway Company (CN). The railroad line also carries freight, with a combined freight and commuter rail total of approximately 40 trains per day. The NCS Line lies between older Metra lines, the Milwaukee District North Line to the east, and the Union Pacific Northwest Line to the west. The NCS is aligned in a north-south direction and meets the Milwaukee District West Line in Franklin Park, then heads nearly due east to downtown Chicago. The line's northernmost station is at Antioch near the state line, and its terminus is at Chicago's Union Station.



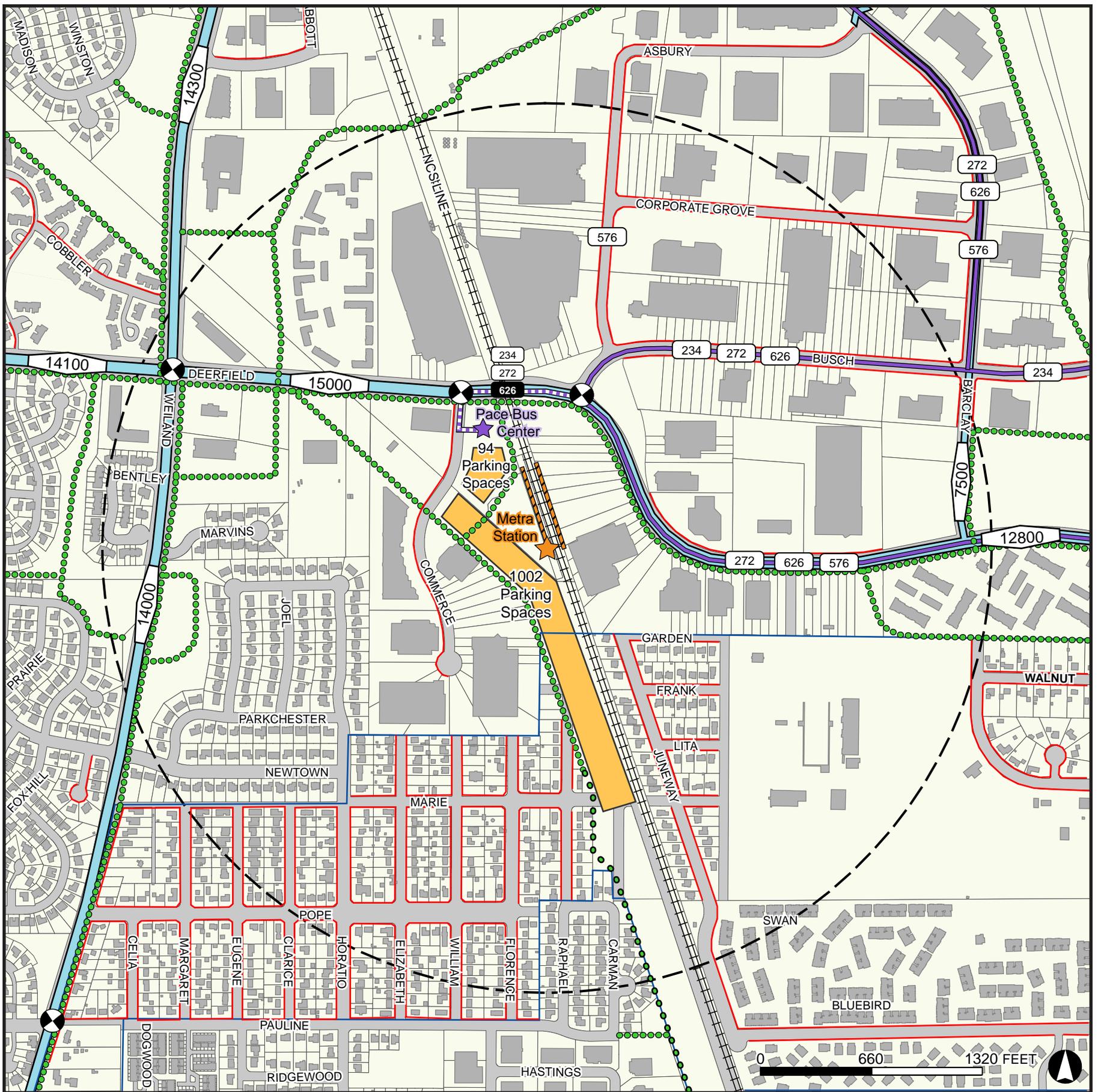
Outbound Metra train pulls into the Buffalo Grove Station.



Traffic crossing from the track to the intersection of Deerfield Parkway and Busch Parkway.



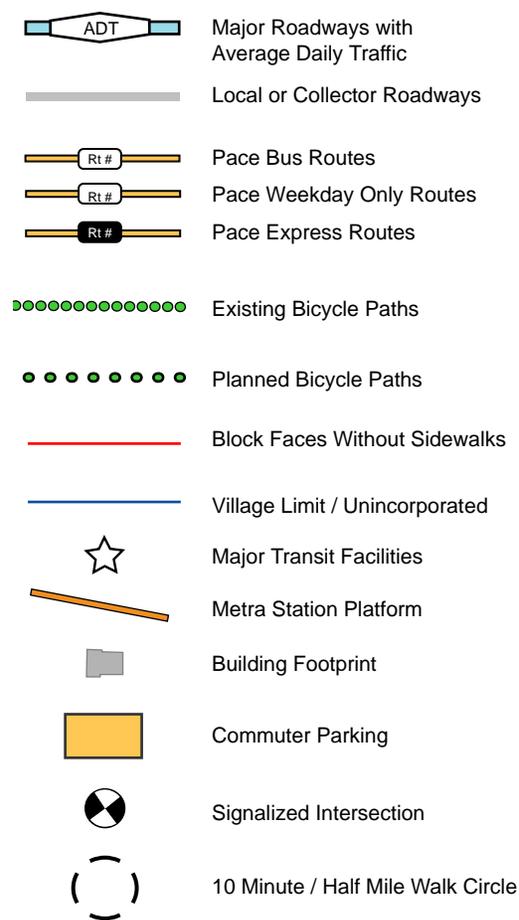
East platform and CN freight at Buffalo Grove Station, note the grade change between the platform and adjacent parking lot.



Buffalo Grove Station Area

Transportation System

Figure 2



Buffalo Grove Station Transportation System

Metra Commuter Rail Station and Pace Bus Park and Ride Sidney H. Mathias Commuter Train and Pace Bus Facility

Location: 825 Commerce Ct.

Parking: 643 commuter spaces, additional 453 under construction (2006), total 1096

Ridership: 547 boardings in October 2002 count.

Mode of Access: 68% park and ride alone, 19% drop off, 9% walk, 4% car pool, 0% bicycle, 0% bus transit transfer

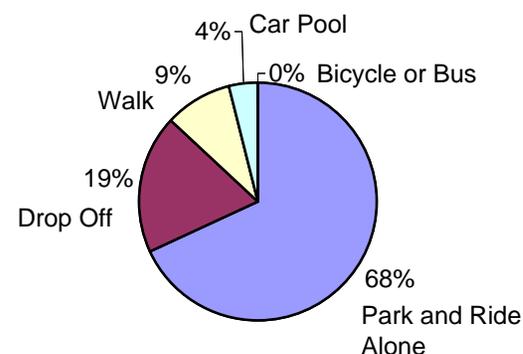
Metra Station and Pace Bus Facility

The Buffalo Grove Metra Station is located on the NCS Line, at mile post 29.5 from downtown Chicago's Union Station. A Metra 2002 boarding and alighting count found that with 515 boardings per day, Buffalo Grove Station has the highest ridership total of any of the stations along the NCS Line. This high level of ridership may be related to the size of the Village's population, its development as a bedroom suburb, relatively easy access along roadways to the station, and a change in fare zones at the next station north.

Given the high number of riders, the Buffalo Grove station also has the largest commuter parking lots along the NCS Line, currently under expansion from 643 spaces to 1096 spaces, as reflected on Figure 2. A Metra count in November 2005 showed that 55 percent of the lot's capacity was being used. With the exception of a lot owned by Pace with 94 spaces, the majority of the commuter parking is located under high tension power transmission lines in a corridor of land owned by ComEd. Access to the station is from Commerce Court only: a dead end street extending south from Deerfield Parkway. The expanded parking area under construction, will meet Marie Street in unincorporated Lake County, yet all traffic will continue to enter and exit off Commerce Court.

Pace owns and maintains a bus turn-around and parking lot at the southeast corner of Commerce Court and Deerfield Parkway. The bus facility includes a break room for drivers, shelters for riders, and bicycle rack. The Pace parking lot, which has 94 spaces, mainly serves as a park and ride for Metra, with anecdotal reports that the lot is a first choice for many rail commuters.

Mode of Access at Buffalo Grove



Based on Metra's Fall 2002 Origin-Destination Survey.

Four Pace bus routes serve the Buffalo Grove station area: Route 234 Wheeling-Des Plaines, Route 272 Golf Mill-Milwaukee Avenue, 626 Skokie Valley Limited, and Route 576, a shuttle from the Deerfield Metra Station to employment centers in Buffalo Grove and Lincolnshire. The three main routes operate on Milwaukee Avenue, roughly one mile to the east of the station. The #272 and #626 loop from Deerfield Parkway to the Metra station and back to Milwaukee Avenue on Busch Parkway, while the #234 operates on Busch Parkway and only enters the station during rush hour. There are no Pace bus routes serving Buffalo Grove west of the station, yet all the buses must cross the railroad tracks to get to the station and then return east. Daily ridership data provided by Pace shows 47 riders getting onto the bus at the transit facility and 38 getting off the bus.

According to Metra's "Fall 2002 Origin-Destination Survey," 68 percent of riders drove to the station alone to park and ride, while another 19 percent were dropped off at the station, and 4 percent car pooled to the station and parked. Therefore 91 percent of riders arrived at the station via a private automobile. Nine percent walked to the station, but the 2002 survey did not find any riders that rode the Pace bus to transfer to Metra, nor were any bicycle riders identified. However, Pace planners indicate that transfers do occur and a visual survey in fall 2005 did find bicycles parked at the station. Metra's survey also found that 80 percent of the riders who use the Buffalo Grove Station reside in Buffalo

Station Summary: North Central Service

Count by Metra conducted Tuesday, October 15, 2002

STATION	MP	Inbound Trains		Outbound Trains		All Trains	
		Ons	Offs	Ons	Offs	Ons	Offs
Antioch	52.8	169	0	0	160	169	160
Lake Villa	48.2	141	1	2	119	143	120
Round Lake Beach	45.9	155	1	2	140	157	141
Prairie Crossing/Libertyville	40.7	75	7	1	74	76	81
Mundelein	36.9	224	45	11	182	235	227
Vernon Hills	33.0	276	6	8	250	284	256
Prairie View	31.6	236	22	19	217	255	239
Buffalo Grove	29.5	515	41	32	479	547	520
Wheeling	27.2	212	29	23	199	235	228
Prospect Heights	24.0	208	15	32	178	240	193
O'Hare Transfer	17.1	3	63	52	11	55	74
River Grove	11.4	142	34	30	90	172	124
Western Avenue	2.9	19	70	23	29	42	99
Union Station	0.0	0	2,041	1,893	0	1,893	2,041
Total		2,375	2,375	2,128	2,128	4,503	4,503
Passenger Miles			71,435		65,423		136,858
Average Trip Length			30.1		30.7		30.4

A count of riders conducted for Metra taken prior to service expansion, on October 15, 2002 (Metra's October 2002 Boarding/Alighting Counts), showed that 515 persons boarded the train at the Buffalo Grove station going inbound to Chicago, and an additional 32 riders boarded the outbound train going to stations north from Buffalo Grove. This total of 547 boardings made the Buffalo Grove station by far the most used station along the NCS line. Just more than 21 percent of the line's total riders boarded at Buffalo Grove, or one in five riders from among the 13 stations. In fact, the Buffalo Grove station had twice as many boardings as any other station, with the exception of Vernon Hills, which it nearly doubled as well.

At Prairie View, 236 persons boarded the train going inbound to Chicago, and an additional 19 riders boarded the outbound train going to stations north from Prairie View. With a total of 255 persons boarding the train, the Prairie View station generated the third highest ridership among stations along the NCS line, which was nearly 10 percent of the NCS ridership. Only Vernon Hills, the next station north, and Buffalo Grove the next station south had higher boardings than Prairie View.



Bus shelters located at the Pace layover facility at the corner of Commerce Court and Deerfield Parkway.



Bicycles located at the Buffalo Grove Station indicate access mode.



Drop off and pick up at Buffalo Grove Station.

Antioch to Chicago - Monday through Friday

ZONE	STATION	100	102	104	106	108	110	112	114	116	118	120
K	Antioch LV:	5:20	5:55	6:08	—	6:45	6:49	9:05	11:00	3:00	5:07	7:02
J	Lake Villa	5:26	6:00	6:14	6:44	—	6:55	9:11	11:06	3:06	5:13	7:09
J	Round Lake Beach	5:30	6:04	6:18	—	6:55	6:59	9:15	11:10	3:10	5:17	7:13
I	Washington St. (Grayslake)	5:33	6:07	6:21	6:50	—	7:02	9:18	11:13	3:13	5:20	7:16
H	Prairie Crossing	5:38	6:12	6:26	—	7:02	7:07	9:23	11:18	3:18	5:25	—
H	Mundelein	5:44	6:18	6:32	7:00	—	7:13	9:29	11:24	3:24	5:31	—
G	Vernon Hills	5:50	6:24	6:38	—	7:12	7:19	9:35	11:30	3:30	5:37	—
G	Prairie View	5:53	6:27	6:41	7:07	—	7:22	9:38	11:33	3:33	5:40	—
F	Buffalo Grove	5:57	6:32	6:46	—	7:18	7:27	9:42	11:37	3:37	5:44	—
F	Wheeling	6:02	6:37	6:51	7:14	—	7:33	9:47	11:42	3:42	5:49	—
E	Prospect Heights	6:06	6:41	6:55	—	7:26	7:37	9:51	11:46	3:46	5:53	—
D	O'Hare Transfer	6:17	6:53	7:07	7:30	7:38	7:50	10:03	11:58	3:58	6:05	—
D	Rosemont	6:20	—	7:10	—	—	7:53	10:06	12:01	4:01	6:08	—
C	Schiller Park	6:23	—	7:13	—	—	7:56	10:09	12:04	4:04	6:11	—
C	Belmont Ave. (Franklin Park)	6:27	—	7:17	—	—	8:00	10:13	12:08	4:08	6:15	—
C	*River Grove	6:32	7:02	—	—	—	8:08	—	—	—	—	—
A	†Western Ave.	6:44	7:14	7:34	7:50	7:58	8:21	10:29	12:24	4:24	—	—
A	Chicago AR:	6:55	7:25	7:47	8:03	8:11	8:34	10:40	12:35	4:35	6:42	8:15
		9	9	9	9	9	9	9	9	9	9	9

† Morning bus connections to North Michigan Avenue via CTA #33.

Chicago to Antioch - Monday through Friday

ZONE	STATION	101	103	105	107	109	111	113	115	117	119	121
A	Chicago LV:	7:10	9:00	—	—	—	—	—	—	—	—	—
A	Western Ave.	—	—	—	—	4:35	—	5:10	—	—	—	—
C	*River Grove	—	—	1:20	3:20	4:46	—	—	—	6:20	7:20	—
C	Belmont Ave. (Franklin Park)	7:34	9:23	1:24	3:24	4:50	—	—	5:54	6:24	7:24	8:53
C	Schiller Park	7:37	9:26	1:27	3:27	4:53	—	—	5:57	6:27	7:27	8:56
D	Rosemont	7:40	9:29	1:30	3:30	4:56	—	—	6:00	6:30	7:30	8:59
D	O'Hare Transfer	7:43	9:32	1:32	3:32	4:59	5:25	5:31	6:03	6:33	7:32	9:02
E	Prospect Heights	7:55	9:42	1:42	3:42	5:11	—	5:44	6:14	6:44	7:42	9:12
F	Wheeling	8:00	9:47	1:47	3:47	5:16	5:41	—	6:19	6:49	7:47	9:17
F	Buffalo Grove	8:04	9:51	1:51	3:51	5:20	—	5:52	6:23	6:54	7:51	9:21
G	Prairie View	8:08	9:55	1:55	3:55	5:24	5:48	—	6:27	6:58	7:55	9:25
G	Vernon Hills	8:11	9:58	1:58	3:58	5:27	—	5:58	6:30	7:01	7:58	9:28
H	Mundelein	8:17	10:04	2:04	4:04	5:33	5:56	—	6:36	7:07	8:04	9:34
H	Prairie Crossing	8:23	10:10	2:10	4:10	5:40	—	6:09	6:42	7:13	8:10	9:40
I	Washington St. (Grayslake)	8:29	10:16	2:16	4:16	5:49	6:06	—	6:49	7:20	8:16	9:46
J	Round Lake Beach	8:34	10:20	2:20	4:20	5:53	—	6:17	6:53	7:24	8:20	9:50
J	Lake Villa	8:38	10:24	2:24	4:24	5:56	6:14	—	6:57	7:27	8:24	9:54
K	Antioch AR:	8:48	10:34	2:35	4:35	6:05	—	6:27	7:07	7:37	8:34	10:04
		9	9	9	9	9	9	9	9	9	9	9

NUMBER OF BICYCLES ALLOWED PER TRAIN.

* Transfer station for travel on Metra's Milwaukee District/West Line.

● ACCESSIBLE STATION.

As of September 2006, Metra operates 9 inbound trains (7 morning and 2 afternoon) and 10 outbound trains (2 morning and 8 afternoon and evening) from the Buffalo Grove station. Prior to this expansion, Metra operated five inbound trains and five outbound trains each weekday.

Grove, 3 percent in Prairie View, 2.5 percent in Deerfield, 2.5 percent in Long Grove and 12 percent live in several other communities.

Major Roadways

The Buffalo Grove Metra station is located roughly half a mile east of the intersection of Weiland Road and Deerfield Parkway. Weiland Road is a major north-south arterial in Buffalo Grove, and Deerfield Parkway is a major east-west arterial. Commerce Court is the only street between Weiland Road and the Canadian National tracks, and it is a dead end street that crosses under the ComEd power line corridor to a cul de sac approximately one-quarter mile south of Deerfield Parkway. Just to the east of the railroad tracks, Busch Parkway meets Deerfield Parkway in a recently reconfigured "T" intersection. Busch Park-

way was realigned to meet Deerfield Parkway at a perpendicular angle, and Deerfield Parkway was realigned to a softer curve leading to the track crossing. This reconfiguration has made Deerfield Parkway the higher level roadway leading to Milwaukee Avenue, with four drive lanes, turn lanes, and landscaped medians.

West of the tracks and the intersection with Busch Parkway, Deerfield Parkway carries an average daily traffic volume of 15,000, and east of the intersection with Busch Parkway, Deerfield Parkway carries 12,800 vehicles, according to available IDOT data. The difference can be attributed to traffic that diverts to Busch Parkway, and also traffic going to the Metra station that stays west of the tracks. The other major arterial roadway in the area is Milwau-

kee Avenue, which is roughly one mile to the east of the station. Milwaukee Avenue is also Route 21 and U.S. Route 45, and a main route for accessing the Buffalo Grove station.

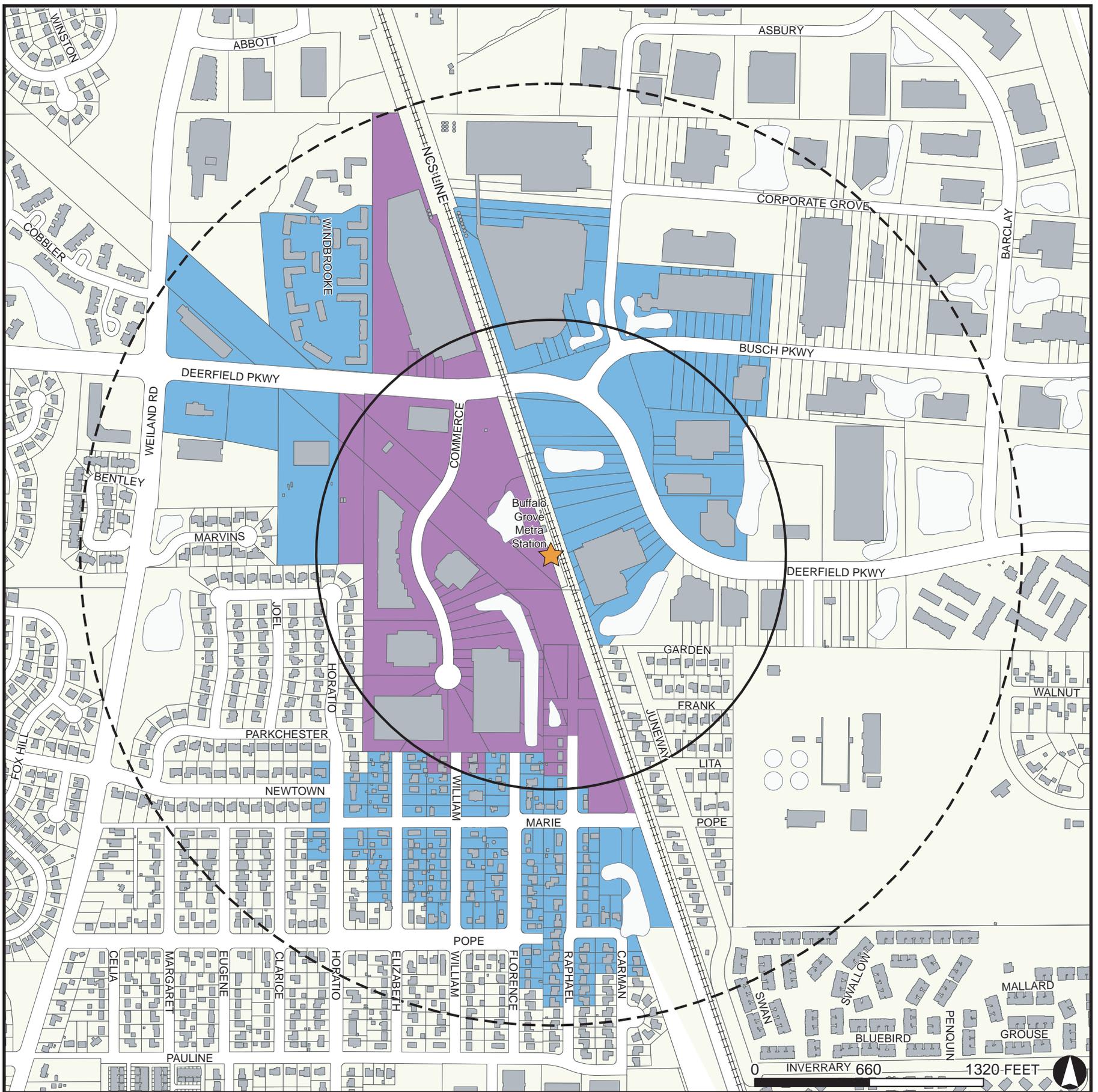
Pedestrian and Bicycle Facilities

Village of Buffalo Grove policy is to provide sidewalks in all residential areas, however a majority of the study area is an industrial business park or unincorporated Lake County where a sidewalk is not provided. Deerfield Parkway has an eight-foot-wide concrete sidewalk/bicycle trail along the south side of the street west and east of the station. However, a sidewalk on the north side of the street ends abruptly south of Busch Parkway, where public property meets the Siemens Building Technologies campus. Busch Parkway and streets to the north, such as Asbury Drive and Corporate Grove, do not have sidewalks. Commerce Court has a sidewalk on its east side, but a good pedestrian route from this sidewalk across the commuter parking lot to the station is not provided.

Buffalo Grove has an extensive bicycle path system and these paths provide good connections to the station area. The ComEd power line corridor has a bicycle trail along its western edge and the commuter parking lot. An extension of this bicycle trail south along the commuter parking lot is planned. A bicycle path continues north across Deerfield Parkway next to Aptakisic Creek, and also connects to paths along Deerfield Parkway and Weiland Road. In all, the Village currently provides over 43 miles of bicycle fitness trails, with the residential area west of the station well served by trail loops.



Bicycle and recreation trail located along powerline corridor south of Deerfield Parkway.



Buffalo Grove Station Area

Pedestrian Access Analysis

Figure 3

Pedestrian Access Analysis

Providing for pedestrian and bicycle access to transit facilities is a crucial aspect of transit-oriented development. The study area for transit-oriented development typically encompasses a half-mile radius circle, or ten-minute walk circle, which is the distance most transit riders are willing to walk to a transit station. Longer trips usually mean a switch to a different mode of access. While the circle gives a good indication of the potential generation area for pedestrian access, the real walk time and distance depends on the availability of public right of way and how direct routes to the station are. In order to analyze real walk time, barriers and diversions from the straightest routes should be accounted for by measuring distance along actual roads, whether a sidewalk is provided or not. The resulting graphic display of this analysis (Figure 3) shows blocks within a five-minute and ten-minute walk of the Buffalo Grove Station. In some cases, transit patrons may take short cuts across private property, but the graphic does not reflect this type of trespass on informal routes.

The analysis clearly shows that pedestrian access to the Buffalo Grove Station is severely constrained. There is no formal access to the station on the east side of the tracks. A private parking lot is located immediately adjacent to the new east platform. This parking lot is part of the Siemens Building Technologies campus, a group of buildings located immediately east of the tracks. Siemens Building Technologies operates a bus shuttle to and from its campus to the west side of the tracks to pick up employees riding Metra, even though the station is potentially within an easy walk if access was allowed on the east side. In addition to the private property, the track and station are at an elevated grade relative to the parking lot. Freight trains make frequent passage through the station.

Therefore, as the Pedestrian Access graphic shows, all of the area east of the tracks is outside the five-minute walk area, and only the property near the intersection of Busch and Deerfield parkways is accessible in a ten-minute walk. In fact, it is just shy of a quarter-mile from the station to the intersection of Commerce Court and Deerfield Parkway. A signal-

ized crossing of Deerfield Parkway is available at Commerce Court, allowing pedestrians to cross to the north side and access workplaces and the Amli at Windbrooke Apartments.

Like the situation to the east of the tracks, there are no direct connections between the station area, Commerce Court and the residential area to the west. No path was reserved connecting from Horatio Boulevard through to Commerce Court or across the private industrial property. The best access is found at the south end of Commerce Court where a pedestrian passage is allowed at the cul de sac connecting to William Street. This passage puts parts of 11 blocks within the ten-minute walk area. Property owners have observed pedestrians crossing between the two industrial buildings on the east side of Commerce Court, shortening the walk to William Street. Evidence of an informal path suggests pedestrians gain access to the station from Juneway Avenue on the east side of the tracks.

-  5 Minute/Quarter-Mile Radius Walk Circle
-  10 Minute/Half-Mile Radius Walk Circle
-  Actual Quarter-Mile Walk Area
-  Actual Half-Mile Walk Area



Pedestrian access from Williams Street to Commerce Court, an important connection to the station.



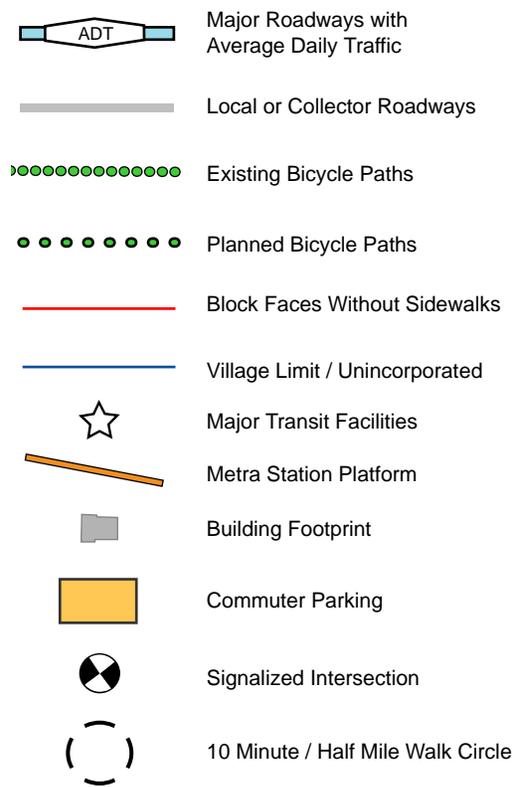
Transit rider cuts across private property immediately west of the Buffalo Grove Station after exiting a train.



Prairie View Station Area

Transportation System

Figure 4



Prairie View Station Transportation System

Metra Commuter Rail Station

Location: Main Street at Half Day Road (16480 W. Highway 22)

Parking: 200 commuter spaces west of tracks, and 218 spaces east of tracks

Ridership: 255 boardings in October 2002

Mode of Access: 68% park and ride alone, 14% drop off, 10% car pool, 8% walk, 0% bicycle

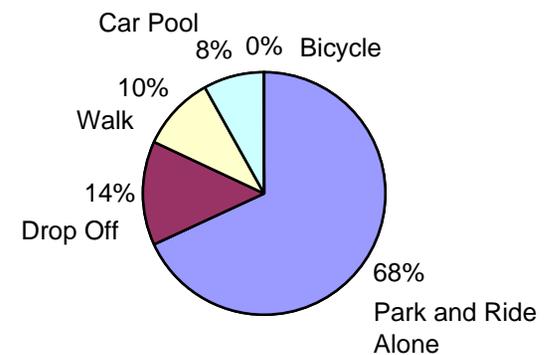
Metra Station

The Prairie View Metra Station is located on the NCS Line, at mile post 31.6 from downtown Chicago's Union Station. The Prairie View station is located 2.1 miles north of the Buffalo Grove Station and operates on the same schedule of trains as the Buffalo Grove Station. A count of riders taken prior to service expansion, on October 15, 2002, found that 255 persons boarded the train at the Prairie View.

As part of the Phase II project for NCS service expansion, Metra acquired a lumberyard that was located along the east side of the railroad tracks north of Half Day Road. In 2006 Metra completed a new surface parking lot on this land. This project more than doubled the number of parking spaces for park and ride commuters at Prairie View. The parking lot west of the tracks accessed from Main Street has 200 parking spaces, and the new station to the east of the tracks has 218 spaces. An occupancy survey made in February 2006 counted 42 percent of the spaces utilized.

Regarding mode of access to the station, 68 percent of riders drove to the station alone (the same as at Buffalo Grove), while another 14 percent were dropped off at the station. At ten percent of riders, car pooling was more prevalent at Prairie View, for a total of 92 percent of riders arriving at the station via automobile. Although the land use pattern around the Prairie View station appears more residential and conducive to pedestrian access than at Buffalo Grove, the 2002 count showed eight percent of riders walked to the station. The survey did not find any bicycle riders. Regular Pace bus

Mode of Access at Prairie View



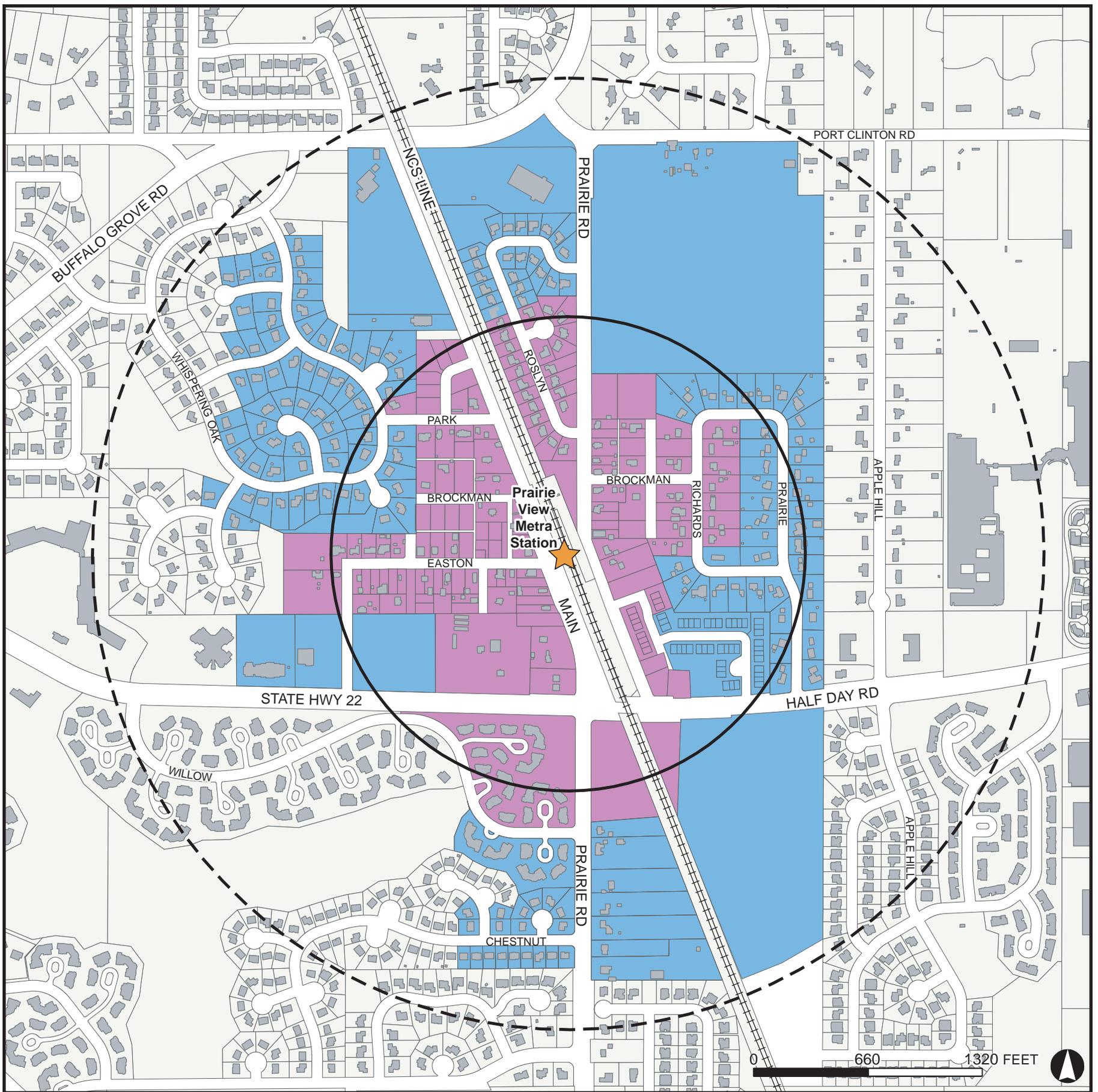
Based on Metra's Fall 2002 Origin-Destination Survey.

service is not available to the Prairie View Metra station.

Major Roadways

The Prairie View station is located at the intersection of Half Day Road, also known as Illinois Route 22, and Main Street. Prairie Road is a main north-south route, however, it is interrupted by the railroad tracks. Prairie Road meets Half Day Road just south of the station at a controlled intersection with a traffic signal. Proceeding north of the intersection, the road aligns parallel and west of the tracks as Main Street. North of Half Day, Prairie Road is located east of the tracks and runs parallel to the tracks for a few hundred feet, then aligns due north again. Main Street west of the tracks leads north to Buffalo Grove Road, and Prairie Road east of the tracks leads north to Port Clinton Road. At-grade crossings of the railroad tracks are possible at Half Day Road and Buffalo Grove Road, spaced roughly two-thirds of a mile apart.

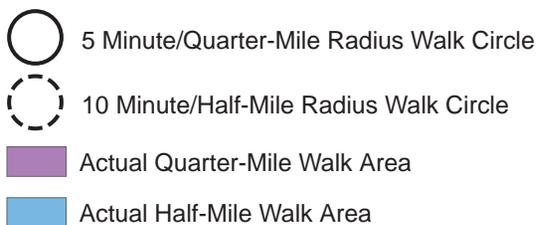
Half Day Road has an ADT of 19,100 east of Prairie Road and 15,500 west of Prairie Road. Prairie Road has an ADT of 6,700 south of Half Day, and 5,800 vehicles north of Half Day. The expansion of Half Day Road, Illinois Route 22, to four lanes all through the study area will be completed in 2007. Port Clinton has an ADT of 5,700 vehicles east of Prairie Road. Buffalo Grove Road carries 12,900 vehicles per day.



Prairie View Station Area

Pedestrian Access Analysis

Figure 5



Pedestrian and Bicycle Facilities

Those parts of the Prairie View study area within the Village of Buffalo Grove are served by a sidewalk, while most of the unincorporated blocks do not have sidewalks. The Transportation System graphic (see page 10) indicates block faces without sidewalks; all other areas have sidewalks. The only areas within the Village that are not directly covered by sidewalks are some low traffic volume cul de sacs, specifically along Willow Parkway, where the sidewalk is easily accessed across the cul de sac.

Street sections in the unincorporated areas are primarily rural, without curb or gutter. Of particular note are Easton Avenue and Brockman Avenue leading to the station area, which do not have sidewalks. Main Street itself does not have a sidewalk, including the east side of the street along the commuter parking lot. The expansion of Half Day Road currently under construction will provide a sidewalk on both sides of the road, filling any current gaps along this road in the unincorporated area. A new pedestrian path at the northwest corner of the Waterbury Place development is an excellent example of a development design oriented to transit rider needs. The lot could have been developed, however, the path between two rows of townhouses provides a direct route to the signalized Main Street and Half Day Road intersection, and to the station.

The Village of Buffalo Grove has an extensive system of off-street bicycle paths. In the study area, paths are located on Prairie Road, north and south of Half Day Road, and along the west side of Main Street north of Park Avenue. These paths connect to local roads in adjacent subdivisions, as well as area recreational facilities.

Pedestrian Access Analysis

The pedestrian access analysis for the Prairie View station area shows that a good portion of parcels within the quarter-mile walk circle are within a five-minute walk via public right of way. However, the analysis also shows that much of the land within the half-mile walk circle is not accessible in ten min-

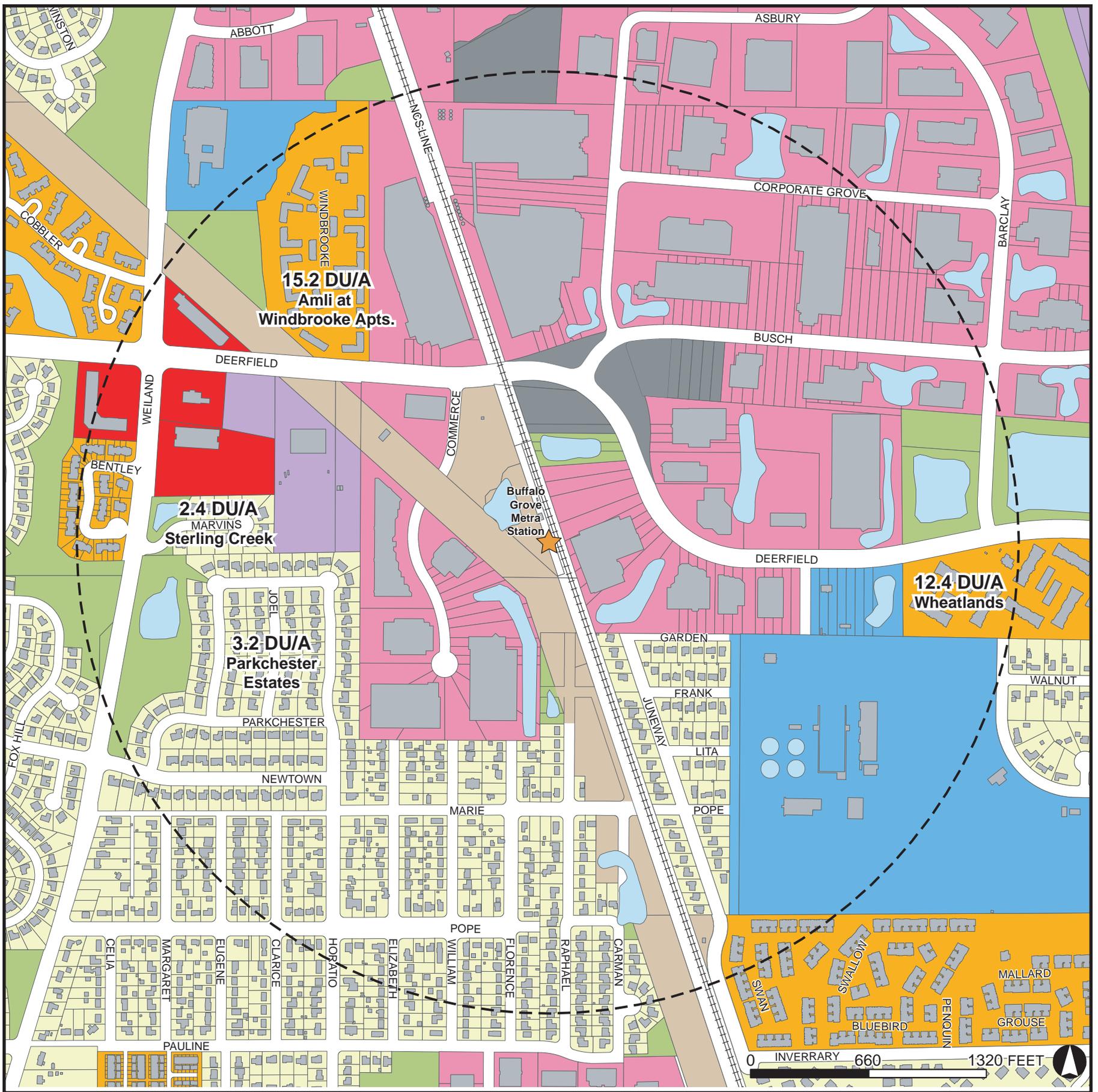
utes via public routes. For instance, nearly all of Willow Parkway is within the half-mile circle, but Half Day Road must be crossed at the signalized intersection and the entrance to Willow is south of the intersection along Prairie Road, meaning that the route for most of Willow is longer than a half mile. Likewise, given a lack of local connections, none of Apple Hill Lane is accessible in ten minutes. But the new Waterbury Place development, south of Half Day Road, will create a formal pedestrian short cut in its northwest corner next to tracks, making the whole development within a ten-minute walk. A lack of formal short cuts at the end of Easton Avenue or from Half Day Road to the Whispering Oaks area makes walks a bit longer, however, some residents report that transit riders do trespass to access Easton Avenue to make the trip to the station quicker.



Main St. in Prairie View lacks a sidewalk in the station area.



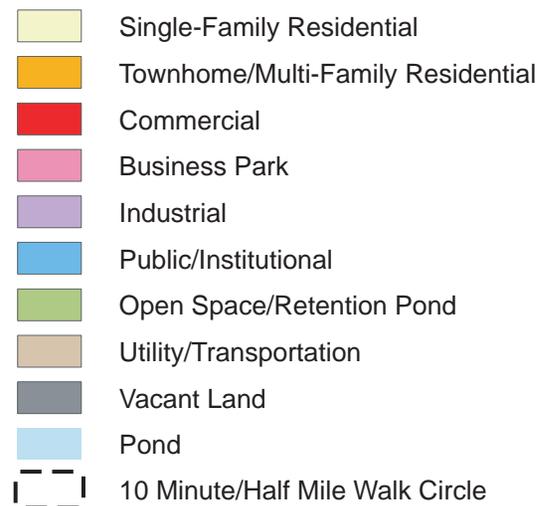
Waterbury Place includes a sidewalk path between row-houses leading to the intersection of Main St. and Half Day Rd. and providing a direct route to the train station.



Buffalo Grove Station Area

Land Use and Residential Density

Figure 6



Buffalo Grove Land Use and Development Pattern

While the Buffalo Grove Station is located within a business park, the actual land use pattern within the half-mile study area is varied, with a large residential area to the south and denser multi-family residential development on the edges. A commercial node is located at the corner of Weiland Road and Deerfield Parkway.

Development of the modern industrial and business park along Deerfield Parkway and Busch Parkway began in the mid 1980s. Two main development projects divide the industrial area: Covington Corporate Center, including property fronting on Commerce Court and Deerfield Parkway east of the tracks; and the Corporate Grove, including property fronting on Busch Parkway and the industrial property located at the northwest corner of the intersection of the railroad tracks and Deerfield Parkway. Along Commerce Court are six industrial properties, five of which are used by single tenants. Commerce Court Business Center is the lone multi-tenant building. A ComEd power transmission corridor cuts across Commerce Court, and the Metra and Pace facilities are located to the east of the business uses along the tracks. A commercial warehouse with automotive and other uses leasing space is located just west of Commerce Court in unincorporated Lake County. This property is surrounded by the Village. (Also see Figure 9 on page 28 for specific site and business locations.)

Within the business parks are a variety of different uses including: manufacturing, distribution, printing and paper products, software development, and office uses supporting other operations as well as stand alone office uses. Two of the larger uses include Precise Technologies (formerly Courtesy Corporation), which straddles the tracks just north of the station with manufacturing plants, and Siemens Building Technologies, located to the east of the station with a campus of five buildings along Deerfield Parkway. Siemens is the largest

employer in the area, with approximately 1400 employees at this location primarily focused on building system technologies and services.

Just east of the tracks, near the intersection of Busch Parkway and Deerfield Parkway, are two vacant parcels. One is along the tracks and the west side of Deerfield, which Siemens holds a lease on. The other is on the southeast side of the intersection, which was reconfigured at the time of initiation of Metra service. This reconfiguration left the Village owning the former right of way next to the vacant parcel which fronts on Busch Parkway.

Most of the structures within the business park are essentially one story or one level. The development is moderate intensity for a business park, with average lot coverages in the 25 to 35 percent range. The two Precise Technologies plants are the exceptions, both plants next to the tracks at roughly 50 percent lot coverage.

Another aspect of the development is its large retention ponds, which are distributed around the study area. There are four ponds within the immediate station area, two on each side of the tracks. In fact, a pond sits right next to the station and platform, between the tracks and the Pace and Metra commuter parking lots. The study area is nearly bounded on its north side by Aptakisic Creek, a tributary of the Des Plaines River, and the eastern portion of Deerfield Parkway lies within the 100-year floodplain, which the development has accommodated with the placement of large ponding areas.

The southern and western portions of the study area are predominately single-family residential. Within the Village are two relatively recent single-family residential developments accessed off Weiland Road: Sterling Creek at a density of 2.4 dwelling units per acre (DU/A) on the dead end Marvins Drive, and the Parkchester Estates subdivision at a density of 3.2 DU/A. While close to the station, these subdivi-

sions do not have easy pedestrian connections due to a lack of public right of way linking to Commerce Court.

Most of the rest of the residential development between Weiland Road and the tracks lies in unincorporated Lake County. This area is known as Horatio Gardens, and has single-family, duplex, and triplex houses dating from the 1950s and 1960s. The density of development varies, but the development is organized on a grid of blocks allowing for easy pedestrian routes to the station. Single-family residential uses are also located to the east of the tracks, in unincorporated Lake County along Juneway Avenue and connecting streets. Again, these houses are not well connected to the station due to the presence of intervening industrial property and lack of access to the station from the east side.

Two multi-family residential developments are located within the Village in the study area: Amli at Windbrooke Apartments to the northwest of the station on Deerfield Parkway, and Wheatlands Apartments to the east of the station also on Deerfield Parkway. The Amli at Windbrooke has 236 apartment units in two-story structures at a density of 15.2 DU/A and the Wheatlands has 352 units in three-story buildings at a density of 12.4 DU/A. At the extreme southeast edge of the half-mile study area, at the corner of Juneway Avenue and Inverrary Lane, is a large and dense development of townhouses and condominiums in unincorporated Lake County.

Public uses in the study area include: Aptakisic Junior High School and Aptakisic Park to the northwest of the station off Weiland Road; Parkchester Park along Weiland Road between Marvins Way and Newtown Drive; a joint fire training facility shared by area municipalities and townships on the south side of Deerfield Parkway between the business park and Wheatland Apartments; and a waste water treatment facility just south of the fire training facility on Lake County land.



Light industrial style building on the southwest corner of Commerce Ct. and Deerfield Pkwy.



View from an industrial property on the west side of Commerce Ct. shows single-family residential adjacent to the business park.



Commerce Court Business Center provides leasable space in a strategic location direction across from the depot.



Example of a "tear down" project just south of the station in Horatio Gardens, where a new house is under construction at a bigger scale than surrounding, older houses.



Combined office and warehouse building on Commerce Ct. with attractive brick veneer and landscaping.



The Amli at Windbrooke Apartments directly north of the depot on Deerfield Pkwy., with a site layout dominated by surface parking for residents.

The ComEd power line corridor is a major utility use extending across the study area, which accommodates commuter parking under the wires.

Architectural and Development Character

In terms of land use and architectural character, the business park at the Buffalo Grove Station emphasizes both “business” and “park.” Buildings sit in a park landscape, surrounded by parking lots and landscaped areas. The character of the whole development is very open. At the broad scale, the lack of block divisions, or buildings fronting on sidewalks, can create a distorted sense of distance for pedestrians where destinations may seem farther away than they are, accentuated by the width of the two main roads.

As with most business parks, the emphasis is exclusively on work and access via automobile and truck. No retail or hospitality uses are located within the development and, according to reports garnered for this report, many of those working in the park get in their vehicle at lunch and drive to the commercial strip along Milwaukee Avenue.

The architectural character of most of the structures in the business park is attractive and to a high standard for industrial buildings. Many have brick veneers, and most have walls with windows. There are also tilt-up concrete walls structures, but heavy landscaping tends to soften the appearance. Parking lots have perimeter curbs and interior landscaped islands. The many retention ponds add to the park quality, and attention to landscaping is evident, even on relatively steep berms. In general, the level of exterior maintenance is high and the business park shows no signs of neglect or decreasing property value.



A two-story office portion of a manufacturing plant located at the corner of Busch Pkwy. and Deerfield Pkwy..



A landscaped retention pond at Busch Pkwy. and Deerfield Pkwy., which includes a fountain feature, indicative of the careful attention placed on the park style features in the business park.



Private parking lot directly east of the station platform disallowing access to the station.



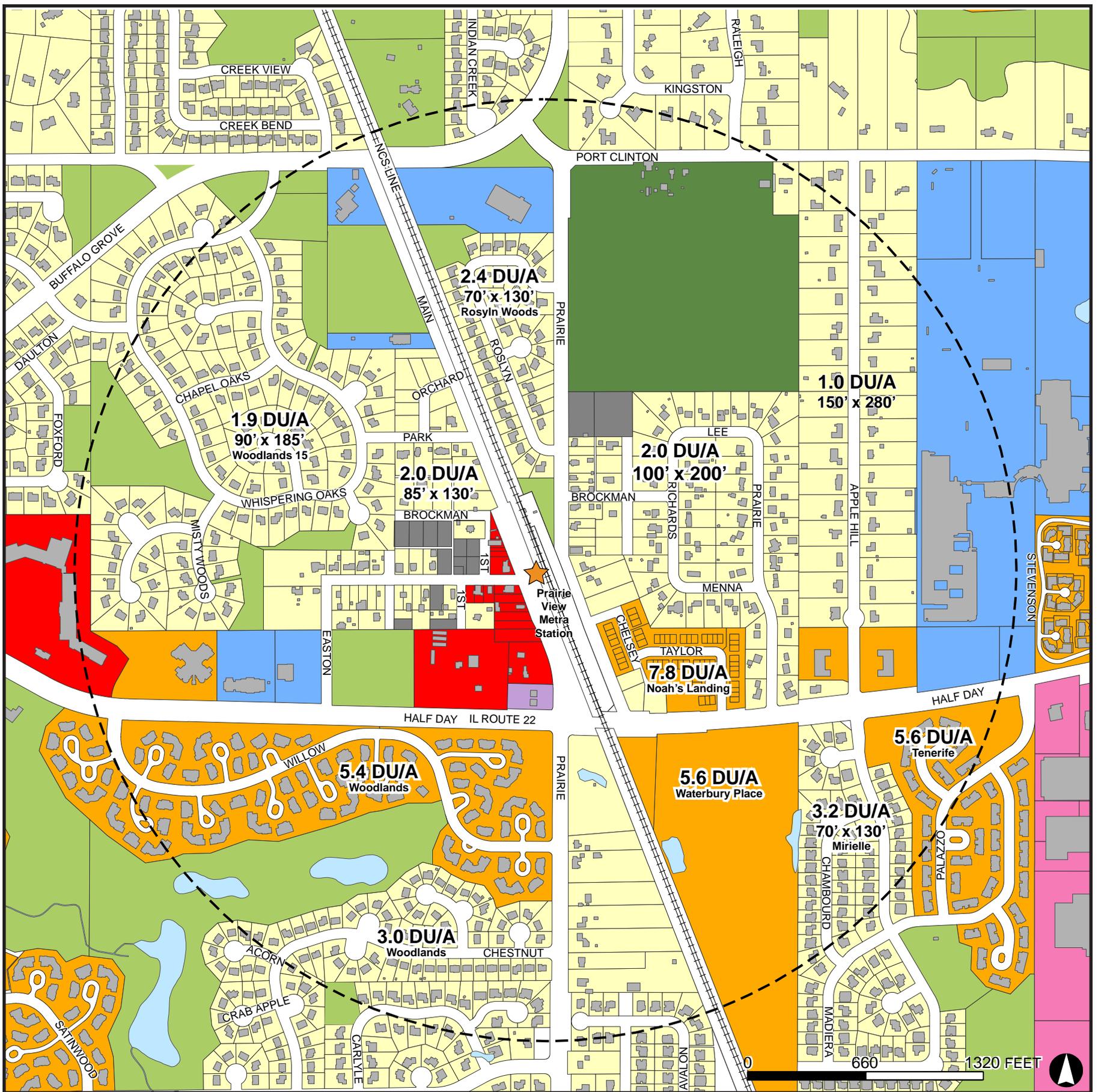
Pedestrians walking along a sidewalk on Deerfield Pkwy. at the intersection with Busch Pkwy., with vacant property in the foreground and the station in the distance.



High tension power transmission lines located west of the tracks provide for commuter parking under the wires.



Yet-to-be-developed property at the prominent southeast corner of Deerfield Pkwy. and Busch Pkwy.



Prairie View Station Area

Land Use and Residential Density

Figure 7



Prairie View Land Use and Development Pattern

Land use in the vicinity of the Prairie View station is primarily residential, but with a varied mix of densities and development types. Commercial uses are located along Half Day Road and Main Street. The current pattern of development can be understood by considering the order in which land was developed.

The earliest construction was directly west of the station on Main Street, Easton and Brockman avenues, and east of the station along Prairie Road to the north and south of Brockman Avenue. This land was platted after the introduction of railroad service in the 1880s. The development pattern west of the tracks is that of a rural hamlet, with a loose arrangement of structures on large lots, especially at Main and Brockman; yet with comparatively small and narrow lots along Easton. East of the tracks, houses that front on Prairie Road date from the early twentieth century as part of the original plat of the hamlet. Houses to the east on Richards on other streets on a loop road and along Apple Hill Lane date from the 1950s and 1960s. This area was developed as a rural exurban subdivision with half-acre to one-acre lots. The triangular area southeast of the intersection of Half Day Road and Prairie Road has seven houses on some of the largest lots in the study area, increasing in depth along the angle of the tracks from 175 to 730 feet. The four southernmost lots received a plat approval during the planning process for a new single-family subdivision, and were annexed into the Village.

Areas in unincorporated Lake County are without sewer and therefore require more land for septic systems. According to the Lake County Environmental Health Department, septic systems in this area require at a minimum a half acre of land, with houses with three or four bedrooms requiring three-quarters to a full acre for the septic fields. Septic fields must also be at least 75 feet from a well. Houses fronting on Easton Avenue are close to the minimum require-

ment.

Residential development within the Village of Buffalo Grove areas has occurred as part of subdivision projects undertaken in the 1980s through to the present day. This development is driven by private master developers, as opposed to the older owner built development of previous eras. The style of development is different than in the unincorporated area; especially noticeable are the winding, curvilinear streets leading to cul de sacs. A large portion of the study area was part of the Woodlands at Fiore project, which was developed on former plant nursery land owned by the Fiore family, which still operates a plant nursery sales center on the north side of Route 22. The single-family detached development in the northwest quadrant of the study area, along Whispering Oaks and both sides of Buffalo Grove Road are part of the Woodlands project, as is the residential area west of Prairie Road along Chestnut Terrace. These single-family residential projects were developed at relatively low densities of roughly two dwelling units per acre and three units per acre respectively.

Townhouse development has increased at a rapid pace in Buffalo Grove: the 1998 comprehensive plan states that “single-family attached units increased from 5.6 percent of the Village’s housing stock in 1980 to 20.1 percent in 1994” (p. 13). If anything, this trend has accelerated as townhouses become more popular in response to increasing land prices. Three large, attached unit projects are located in the study area south of Half Day Road. Along Willow Parkway townhouse, coachhouse, and duplex units are arranged around cul de sacs next to the Arboretum Golf Course. The Waterbury Place project consists of a mix of 166 units in townhouse and duplex structures and ten single-family detached houses. East of Apple Hill Lane is the 148-unit Tenerife townhouse development. These townhouse developments average approximately 5.5 dwelling units per acre. The Noah’s Landing townhouse project, on the northeast corner of Half Day and Prairie Road, has a higher density of 7.8

dwelling per acre, within a stone throw of the transit station.

Commercial uses also exhibit differences based on time of development, and whether located within or without the Village. Older development at the historic hamlet fronts on Main Street and on Easton Avenue. These are small single-use buildings, with some of the handful of commercial uses located in converted houses. At the northwest corner of Half Day and Main Street, the Fiore plant nursery occupies a large frontage along Half Day Road. At the corner is a scrap metal recycling business in a converted automobile repair shop, and directly north is a portable toilet distribution center. These three businesses all have open storage of materials accentuating the urban-rural edge character of the use. In contrast, the Woodland Commons in Buffalo Grove at the intersection of Half Day Road and Buffalo Grove Road is a community shopping center anchored by a supermarket. Between the shopping center and Easton Avenue is a senior assisted living center and a medical clinic.

The pattern of land use and development types at Prairie View exhibit the uneasy relationship between the suburban Village and the older, more rural hamlet. While Prairie View was once was a pocket of development in an agricultural landscape, created by a railroad stop, it is now a remnant of that rural past contained within a highly urbanized landscape. In fact, the part of the study area that is oldest and most rural in character is also the part closest to the new commuter rail station. This dichotomy can bring conflicts in term of future land uses, but it also has potential to create a unique place if future development respects the fragile existing character, while building new compact residential and retail projects.

Architectural and Development Character

The historical character of Prairie View is tenuous, based on just a handful of buildings dating from the early twentieth century. Of particular note are the two buildings that flank Easton Avenue and front on Main Street directly across from the station.

The building to the south of Easton, at 23042 Main Street, is a classic American commercial type, presenting a square two-story façade to create a western style storefront. The building to the north of Easton Avenue, at first glance has the look of a roadhouse, yet underneath its stucco exterior lies a basic four-square form, which is also found on three of the other buildings that contribute to the historic character at Prairie View, west of the tracks. A complete and extensive renovation of the building was completed in 2006, with the opening of a new restaurant and bar and take out pizza establishment.

The basic four-square form is also found on the north side of Easton Avenue where two four-square houses are found next to the historic church. Both have the same proportions as the commercial building on Main Street, with the same widely spaced upper level windows. Both of the houses on Easton have stucco exteriors, wide front porches and centered front doors, and both seem to be well maintained.

The church on the north side of Easton Avenue, currently home of the Westminster Reformed Presbyterian Church, is the most unique of the contributing buildings at Prairie View. The structure has a large gabled roof line, inside of which sits elaborate herring bone shingle siding framing a round stained glass window. Next to the gable is a bell tower, with a working bell, and a tall pointed roof clad in black shingles. The building has a tall sandstone foundation and a long, wide front stoop leading to the church doors.

Two houses that front on Main Street north of Brockman Avenue provide much of the charm at Prairie View (see pages 23). The first is, again, a simple four-square frame, but with Queen Anne features, including a two-story, corner bay and a porch with decorative spindlework. This house is set on a large lot well back from Main Street with secondary outbuildings, including a coach-house garage. This house is paired with an



Older commercial buildings at the corner of Main St. and Easton Ave. directly across from the depot hold much of the character of the hamlet at Prairie View, both buildings renovated after this photo (compare to report cover).



American vernacular balloon frame construction on Easton Ave., in a classic four-square framing style.



The old church at Prairie View on Easton Ave., with its bell tower and stained glass window add a touch of New England village character to the hamlet.



This Queen Anne style house facing Main St. north of Easton Ave. is good example of construction techniques and styles from the late 19th early 20th century.



Apparently new construction at the west end of Easton Ave. in Prairie View, an example of the "tear down" trend that brings redevelopment to individual lots.



The house at 23162 Main St., located directly north of the house shown in the photo above, preserves much of the charm at Prairie View.



A ranch style house at the west end of Easton Ave. dating from the early 1960s era.



A converted service station located at the highly visible entrance to Prairie View on the northwest corner of Half Day Rd. and Main St.



The character of Main St. across from the station includes screening walls for outdoor storage and a rural roadway section without sidewalk or pedestrian level street lights.

even more elaborate house to the north.

The house at 23162 Main Street is a fine example of the eclectic Queen-Anne style. It has multiple roof lines which include two cross gables and a long mansard roof clad with cedar shingles. The details on the front porticus and porch railings are not as elaborate as its neighbor to the south, but given the complexities of the overall framing they hardly need to be. The house is completed with simple window frames and narrow clapboard siding. These two houses both appear to be in exceptional condition. Their respective color schemes of white and blue complement each other, and their setting on large lots with mature shade trees along Main Street is appropriate.

Considering only the best of the older buildings at Prairie View, the atmosphere has aspects of a New England village. The buildings along Main Street and the eastern three buildings on the north side of Easton certainly contribute to a small district of historical buildings. The two properties at the west end of Easton, especially an old barn and outhouse also are quaint, yet other houses on Easton are examples of ordinary ranch styles dating from the 1950s or 60s, or ordinary small town cottages or rural frame houses. Some of these have been recently renovated, others show signs of deterioration.

A handful of ordinary frame houses, including more four-square types are also located to the east of the railroad tracks along Prairie Road. These do not stand out as historical examples, but are ordinary houses from the early twentieth century. Therefore, the focus of any historic conservation is likely to be found on the west side of the tracks, and limited to less than ten buildings.



Opportunity at the Buffalo Grove Station

Yet-to-be-developed land along Deerfield Pkwy. at the intersection with Busch Pkwy. is an existing development opportunity directly east of the Buffalo Grove Metra Station. Siemens Building Technologies holds a lease on the property, which is located adjacent to and north of its campus of five buildings.



Opportunity at the Prairie View Station

Property along Half Day Rd. just west of the intersection with Main St. presents a potential redevelopment opportunity. While the current plant nursery sales and recycling drop off uses are needed and useful businesses, the location directly west of the Prairie View Metra Station is highly desirable for mixed residential and retail development. The location along Half Day Rd. also provides good visibility for future commercial uses.

Chapter 3: Opportunities and Challenges

Transit-Oriented Development: Benefits and Opportunities

Commuter rail transit provides a number of benefits to the Buffalo Grove community. These benefits include:

- Safe and reliable access to major employment centers, specifically downtown Chicago and the O'Hare International Airport area.
- Reduction in traffic congestion on some local and regional roadways due to transit mode choice.
- Economic development and marketing presence, including the ability to market local access to the regional system for reverse commute trips, especially to the business park at the Buffalo Grove Station.

While these current benefits are important, there is potential to foster additional benefits through development planning and design that more fully integrates the transit station into the life of the community. This goal of creating a synergy between transit and the surrounding land uses has come to be known as transit-oriented development, or TOD. While the acronym may be relatively new, the Chicago metropolitan area has many examples of successful TOD dating back more than one hundred years. The last decade and a half has seen a renewed focus on transit station development in many commuter rail communities, whether it meant new growth in a traditional depot downtown or land use change in communities with new service.

The objective of the Transit Station Area Study for Buffalo Grove and Prairie View is to explore opportunities for creating new development in the immediate station ar-

reas, bringing additional quality of life benefits such as:

- Creation of new centers of community life with a mix of residential and commercial land uses at a pedestrian scale, and thereby less beholden to trips by automobile.
- Provision of a variety of housing choices near to the station, including housing options affordable to those working in local employment centers.
- Improved integration of the transit station into the Village's network of pedestrian and bicycle facilities, with benefits to public health and local air quality.

In short, the transit facilities in Buffalo Grove provide an opportunity for placemaking and for provision of urban-style amenities within the overall suburban setting.

Opportunities Analysis

In order to realize the benefits of TOD it is important to consider both the short- and long-term opportunities for development and redevelopment in the context of specific sites; and likewise, it is prudent to understand the challenges that the existing pattern of land use, ownership, and values may bring to realizing the goal of transit-oriented development.

The analysis presented in this chapter includes two main components: first, a consideration of the regional and local real estate market, with special attention given to the potential for change in the business parks at the Buffalo Grove Station; and, second, an explication of the potential of specific sites at each station for new development or redevelopment and the context of local issues. In addition to looking at parcels of

land, the analysis also pays close attention to issues regarding access to the stations for pedestrians.

Key conclusions of the analysis include:

1. Existing investments in light industrial plant and facilities at the Buffalo Grove Station will make short-term redevelopment on many sites difficult.
2. Planning should focus on yet-to-be-developed sites at Buffalo Grove.
3. Creation of major retail centers at either station is unlikely, but focused convenience retail could find a market if supported by new residential development.
4. A strategy should be outlined for creating access to the east side of the Buffalo Grove Station.
5. Pace property at Buffalo Grove may have commercial development potential, if the facility can be relocated.
6. The long-term market for new residential units next to both stations is sustainable.
7. Development and redevelopment opportunities exist at Prairie View, however, attention to the small town context is important.
8. Retail and other commercial uses should be located west of the tracks at Prairie View and along Half Day Road.
9. The potential for mixing uses at Prairie View should be realized in the context of a traditional Main Street.

Market Analysis

While the Prairie View train station is largely surrounded by single-family homes and small commercial properties, the Buffalo Grove Station sits squarely within a healthy and thriving industrial business park, where the immediate station area is dominated by a handful of large users. The surrounding properties are predominantly single-story warehouse and distribution centers, though many appear to have substantial office components and can be considered flexible office-industrial space.

In order to fully understand the potential for land use change within the business park, a real estate market analysis was performed as part of this study by experts at U. S. Equities. This analysis included database resources available to U. S. Equities. In addition to analysis of the overall market, a series of stakeholder interviews were conducted for this study to receive first hand knowledge from local property owners, leasing businesses, and developers. The discussion included local perceptions of the market in Buffalo Grove, development needs and potential in the study area, and future plans for individual businesses.

Market Overview

The Village of Buffalo Grove is part of the Northwest Suburban Chicago market area, generally considered to extend from the Cook-DuPage County border on the south to the Cook-Lake County border on the north, and from I-294 on the east to the Cook-Kane County border on the west. The Northwest Suburban area includes municipalities such as Wheeling, Vernon Hills, Long Grove, Arlington Heights, Barrington, Mount Prospect, Palatine, and Schaumburg. Areas around O'Hare Airport, including Elk Grove Village, Des Plaines, Franklin Park, Northlake and Melrose Park and part of Chicago, constitute a separate subset within the Northwest Suburban market area for analysis purposes.

The two areas compete with each other in the office market, even though much of the

Northwest Suburban area's commercial and industrial demand stems from O'Hare Airport. With such a strong demand driver located outside the immediate Northwest Suburban market area, competition for office and industrial tenants is seen not just from building to building, but from municipality to municipality.

Office

The Northwest Suburban office market totals approximately 28.5 million square feet, representing 31 percent of the entire suburban market and 12 percent of the entire regional market including downtown Chicago. Of that total, Buffalo Grove's existing office inventory totals 942,255 square feet, or 3.3 percent of the Northwest Suburban market.

According to CoStar, a market analysis database, average lease rates in Buffalo Grove are currently estimated at about \$22.00 per square foot on a gross basis, a figure that has risen since 2003 but is still below pre-2001 levels that were in excess of \$26.00. Vacancies in office product remain high, having been in excess of 20 percent since 2002 and currently standing at 22 percent according to U.S. Equities' Chicago Office Market Trends, 4th Quarter 2005.

High office vacancies have effectively stymied any speculative office development in suburban Chicago. What little construction exists in the suburban markets is primarily build-to-suit, though even those few projects tend to be located very near major expressways.

With these factors in mind, new office construction in the vicinity of the Buffalo Grove station is considered highly unlikely, particularly in the case of speculative construction but also true for more general multi-tenant spaces. Single-tenant build-to-suit projects, driven by a specific user looking for a specific building design, is always a possibility; however, the regional competition for such sites greatly diminishes the short term potential for new office construction in the immediate area.

Industrial

The Village of Buffalo Grove is home to nearly 6.3 million square feet of industrial space in nearly 100 individual buildings, according to CoStar. The most recently available data regarding lease rates and vacancies indicate that lease rates are averaging just over \$7.00 per square foot, a figure that has held reasonably steady since early 1999. Vacancies, currently reported at about 16%, have changed little since early 2004. The double-digit vacancy rates are historically high for Buffalo Grove, which saw vacancies below 5% before 2001 and has generally had single-digit vacancies over the past 10 years.

The area surrounding the Buffalo Grove train station is predominantly industrial in nature, with a mix of manufacturing and distribution activities in closed (no open air) facilities. The building stock is of apparently high construction quality and maintenance, with the majority of structures having been constructed in the past 20 years.

Reports from owners and tenants in the properties surrounding the Buffalo Grove station indicate that the properties are largely occupied, most with long-term leases or owner-occupants. The area functions very well as an industrial park, with the building stock, traffic patterns, and landscaping all contributing to an apparently healthy light industrial setting. Because of the healthy industrial environment, options for redevelopment to other uses are very limited. The quality of the buildings and high occupancy levels both serve as barriers to redevelopment of this area, due in no small part to the high acquisition cost that would come with such redevelopment.

Other factors, however, add to the difficulty in redeveloping the area around the station, including:

- The presence of numerous property owners, as opposed to concentrated ownership, which would make assemblage difficult and would render individual redevelopment projects as "islands" in an industrial park;

- Existing leases, which would require buy-outs or cancellations at considerable expense if not litigation;

- The relatively high lot coverage of several of the existing buildings (ranging as high as 50%), which raises acquisition and demolition costs for land parcels relative to similarly sized parcels with lower lot coverage.

To illustrate the latter point, a hypothetical 100,000-square foot building in this area, leased at a market rate of up to \$7.00 per square foot, might be expected to trade in the range of \$60-\$80 per square foot of building area. A developer seeking to redevelop such a property would hypothetically be required to pay such market value, in addition to any lease buy-out costs, and demolish the existing structures to make way for new development. On properties covering almost 50% of the developable land area (after easements and drainage areas are excluded), the \$60-\$80 per square foot building price becomes equivalent to \$30-\$40 per square foot of land—a price that would likely require residential densities in excess of 30 units per acre to support.

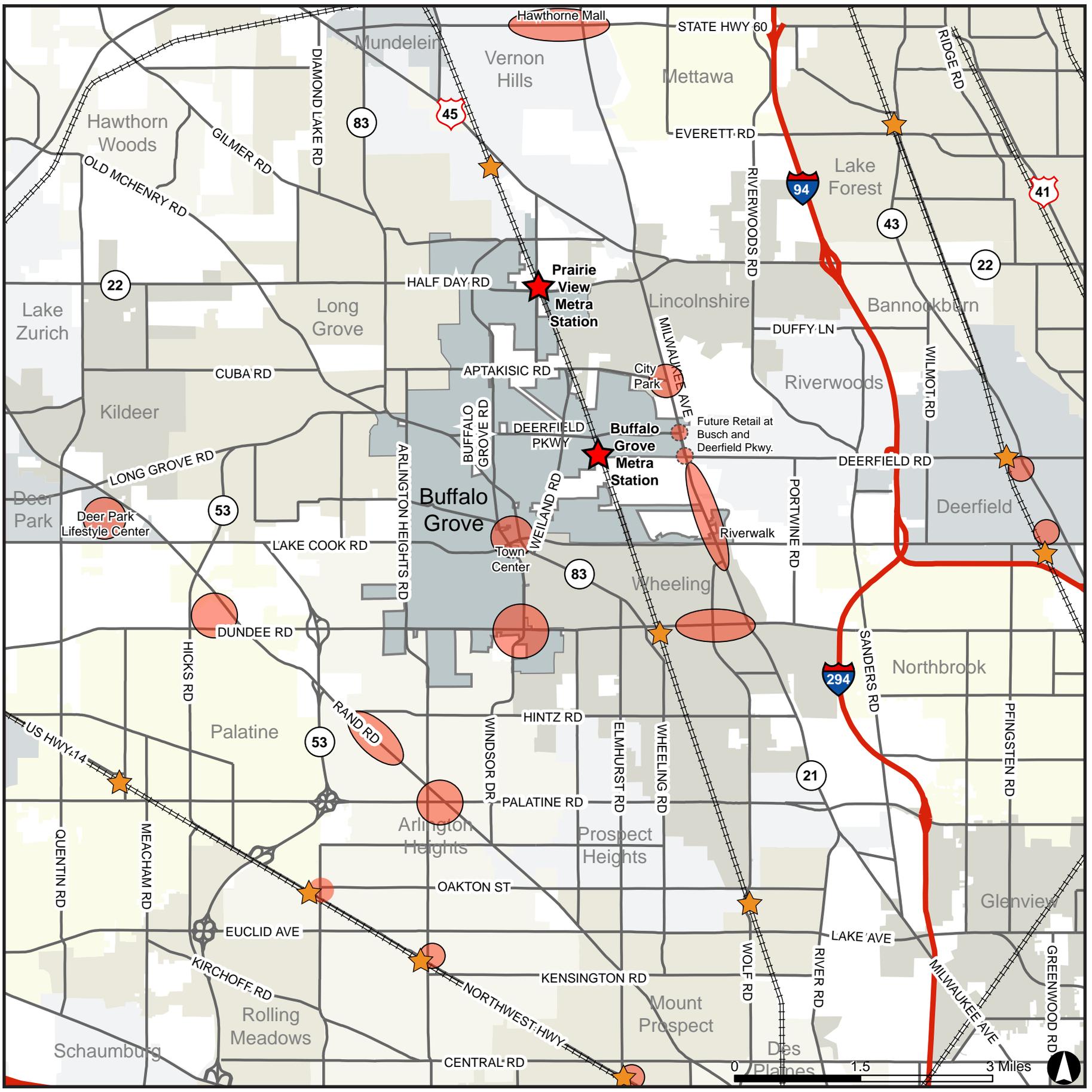
Needless to say, the financial risks and complication with such an undertaking makes redevelopment of existing properties in this location costly and challenging. However, two vacant sites currently exist on both sides of the Busch Parkway and Deerfield Parkway intersection. Given that they are not yet developed, and given the prominent location, opportunities may exist to introduce land uses that are not now found in the business park.

Buffalo Grove Lot Coverage Summary

Property	Lot Area (sq. ft.)	Lot Area (acres)	Building Area (sq. ft.)	Lot Coverage
1	604,151	13.9	278,319	46.07%
2	1,116,687	25.6	558,553	50.02%
3	435,184	10.0	106,362	24.44%
4	385,181	8.8	113,241	29.40%
5	223,822	5.1	66,781	29.84%
6	157,143	3.6	60,142	38.27%
7	694,250	15.9	190,312	27.41%
8	120,940	2.8	30,589	25.29%
9	242,150	5.6	56,786	23.45%
10	136,036	3.1	33,797	24.84%
11	144,946	3.3	30,157	20.81%
12	233,823	5.4	85,121	36.40%
13	760,359	17.5	269,093	35.39%
14	123,961	2.8	34,430	27.77%



The study area around the Buffalo Grove station is made up of only 14 individual properties, ranging in building size from 30,000 to over 550,000 square feet on lots ranging from three to over 25 acres. A notable characteristic of the properties is the relatively high lot coverage (the percentage of each lot covered by buildings) for a suburban industrial park, which ranges from 20% to 50% for individual lots and averages approximately 36% across the study area.



Regional Retail Centers and Corridors

Figure 8



Retail

Both the Buffalo Grove and Prairie View station areas are within the Northwest Suburban retail market, which shows strength in rent prices with respect to the rest of the Chicago region, though occupancy rates hover slightly below the regional average. Appraisal Research Counselors report average asking gross rents in the \$20.59 to \$24.07 range, above the regional average of \$19.14 to \$22.85. Vacancies are reported at 9.1%, above the market average of 7.6% but within a reasonable range for new construction (rent and occupancy data is from year-end 2004, the most recent available).

Largely driving the health of the retail market are the area's general population increases and strong demographics. Almost all Northwest Suburban communities saw double-digit population growth during the 1990s, with Buffalo Grove experiencing an 18% increase in residents over that time. Both median and average household income in the mile radius surrounding the Buffalo Grove station exceed \$100,000 annually, and a three-mile area that includes the area surrounding the Prairie View station also averages over \$100,000 in annual household income.

Comments received during the planning process raised the issue of how Buffalo Grove is served by existing retail locations in its subregion. The notion that Buffalo Grove is between major retail centers, and that none of the big shopping malls are in the Village, is confirmed by an analysis of retail locations and mapping of major retail centers and corridors within five miles of the Buffalo Grove Station. Major retail shopping areas serving Buffalo Grove are southwest of the village along Rand Road, west of the village in Deer Park, south of most of the village on Dundee Road, and north at Milwaukee Avenue and Highway 60.

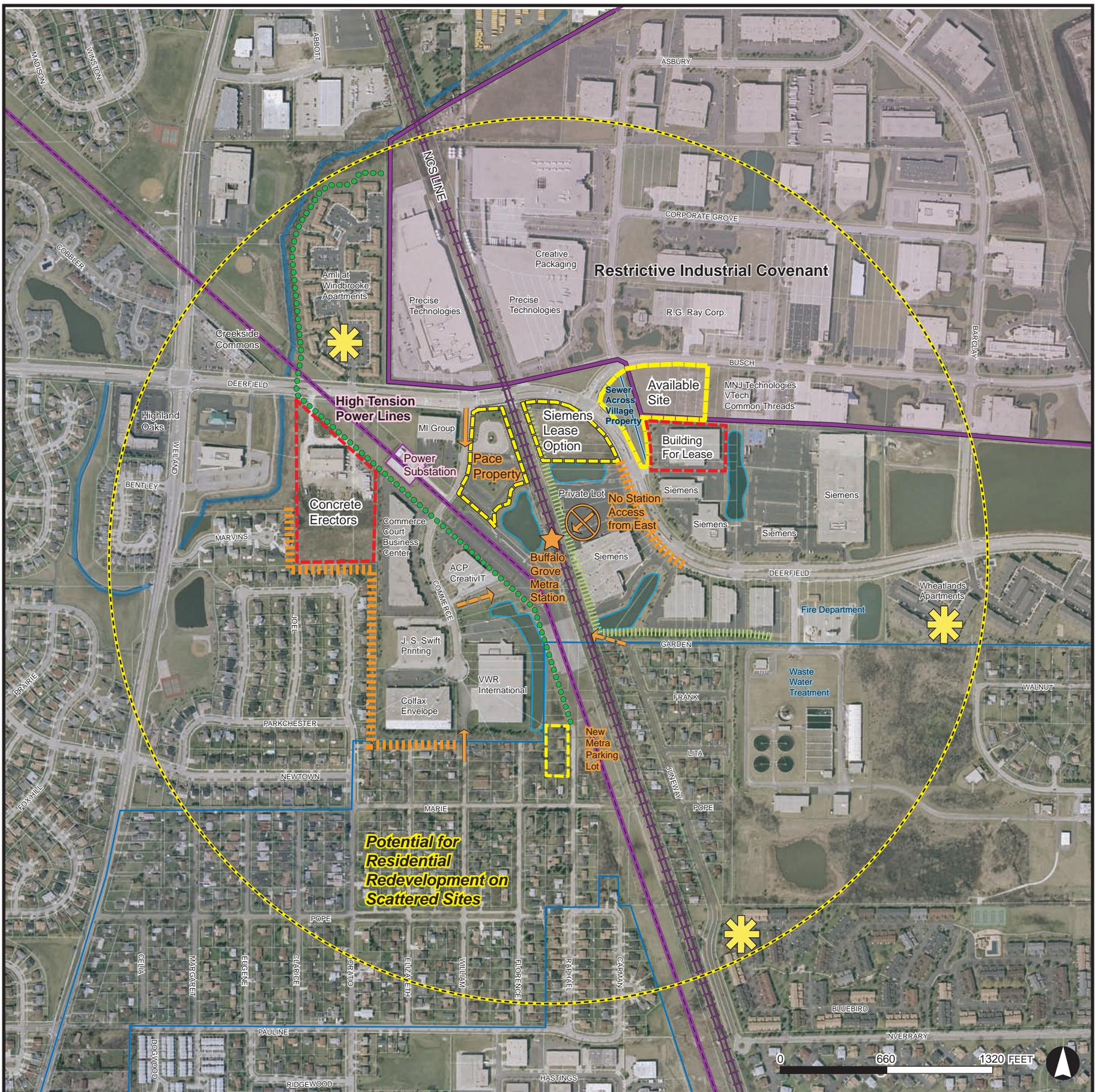
Milwaukee Avenue directly east of the Buffalo Grove Station is one of the village's primary retail corridors, and potential new developments at Aptakisic Road in Lincolnshire and within Buffalo Grove at Busch

Parkway and Deerfield Parkway are preferred locations for new retail development in the area, rather than within the station area, which is less than a mile from sites along Milwaukee Avenue being evaluated for new retail. Consideration of retail opportunities at the Buffalo Grove station will need to take account of its proximity to existing and potential retail and hospitality locations along Milwaukee Avenue. Still, the potential at the station is to serve convenience shopping directly targeted to commuter rail patrons.

Despite the strength of the demographics and market rents, and even with reasonable retail vacancies in the region, the industrial setting of the Buffalo Grove station limits the area's attractiveness for retailers, who prefer to cluster together in shopping nodes. Likewise, the hamlet setting at Prairie View and constrained turning movements east of the tracks make the area difficult to market for a large shopping center. Fortunately, both station areas have potential for small retail development that is designed to serve commuters: a coffee shop, fast food restaurant or deli, dry cleaners, and other convenience businesses. At Buffalo Grove these businesses can also meet the needs of workers in the business park, while at Prairie View the setting is thought to be very attractive for a vertical mixing of small boutique retail and upper level dwelling units.

Residential

As previously noted, population growth in the northwest suburbs is strong and the related market for housing is expected to remain strong. According to the forecasts made by the Northeastern Illinois Regional Planning Commission, the metropolitan region expects to add nearly two million new residents by 2030, and Buffalo Grove will continue to grow. Proximity to commuter rail transit is highly valued by homebuyers and demand for all types of units within walking distance of both the Buffalo Grove and Prairie View stations is likely to find buyers. Housing growth in the station areas would also add to the market for additional retail.



Buffalo Grove Station Area

TOD Opportunities and Challenges Analysis

Figure 9

Key Issues:

- **Two undeveloped sites are located at Busch and Deerfield Parkway.**
- **Pace property and property at 16051 Deerfield Parkway (Concrete Erectors) have potential for redevelopment.**
- **Potential for residential redevelopment on scattered sites in unincorporated area south of Commerce Court.**
- **Covenant restricts area north of Busch Parkway to industrial uses.**
- **Industrial buildings are less than 20 years old and in good condition.**
- **Station cannot be accessed from east side of tracks without trespassing.**
- **ComEd power line corridor is a constraint, but provides for commuter parking lot.**
- **Access to station from west side residential areas limited to one formal passage at William Street. Informal access across industrial properties.**



Buffalo Grove Opportunities and Challenges

The existing land use and market environment at Buffalo Grove presents a challenge to creating transit-oriented development. In addition to the basic difficulties in changing land uses as discussed in the market analysis section, there is an additional layer of impediment in a restrictive covenant that is attached to land in the Corporate Grove development area north of, and fronting, on Busch Parkway. Recent experience with development proposals within this business park did not garner the necessary 75 percent support from land owners to allow non-industrial uses. Of particular note was the failure of a proposal to place a residential use on the property directly north of the station, between the tracks and the Amlı at Windbrooke Apartments.

The covenant in the Covington Corporate Center development, along Deerfield Parkway, is less restrictive. The challenge to generating new TOD in the area is one of the value of existing structures and general character of the business park. However, two vacant sites and a vacant building are located at the intersection of Deerfield Parkway and Busch Parkway, east of the tracks. The Village also owns property leftover from reconfiguration of the intersection next to the vacant parcel on the southeast corner of the intersection. A sanitary sewer line was left in the old right of way and is a constraint to some types of development, although a high value development project would simply include moving the pipe.

Pace owns property just west of the tracks on Deerfield Parkway which could perhaps be changed to another use. The potential to develop the Pace property is dependant on relocating the facility while also retaining the existing commuter parking spaces. The use of air rights to construct retail over the existing bus facility is not considered a viable concept, due to the difficulty in supporting retail at a second floor level, which patrons would have to access by stairs. The Concrete Erectors site (16051 Deerfield Park-

Prairie View Station Area

TOD Opportunities and Challenges Analysis

Figure 10

Key Issues:

- **Conservation of existing Prairie View character.**
- **Potential to create a unique place in the suburban landscape.**
- **Potential for mixed-use development on northwest corner of Half Day Road and Main Street (includes Fiore property).**
- **Architectural detail important to overall acceptance of change.**
- **Difficult to effect quality redevelopment on piecemeal basis, especially in regard to extension of sewer service.**
- **Blocked turning movements east of the tracks from Half Day Road to Prairie Road limits potential for retail.**
- **Difficult access to site on southeast corner of Half Day and Prairie Road.**
- **Current boundary agreement with Lincolnshire regulates densities for sites east of the tracks.**



way) has potential to be redeveloped given the large site and low lot coverage by the existing building.

As shown on the Opportunities and Challenges graphic, a pattern of potential TOD sites lines up along the south side of Deerfield Parkway. The MI Group property across from the Pace facility could also be redeveloped, though the current use seems stable. Unfortunately, the high tension power transmission corridor adds another constraint, but its use for commuter parking creates a large surface lot that could benefit adjacent retail development.

Besides the Commerce Court Business Center, the other four buildings on Commerce Court have a single tenant or are owned by the business. Owners expressed satisfaction with their current location. A representative of ACP CreativIT noted that transit patrons cut across their property to access the station, and indicated a willingness to consider an easement and construction of a sidewalk. Creating better access to the residential area west of Commerce Court is more difficult. The current use of land immediately east of the track does not allow access to the station. An informal path was observed leading from the station to Juneway Avenue. Consideration should be given to a formal path along the east side of the tracks.

Perhaps the easiest opportunity for redevelopment is to the south of the station in the Horatio Gardens residential area. Good access to the station is possible via a pedestrian path leading from William Street to Commerce Court. One owner of property along Raphael Avenue expressed interest in redevelopment and annexation. The density mix in Horatio Gardens includes duplexes and triplex flats. Additional opportunities for redevelopment should be welcomed.

Prairie View Opportunities and Challenges

The Village of Buffalo Grove's 1998 Comprehensive Plan (p. 11) urban design policies states that: "The establishment of Prairie View as an historic rural village shall be en-

couraged, including appropriate programs to support the rehabilitation of buildings having historical value and significant architectural elements.” Vernon Township and Lake County zoning policies also support conservation of portions of the Prairie View hamlet. Residents attending a public workshop in January 2006 expressed a strong interest in preserving the character of Prairie View. Conservation presents a constraint to wholesale redevelopment, but also an opportunity to work with the architectural character of the hamlet.

The great opportunity is to work with the unique qualities at Prairie View to create a unique destination in the suburban landscape. The investigation of structures at Prairie View found at least nine that contribute to the historical character of the settlement. While other structures may also contribute, at this point, their architectural features are not thought to warrant intensive preservation effort during the planning process.

A number of potential development opportunities are present that lend themselves to development or redevelopment in the short term, including:

- Three properties on the northwest corner of Half Day Road and Main Street, being a plant nursery, a scrap recycling center, and portable toilet distribution business.
- The forty acre property at the corner of Port Clinton Road and Prairie Road and a three acre property immediate adjacent to the south. The current boundary agreement with the Village of Lincolnshire limits development density to only 2.0 dwelling units per acres on this property.
- A vacant property at the northeast corner of Half Day and Prairie Road.
- Vacant property at the southeast corner of Half Day and Prairie Road.
- Small sites along Main, Brockman, and First streets in the hamlet.

Other sites could be considered, although the owners of the current residential property would need to accept redevelopment. These include the two large lots on the west end of Easton Avenue; properties south of Half Day Road along the east side of Prairie Road, to the tracks; and parcels on the east side of the tracks and east side of Prairie Road to the north and south of Brockman Avenue.

A large constraint to any retail development east of the tracks is a new barrier being installed by IDOT to preclude turning movements from Half Day north onto Prairie Road. This barrier will also make it impossible for southbound traffic on Prairie Road to turn onto Half Day to proceed east. This new barrier also affects traffic going to and from the new commuter station parking lot on the east side of the tracks. Resistance to new traffic on Brockman Avenue and Apple Hill Lane may grow once this barrier is installed.

The portions of unincorporated Prairie View addressed in this study do not have water or sewer service. The analysis done for this report considered the potential for this unincorporated area to be added to the Buffalo Grove system, and concluded that there are no significant impediments to bringing service to all of the study area. Recommendations for addressing sewer capacity and connections are addressed in Chapter 5, the implementation section of this report.

In considering redevelopment on the east side of the railroad tracks, consideration should be given to properties immediately north and south of Brockman Avenue as these properties are planned to be in Lincolnshire based on the Boundary Agreement.

Chapter 4: Transit Station Area Study

Planning Approach, Concept Alternatives, and Illustrative Plans

Full consideration of the context for transit-oriented development in the Buffalo Grove and Prairie View station areas reveal a number of challenges. At Buffalo Grove, Village policy prior to initiation of the NCS Line was to create a business park, and the relatively new development around the station does not fit with standard definitions of transit-oriented development. At Prairie View, the real estate market is responding to the opportunities brought by transit, and there the challenge is to conserve the character of the hamlet during a new era of development. The approach used during development of planning concepts was to recognize constraints and focus on existing opportunities.

Two concept plans were created for each station area. At Buffalo Grove the concepts looked at single land use types, such as continued industrial development and a shopping center along Deerfield Parkway, versus a mixed use scenario. The Village Plan Commission and the project Steering Committee favored the mixed use concept.

At Prairie View, one of the concepts looked at extending suburban style highway commercial development to the northwest corner of the Half Day Road and Main Street intersection. The second concept proposed a mixed use development on the same key site. Again, the direction from the Plan Commission was to pursue the mixed use concept. Therefore, the mixed use concept alternative for each station area became the preferred concept, which was again refined to the final Concept Plan.

In order to understand and explore the potential to realize the planning concepts, a set of illustrative site plans were created. This

work allowed the Plan Commission and Steering Committee to consider difficult site planning issues and thereby refine and specify the goals of the Plan. Such illustrative site plans also allow the final Plan to suggest building types, scales and density of development, and special urban design amenities. A vision for how TOD can be created at both stations emerged as shown in the plans and renderings on following pages.

Goals of the Transit Station Area Study

1. Develop residential uses within walking distance of the Metra stations.

Policy: The density and scale of residential uses shall be site specific, with higher density being allowed on sites where compatibility with other uses, control of traffic impacts, provision of adequate pedestrian access and other design amenities can be provided.

2. Develop mixed uses combining ground level commercial uses and upper level residential uses on appropriate sites.

3. Develop retail uses on designated sites providing adequate visibility from roadways and safe and efficient access for motorists and pedestrians.

4. Relocate the Pace transit facility to the east side of the NCS line at the Buffalo Grove station.

5. Maintain existing parking for transit commuters, with enhancements to improve pedestrian accessibility where possible.

6. Improve the network of pedestrian and bicycle paths to provide safe and convenient access to both Metra stations, and proximate residential and commercial sites.

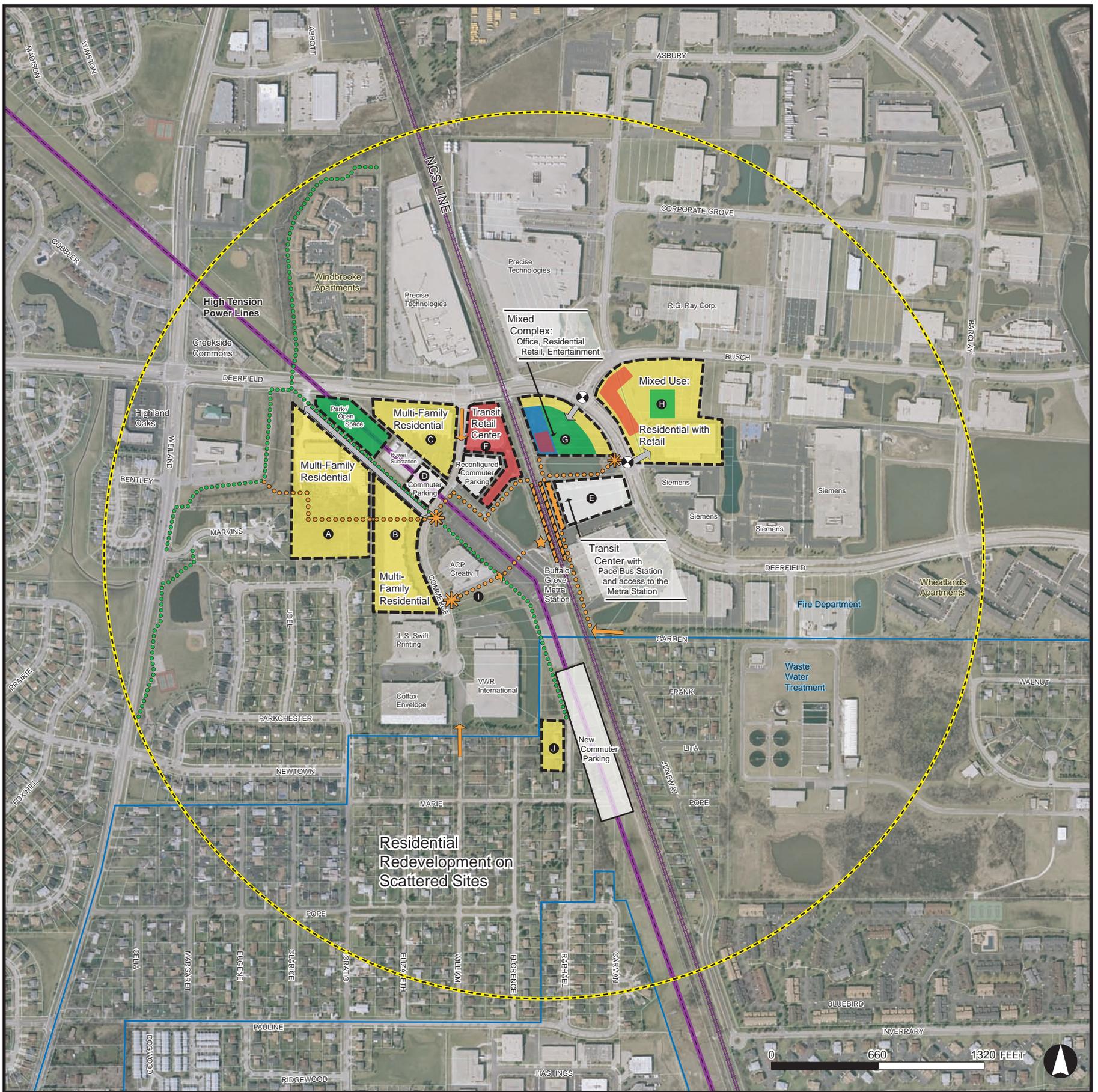
Policy: Pedestrian linkages shall be fully evaluated for all developments to ensure that appropriate connections to adjacent properties are provided.

Policy: Acquire easements as necessary and construct sidewalks or paths for proposed routes depicted on the Access and Circulation Plan.

7. Provide open space for residential developments at an appropriate scale and type for specific sites.

8. Minimize the impacts of new developments on existing properties and land uses, and achieve compatibility with existing uses, through appropriate planning analysis and site design review.

9. Develop zoning regulations and design guidelines appropriate to implement new development characterized by excellence of design in the Buffalo Grove and Prairie View Metra station areas.



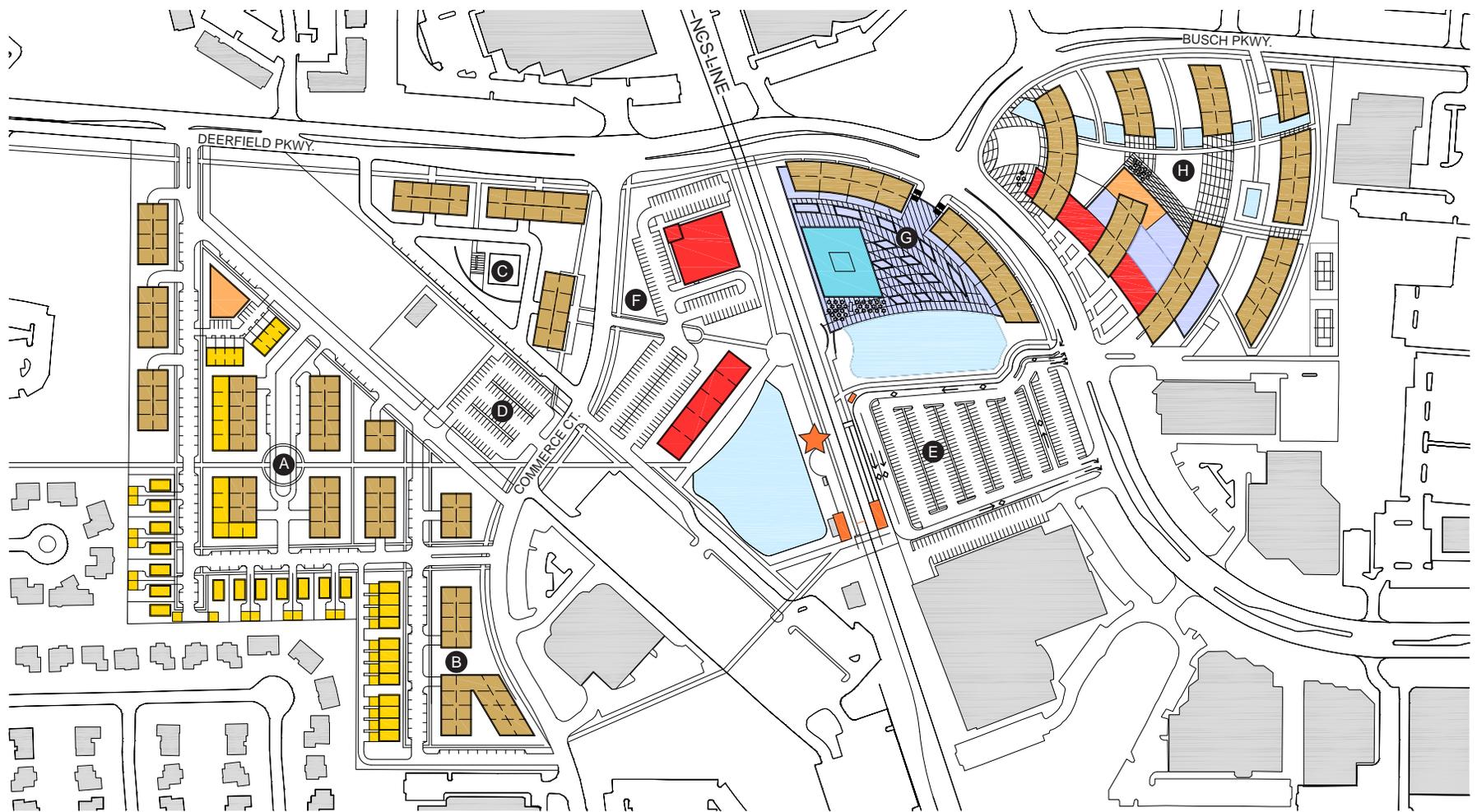
Buffalo Grove Station Area Concept Plan

Figure 11

Overall Approach: Change south side of Deerfield Parkway to transit-oriented land uses.

- A** Develop multi-family residential on Concrete Erectors site (16051 Deerfield Pkwy.). Plan for direct pedestrian access from new residential areas.
- B** Redevelop Commerce Court Business Center (1001 Commerce Ct.) to multi-family residential.
- C** Redevelop MI Group property (1051 Commerce Ct.) to multi-family residential.
- D** Construct commuter parking spaces under power lines south of power sub-station.
- E** Move Pace facility to new transit center on east side of tracks, while maintaining parking for Siemens. Construct new access to the east platform, including sidewalks, stairs, and ramp or lift.
- F** Create new TOD retail center on current Pace property. Reconfigure Pace parking lot for commuters and place small retail building between the lot and platform. Develop north end of the site with single-use anchor, such as a drugstore.
- G** Develop a mixed complex on vacant site east of tracks, including a multi-story office building along tracks with a food court level, internal plaza, and residential on Deerfield Parkway. Place parking under the plaza. Create entrance aligned to Busch Parkway and add fourth leg to traffic signal.
- H** On the southeast corner of Busch and Deerfield Parkway (including vacant land and currently vacant building at 900 Deerfield Pkwy.) design and construct a dense, multi-family residential development with a limited amount of retail and service uses.
- I** Seek an easement for a sidewalk across the ACP CreativIT property (851 Commerce Ct.) and mark a crosswalk through the commuter parking lot.
- J** Residential infill and redevelopment in Horatio Gardens area, including the property at the north end of Raphael Ave. (20838-20788 Raphael Ave.).





The Illustrative Site Development Plan for the Buffalo Grove Station area shows how new multi-family residential buildings, a retail center, and mixed-use projects can be arranged on sites within easy walking distance of the station. Each site is labeled with a letter key, which corresponds to the Concept Plan. Details of the design for each site, also labeled with the letter key, are explored on pages 38-43 .

Buffalo Grove Station Area

Illustrative Site Development Plan

Figure 12

- Building Types
- Floor Plan Outline
- Unit Counts and Densities

-  Single-Family, Flat, or Townhouse
-  Multi-Family: Condominium
-  Retail or Service
-  Hospitality or Entertainment
-  Office
-  Structured Parking and Elevated Plaza
-  Rainwater Retention and Pool
-  Transit Station Buildings
-  Metra Station

Key features at the Buffalo Grove Station:

- **Potential for hundreds of new residential units within an easy walk of the train station.**
- **Access to the east side of the Metra station and new bus transit facilities.**
- **New pedestrian paths and short-cuts.**
- **Transit Retail Center**
- **Lunch and after work gathering places.**
- **Internal open space amenities at residential developments.**

Overall development program as shown:

- **Up to 950 new residential units.**
- **Up to 1900 new residents at 2 per unit.**
- **47,400 sq. ft. of new retail space.**
- **72,000 sq. ft. of new office space.**

The illustrative plan for the Buffalo Grove Station Area explores how sites might be developed in accord with the Concept Plan. The measured drawings test the potential to fit new condominium buildings on sites along Deerfield Parkway. It also confirms the physical possibility of constructing a new bus transit facility within a private parking lot east of the tracks, thus opening the Pace property west of the tracks to a new retail use.

While useful for understanding how buildings and other amenities such as pedestrian paths can be arranged, a myriad of other site design approaches could be taken. **The Illustrative Site Development Plan is not a development proposal, nor does it bind the Village of Buffalo Grove to a particular residential density or arrangement of structures in any future development approval process.** It does provide a vision of how a build out of the principles of the Concept Plan could be undertaken, and challenges future developers to meet high standards for site design, public amenities, and creative integration of new structures with the transit station and existing uses.

Indeed, the location of available sites in and next to the business park create an opportunity for the Village of Buffalo Grove to explore models for more intense, urban style development, especially east of the tracks, without major impacts on lower density residential neighborhoods. Where new development sits adjacent to existing single-family houses, the scale of development is lowered to a complementary type. Actual development proposals will be evaluated in terms of meeting the goals of the Plan, and in the standard public review and hearing process of the Village of Buffalo Grove.

Multi-Family Residential with Pedestrian Greenway



The Plan shows a variety of multi-family residential types on sites west of the station. It is designed so that the two main sites (A and B) can be developed separately and in different timeframes. Townhouses and flats are located immediately east of existing single-family houses in complimentary heights and bulk. Multi-family buildings are located to the north next to the creek open space. A key feature is to create a pedestrian greenway from the bicycle trail along the creek through the development to the station. This greenway meets a second open space flanked by condominium or apartment buildings.

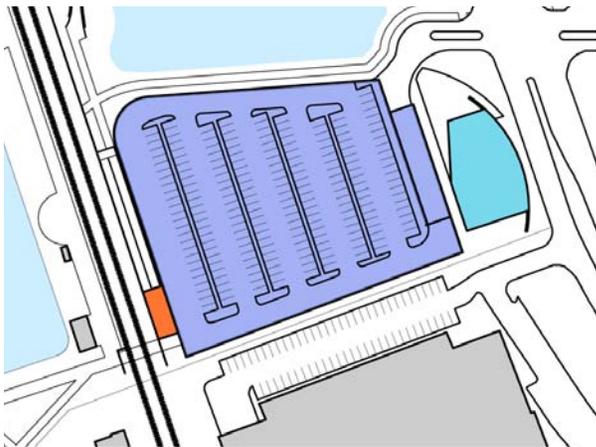
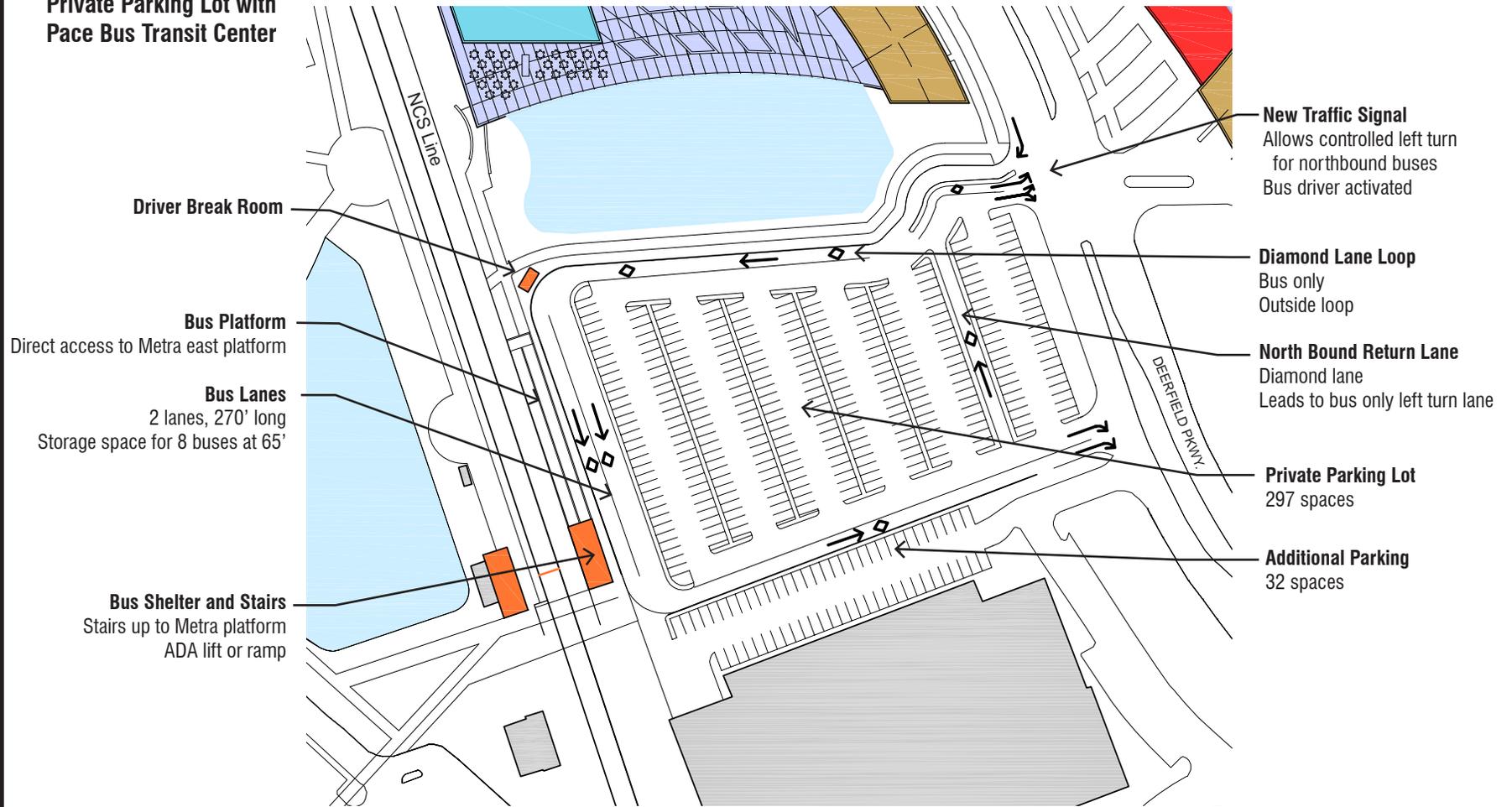
All resident parking for the multi-family buildings is underground or under the building,

and visitor parking is along the street. This approach allows the site development to emphasize landscaping.

The Plan suggests densities in the 30 to 35 dwelling units per acre range. Depending on building heights and number of flat units, the Plan allows for 575 to 650 dwelling units on nearly 18 acres, including Sites A, B, and C. The Plan also includes a new commuter parking lot on ComEd property, with new access to the power substation provided, if a demand for additional commuter parking is found at some future time.

E

Private Parking Lot with Pace Bus Transit Center



Optional Parking Deck Alternative

Pace Transit Center with parking on 2 levels
Up to 415 parking spaces
Building fronting Deerfield Parkway: Daycare with clinic

The Plan suggests an approach to relocating the Pace bus facility to the east side of the tracks, without a reduction in the number of private parking spaces on the site. The Plan shows a total of 329 parking spaces, where the existing lot has approximately 315 spaces. The addition of a parking bay next to the building makes up for the loss of spaces next to the tracks. A site survey would be needed to confirm the layout during preliminary engineering.

The bus boarding and alighting platform is positioned next to the east platform of the Metra station, allowing easy transfers from one mode to another. A shelter building is provided for bus patrons, which includes a stairwell up to the train platform. A bus diamond lane loops around the outside of the parking lot, with an additional exclusive lane for northbound buses back to a new signalized intersection.



Village of Lisle Metra Station with Pace Bus Loop

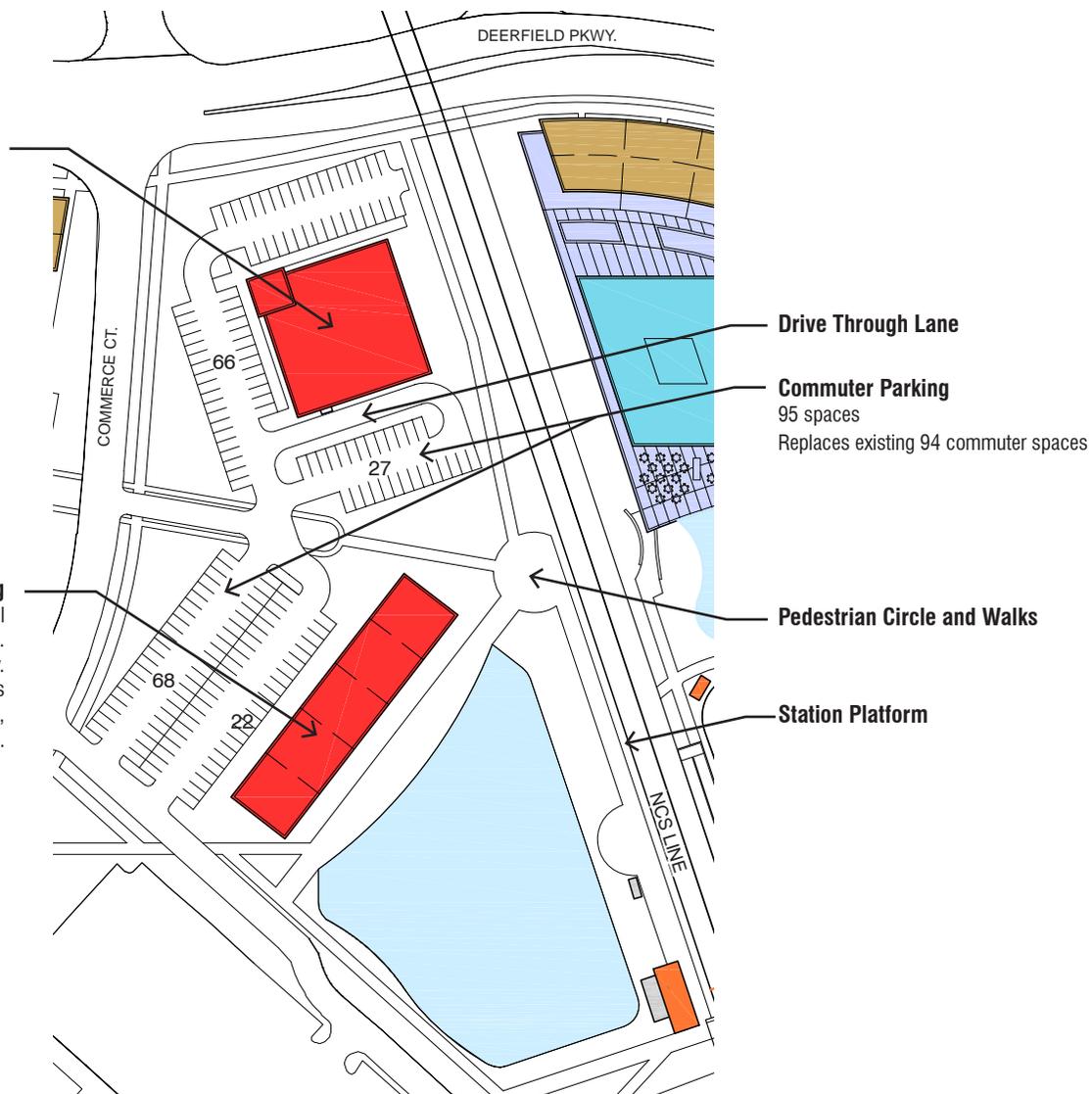
Model for station layout
Diamond lane and bus loading at station platform
Tunnel with shelters on both sides of track

F

Station Center Transit-Oriented Retail

Anchor Retail Building
 Drugstore / General Store
 120 x 120 for 14,400 sq. ft.
 Good visibility from Deerfield Pkwy.
 Drive through window
 66 parking spaces, 4.5 per 1000 sq. ft.

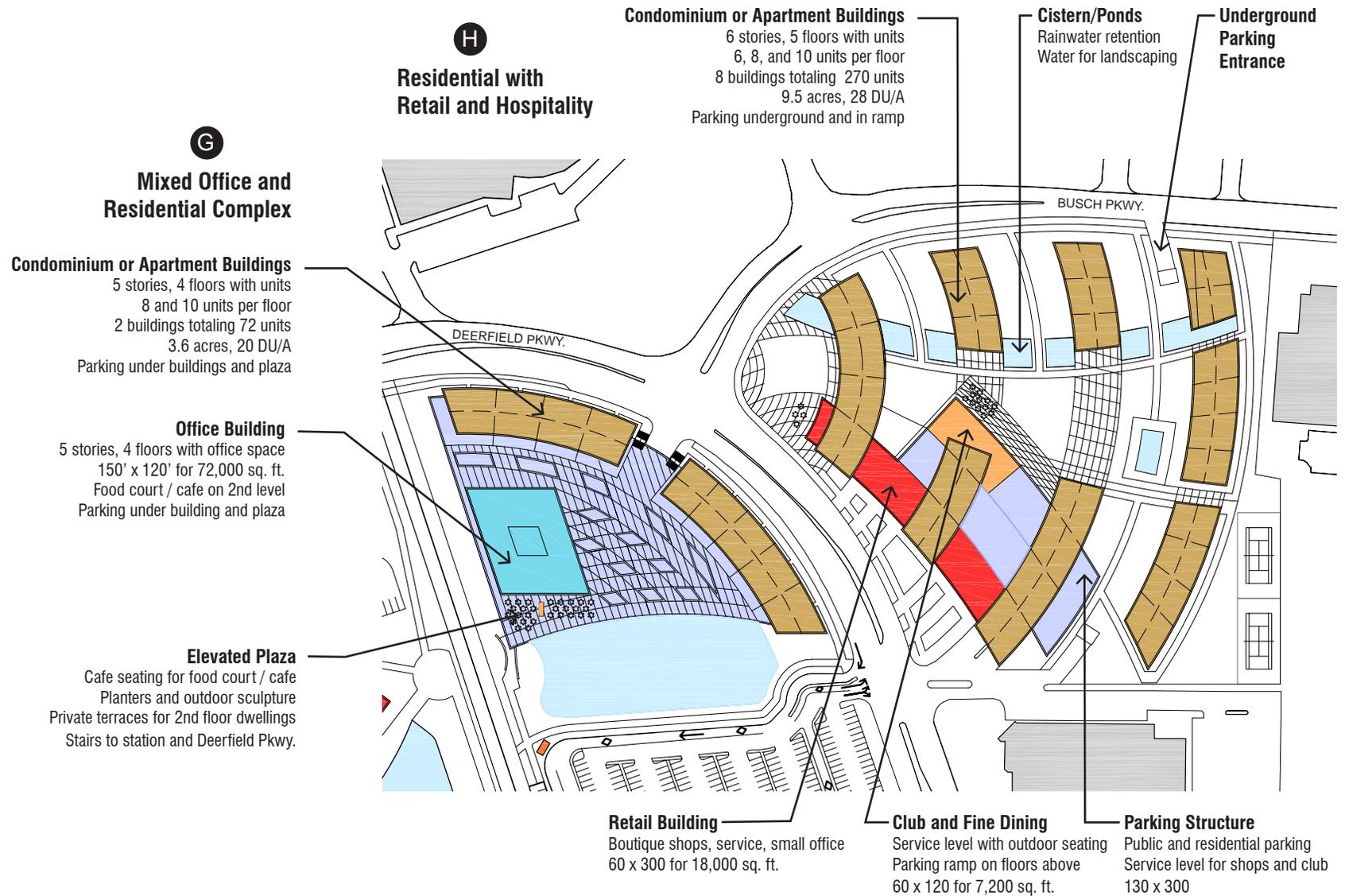
Transit Retail Building
 Convenience retail
 60 x 240 for 14,400 sq. ft.
 Visible from Deerfield Pkwy.
 5 storefronts
 22 dedicated, 2 hour parking spaces,
 1.5 per 1000 sq. ft.



The Plan is for a unique retail development specifically tailored to the needs of commuters, on property owned by Pace west of the tracks. The design approach places a Transit Retail Building between a convenient commuter parking lot and the station platform. Transit patrons can pick up coffee and a newspaper on the way to the train in the morning, and a pizza or dry cleaning on the way home at night. The building, shown divided into five storefronts, also contains uses attractive to employees working in the business park, a small restaurant serving lunch. The front row of parking spaces next to the building is monitored to dissuade commuter parking, and leave spaces for other customers.

The design retains all of the existing commuter parking spaces, currently totaling 94 spaces, on the property, with 68 spaces in three bays by the Transit Retail Building, and an additional 27 spaces between the two buildings totaling 95 spaces reserved for commuters.

At the north end of the site an anchor retail building is shown, designed to meet the preferred size and configuration of a chain drugstore. These stores now act as general stores with a wide variety of goods in addition to a pharmacy. The layout includes a drive-through window. The building is highly visible from the intersection of Deerfield Parkway and Commerce Court. The overall diagonal kink of the two buildings also makes the front facade of the southern building visible from the parkway.



Corner Condominium Building
6 stories with dwelling units on 5 floors
North / south orientation, all units have direct sunlight
Ground level lobby and storefront retail
Balconies and green roof garden
Retention fountain and front lawn

The Plan is to create a signature mixed use development on both sides of Deerfield Parkway at its intersection with Busch Parkway. New residential buildings face each other across the parkway and both addresses include substantial internal open space amenities. The second level plaza next to the tracks hides the parking below and creates a special urban space for office workers and residents. A food court and cafe at plaza level in the office building provides a lunch and after work gathering place for the whole business park. The condominium and apartment development is a convenient place of residence for transit commuters and provides needed workforce housing immediate to the business park.





The illustrative rendering shows the type of open space and pedestrian features promoted by the Plan. To the west, apartment buildings are located next to the existing open space feature of Aptakasic Creek, offering views and easy access to this feature of the Village's park and open space system. Reference numeral 2 points to the proposed pedestrian greenway linking from the creek side trail across Site A and to the station. This greenway meets a landscaped space onto which four multi-family buildings are oriented. The median park space is, at 40 feet, as wide as a typical lot and stretches the length of the block. Additional recreational space may be available under the power lines at the north end of the area and in existing parks north of Deerfield Pkwy.

The Plan recommends placing resident parking under buildings, in below grade or at-grade arrangements, thereby avoiding surface parking lots and allowing for generous landscaping on all sites. Visitor parking for the two sites west of the power line corridor is in parallel spaces along the streets.

East of the tracks, the design approach offers a large elevated plaza open to the public with a cafe seating area overlooking the pond and station. And across Deerfield Pkwy, the design creates semi-enclosed open space for residents, including a pool and tennis courts. The concept of providing internal space for this development is in response to its location in a business park.

Buffalo Grove Station Area

Illustrative Renderings

Figure 13

- Buildings
- Landscape
- Open Space
- Circulation
- Amenities



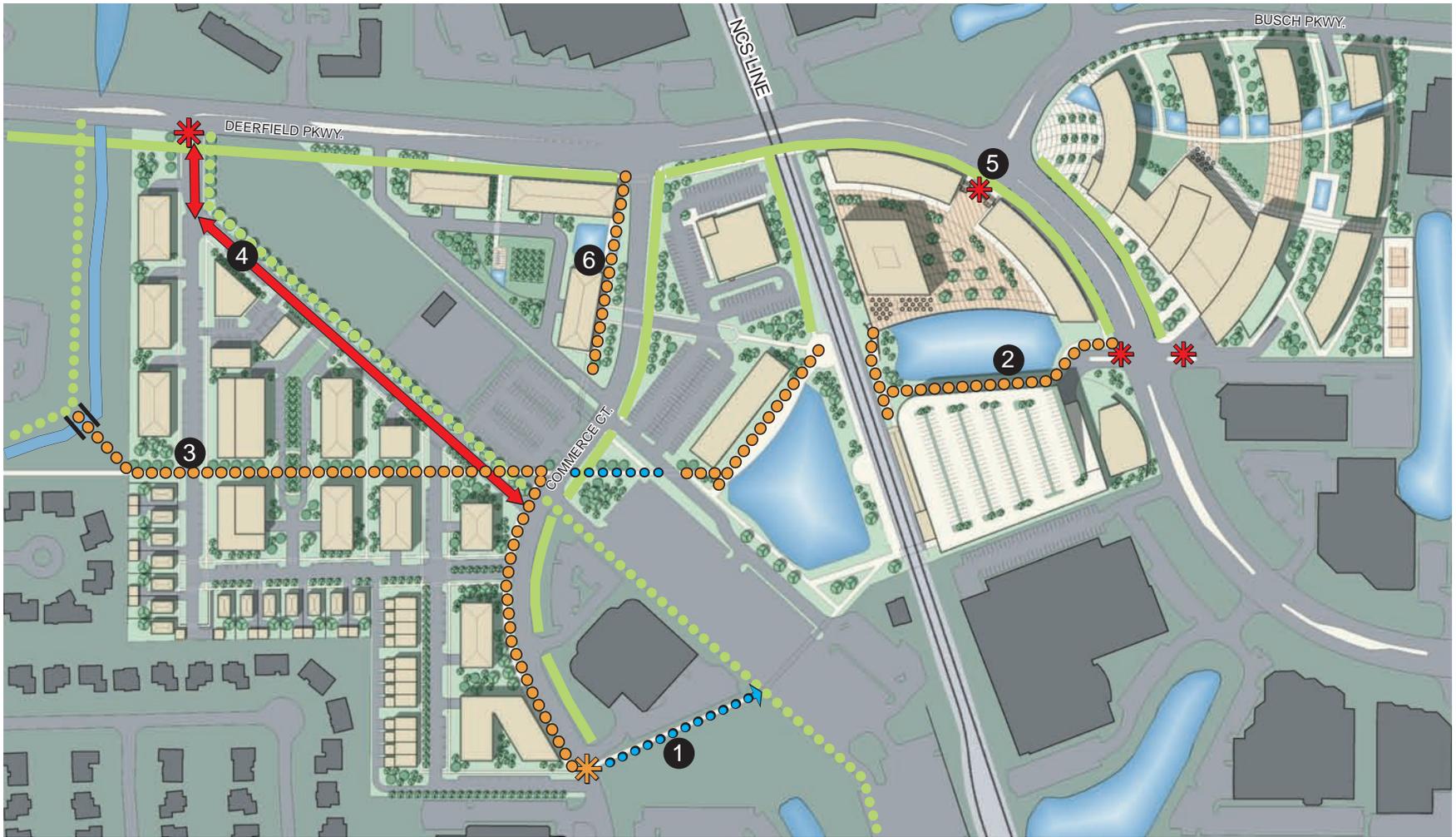
1

Looking to the southeast from the middle of Deerfield Pkwy. (see key opposite page) the swooshing curve of the mixed use building at the corner of Busch Pkwy. and Deerfield Pkwy. creates a landmark at the corner of Busch Pkwy. and Deerfield Pkwy. The development is of a scale and number of units that it creates its own place mixing the domestic life of the community into the business park to the north and east. Steps up to the elevated plaza and condominium buildings are seen on the west side of Deerfield Pkwy.

2

Looking down the pedestrian greenway toward the station (see key opposite page), townhouses with front stoops and private entrances provide a small scale facade along the street, stepping up to an attached condominium building behind. The greenway has a wide sidewalk, pedestrian level lighting, and shade trees and lawns managed by the condominium association.





Buffalo Grove Station Area

Access and Circulation Plan

Figure 14

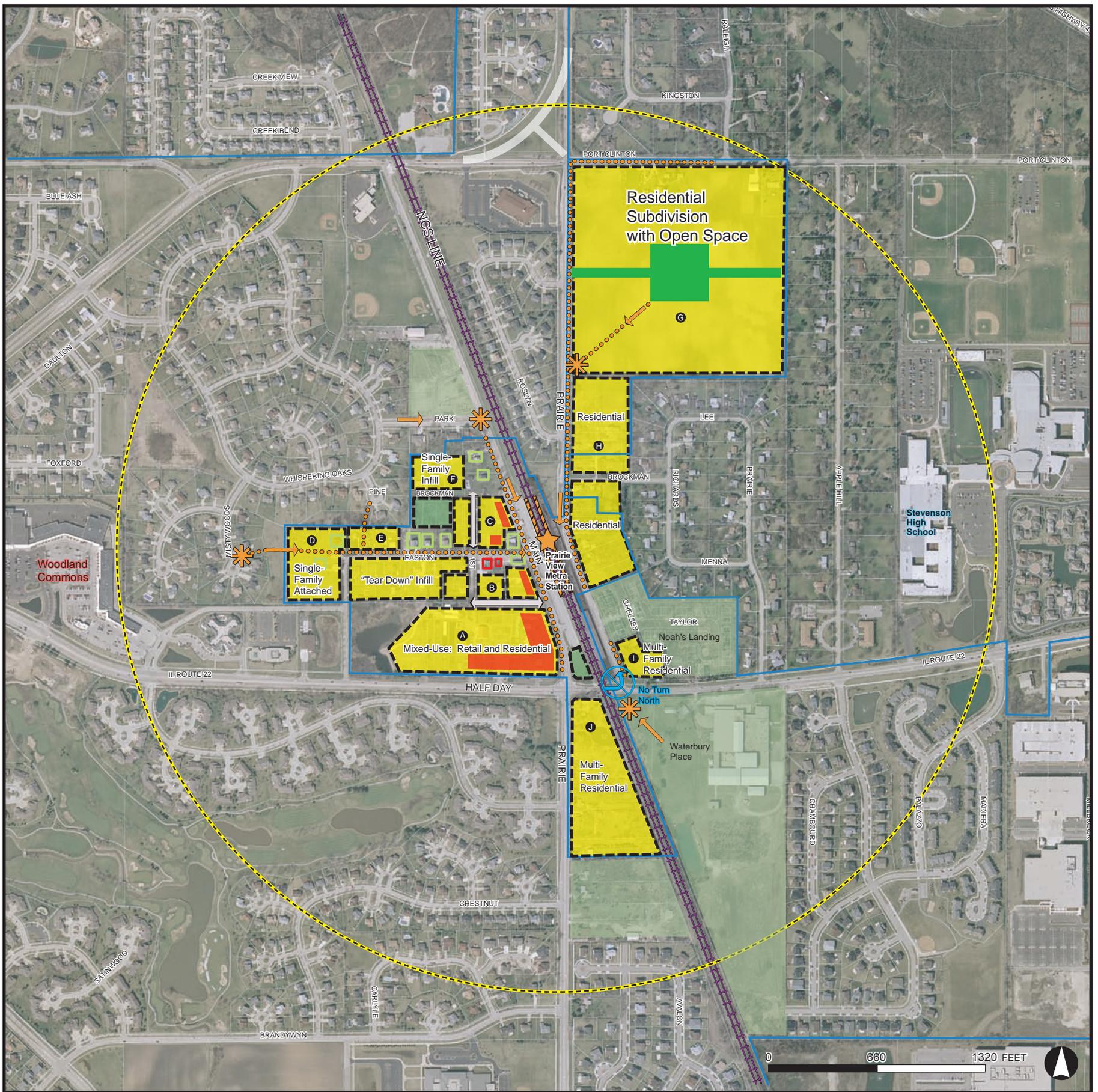


Key elements to be added to circulation and access system at the Buffalo Grove Station, in likely order of implementation:

- 1 A sidewalk easement across private property at 851 Commerce Ct. to allow access to the station.
- 2 A sidewalk easement across private property on Deerfield Pkwy. to allow access to the east side of the Metra station, to be created in conjunction with stairs and ramps up to the platform.
- 3 A pedestrian greenway connecting from the Aptakisic Creek trail across private property to the station. The greenway would include a bridge over the creek.
- 4 A local roadway adjacent to and south of the ComEd power corridor property and the existing recreational trail, to be dedicated for public access as part of the development project for sites A and B.
- 5 An access point lined up to Busch Pkwy. to property on the west side of Deerfield Pkwy., and to include the addition of a fourth leg to the intersection signal system.
- 6 Sidewalks on the west side of Commerce Ct. when redevelopment to residential uses occur.

The Access and Circulation Plan outlines Village policy in terms of where roadway and pedestrian facilities should be located. All of the elements of the Plan will involve negotiations with private property owners, some to create new pedestrian routes to the station, and others as part of future development or redevelopment projects.

The proposed pedestrian greenway and new local road next to the power line corridor involve two different properties, one which might be redeveloped much sooner than the other. Therefore, implementation will likely be realized in a two step process. The proposed pedestrian greenway and path can still be linked to the existing recreational trail in the power corridor if the western property (Site A) is redeveloped first.



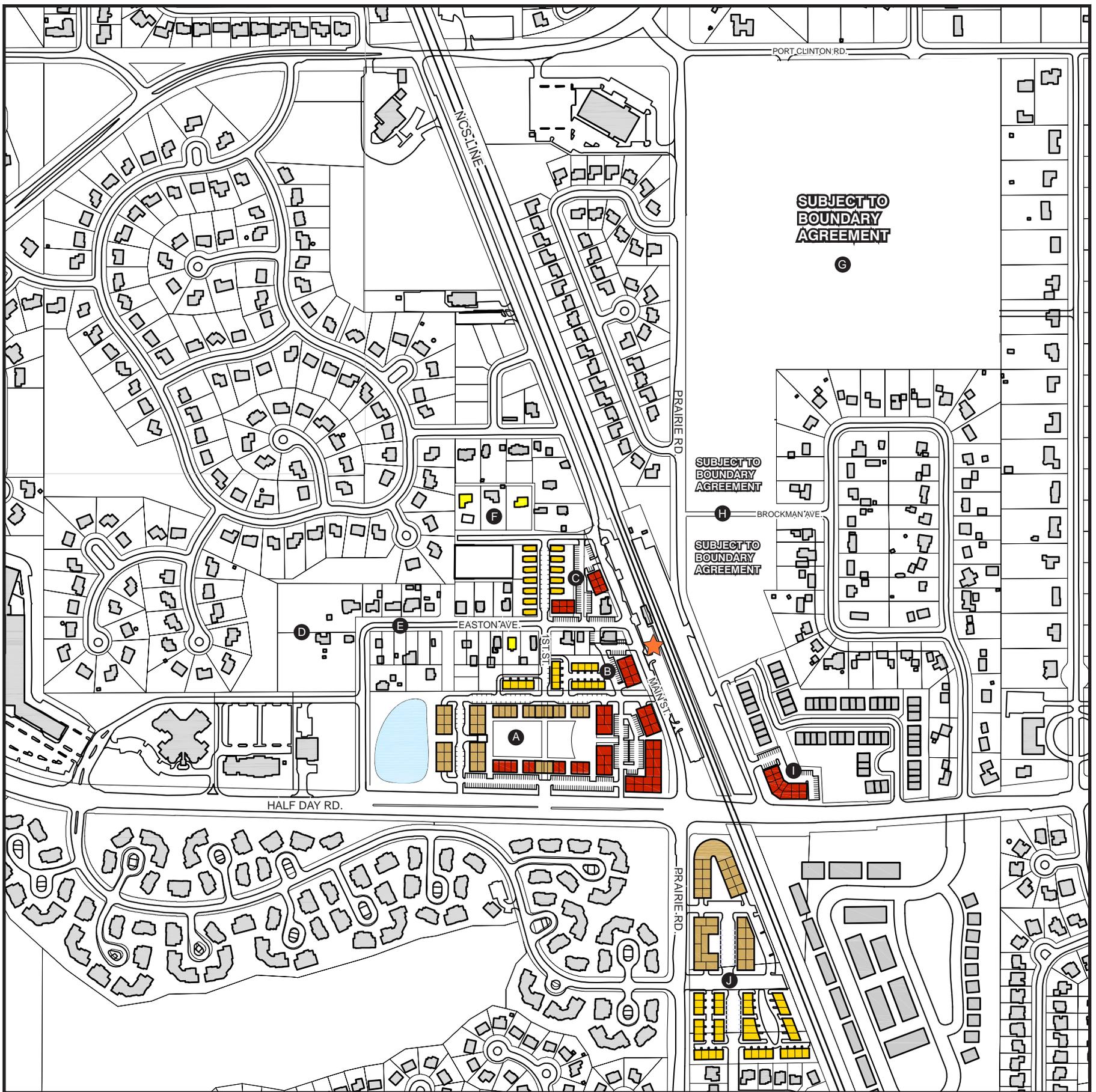
Prairie View Station Area Concept Plan

Figure 15

*Overall Approach: Focus on mixed use development at corner of Main St. and Half Day Rd.
Market driven residential infill and redevelopment. Sanitary sewer and water service to all areas.*

- A** Develop mixed retail and residential project on assembled plant nursery, recycling, and portable toilet storage sites.
- B** Plan for a road or drive connecting Main St. to First St., redevelop two lots at south end of First St. to townhouses, and front new mixed-use development on Main Street.
- C** Realign First St. to meet southern segment, develop small lot residential on both sides, and construct mixed-use commercial facing Main St. and Easton Ave.
- D** Design infill townhouses on two parcels at west end of Easton Ave. in keeping with overall hamlet character.
- E** Manage “tear down” for new single-family houses on individual lots along Easton Ave. to conserve existing scale. Seek a small easement to allow pedestrian access from Misty Woods Rd. to Easton Ave., and plan for a pedestrian easement from Pinyon Pine Ct. South to Easton Ave. when redevelopment occurs.
- F** Add single-family residential infill to west end of Brockman Ave.
- G** Plan for a single-family residential subdivision, with a substantial public open space component, on the 40-acre site at Port Clinton Rd.
- H** Over time, redevelop frontage on Prairie Rd. directly east of station.
- I** Place multi-family at corner by Noah’s Landing or possibly mixed-office and residential.
- J** Seek to assemble all of the remaining parcels on triangle south of Half Day Rd., between Prairie Rd. and the tracks, into one project with townhouses on the south end transitioning to apartment or condominium buildings to the north.





Prairie View Station Area

Illustrative Site Development Plan

Figure 16

- Building Types
- Floor Plan Outline
- Unit Counts and Densities

-  Single-Family Detached
-  Two or Three-Flat or Townhouse
-  Multi-Family: Condominium
-  Mixed Use: Ground Level Retail or Service and Upper Level Dwelling Units
-  Rainwater Retention
-  Metra Station

Key features at the Prairie View Station include:

- **New storefront buildings on Main Street with upper level apartments.**
- **Destination boutique shopping and dining at Main Street and Half Day, mixed with new dwelling units.**
- **Conservation of the best examples of early Prairie View houses and the signature church.**
- **Enhanced pedestrian facilities and a pedestrian shopping environment along Main Street.**
- **New residential neighborhood at Port Clinton Road and Prairie Road.**
- **Gradual, long term redevelopment east of the station.**

Each site is labeled with a letter key which corresponds to the Concept Plan and to detailed views on following pages 50-51.

Overall development program as shown:

- **Up to 450 new residential units west of tracks.**
- **Up to 1125 new residents at 2.5 per unit.**
- **Up to 60,000 sq. ft. of new retail/office space**

The Illustrative Site Development Plan for Prairie View meets the challenge to preserve the character of Prairie View by:

- Identifying and conserving the best of the historic vernacular architecture.
- Focusing on enhancing Main Street and creating new storefront space with dwelling units above in the style of a small town.
- Placing multi-family residential and mixed uses immediately adjacent to the station and along Half Day Road, and smaller dwelling types in proportion to distance from the station.
- Suggesting that redevelopment along Easton Avenue be led by the current land owners in single project “tear down” redevelopment to new single-family houses, if desired.

The measured drawing shows how new development can promote creation of an improved pedestrian shopping environment along Main Street, while also providing convenient parking for retail development fronting Half Day Road. Approaches to small scale infill are also explored on a realigned First Avenue north of Easton Avenue.

The Illustrative Site Development Plan is not a development proposal, nor does it bind the Village of Buffalo Grove to a particular residential density or arrangement of structures in any future development approval process. The Village of Buffalo Grove is committed to an inclusive planning process, welcoming land owners and residents in a full discussion of any future development proposals for Prairie View.

**Main Street
Mixed Shopping and
Residential with
Single-Family Infill**

F
Infill Houses
2 Houses
Subdivided lot with Village sewer

**Infill Houses on
Realigned First Street**
12 Houses
Single unit or 2- or 3-flat

C
Main St. and Easton Ave. Storefronts
Ground level storefront space,
60' x 90, 5000 sq. ft.
Upper level dwelling units on 2 floors
6 units per floor, 12 units

B
Main Street Storefronts
Ground level storefront space,
60' x 120, 7000 sq. ft.
Upper level dwelling units on 2 floors
6 units per floor, 12 units

I
Mixed Office and Residential
3 stories, dwellings on 2 floors
Offices on ground level
Surface parking

J
Condominiums
4 and 5 stories
8 to 10 units per floor
3 buildings totaling 156 units
Underground parking

Townhouses
36 units
2.5 stories, 25' x 40', 2000 sq. ft.
Tuck-under parking

192 multi-family and townhouse
units, 7.75 acres, 25 DU/A

A
**Mixed Shopping and Residential
on Main St. and Internal Courtyard**
Traditional sidewalk storefronts on Main St.
3 stories mixed use fronting Main St.
3 and 4 stories internal and by pond
Flat style units on the courtyard
Condominium style on east and west ends
Up to 42,000 sq. ft. of retail/office space
Underground parking for residents
205 units
12.3 acres, 16 DU/A

Main Entrance on Half Day Rd.
Entrance aligned to median break
Secondary, right-in/right-out access
Retail parking along Half Day Rd.,
and behind Main St. buildings



A traditional style Main Street environment is reinforced and expanded on by adding new mixed-use storefront style buildings on a new sidewalk along the west side of Main Street. Two older commercial buildings are retained at Main St. and Easton Ave. flanked by new buildings that include condominiums above small commercial spaces. At the corner of Half Day Rd. and Main St. the "Shops at Prairie View" offer a mix of boutique storefronts facing Main St. and cafe restaurants and shops with access from parking areas, and outdoor seating on a landscaped courtyard plaza. The courtyard is a special place for residents who have direct access to the shops and the changing activities hosted on the plaza, from art shows to market displays during the summer.

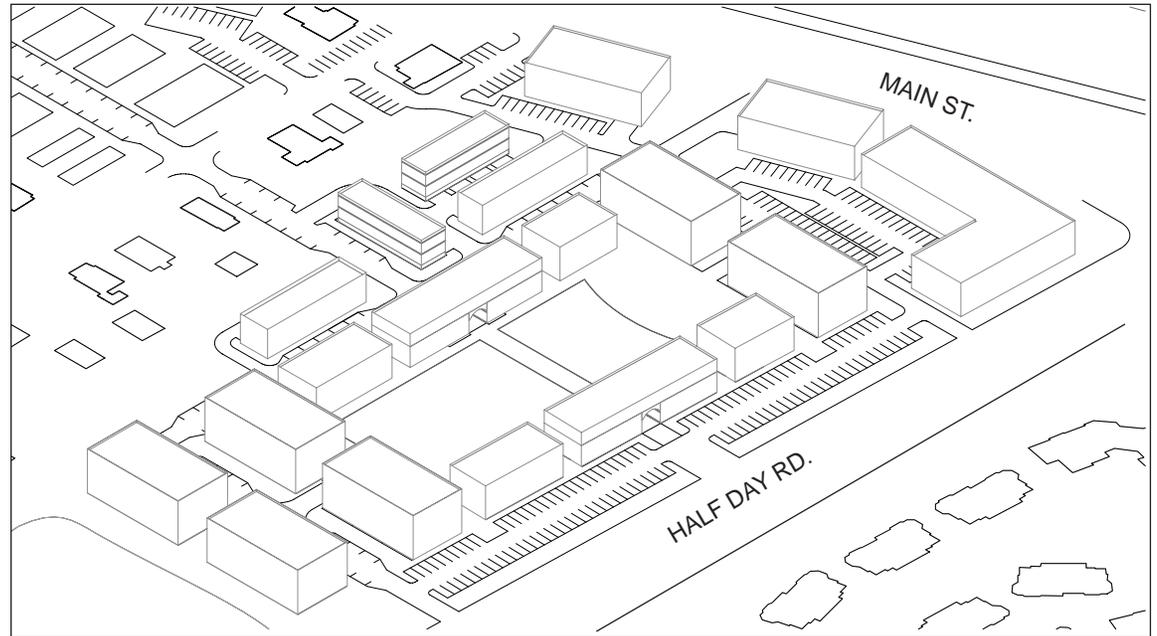
The Plan focuses on infill in the heart of Prairie View, with the preservation of nearly all the existing residential structures, and new houses fronting on a realigned First St. Attention to architectural detail helps the new blend into and improve the older street setting.

South of Half Day Rd. a new townhouse and multi-family development completes the redevelopment along the railroad tracks. Residents have increased housing choices at Prairie View and Main St. has never been more active with the coming and going of commuters and visitors to the new and old shops and businesses.

Prairie View Station Area

Illustrative Renderings

Figure 17

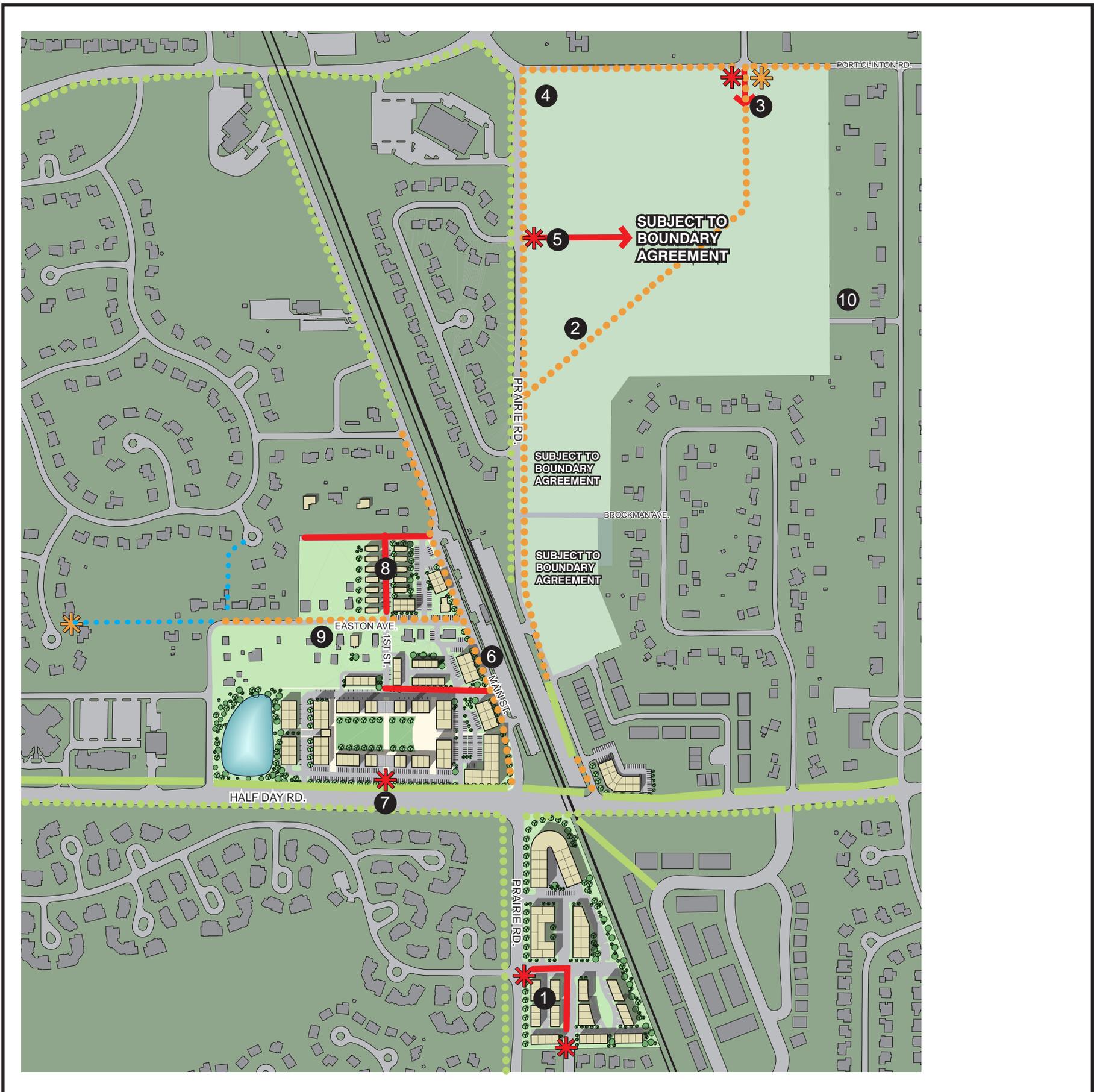


A bird's-eye view of the illustrative plan for the site at Half Day Rd. and Main St. is shown in this computer generated axiometric drawing. The organization of buildings around an internal courtyard is highlighted. Parking for retail uses is to the rear of buildings fronting on Main St. to accentuate the pedestrian experience, while parking is in front of buildings along Half Day Rd., a busy highway, which provides visible parking spaces and allows the creation of the protected internal courtyard.

1

The view up Main St. (see numbered key with arrow, opposite page) is a design study for how new structures can relate to the existing character at Prairie View. The mixed use building picks up design details from the existing mixed use building at Main St. and Easton Ave. (image at left), specifically the divided lights storefront windows, middle door, and double hung window sash in triplet at the second story level. The third story apartments increase the financial feasibility of creating new retail space, but are set back so that the two-story facade is highlighted. The choice of brick rather than clapboards shows the type of design decisions that will need to be made to enhance the character at Prairie View. A wide sidewalk, street trees, pedestrian level lamps are all streetscape amenities that should be included in redevelopment along Main St.





Prairie View Station Area

Access and Circulation Plan

Figure 18



Key elements to be added to the circulation and access system at the Prairie View Station, in likely order of implementation, include:

- 1 Extension of Daybreak Terrace from the south and alignment of entrance to Willow Pkwy., when redevelopment occurs.
- 2 Creation of a pedestrian greenway connecting from the southwest corner of the Stancliff property (Site G) into the heart of the development to provide a direct route to the station.
- 3 A connecting sidewalk and bicycle lane from the pedestrian path to Port Clinton Rd., with good access to the high school to the east. Entrance aligned to Raleigh Rd. across Port Clinton.
- 4 Sidewalk or trail connecting to the Village system along the south side of Port Clinton Rd. and down the east side of Prairie Rd.
- 5 Main entrance to the subdivision aligned to Roslyn Ln. across Prairie Rd.
- 6 A sidewalk along the west side of Main St. from Half Day Rd. to Park Ave., with further consideration of creation of a sidewalk along the east side of Main St. as well.
- 7 Alignment of the main entrance to a redeveloped Site A, to be located at the existing entrance and aligned to the break in the median.
- 8 Realignment of First St. north of Easton Ave. to be aligned with current location of First St. south of Easton Ave.

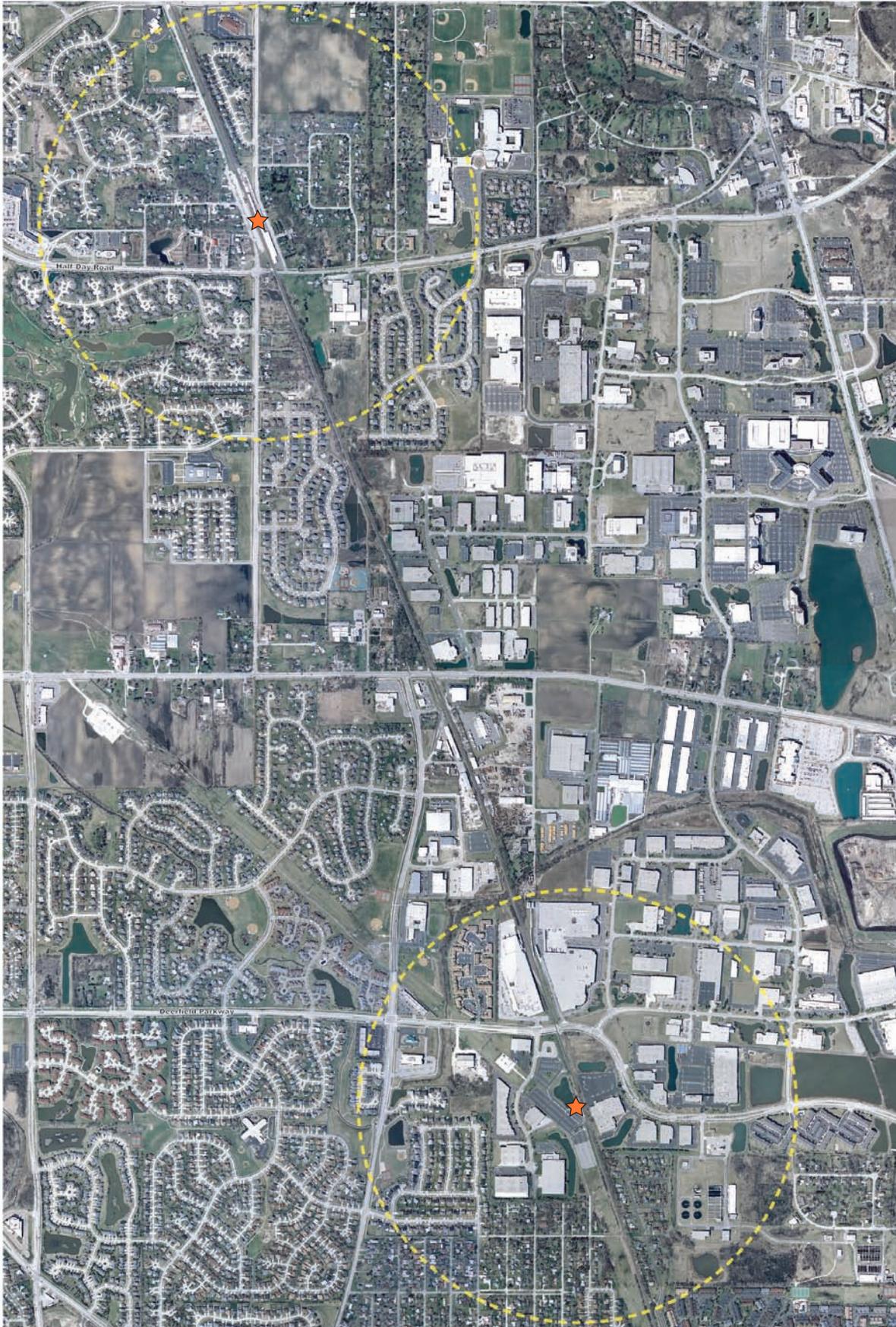
9 A sidewalk down Easton Ave., with the location and type of pedestrian facility to be determined through a design process with local property owners.

10 The Plan includes a hypothetical connection from the Stancliff subdivision to Apple Hill Ln. This could be a simple sidewalk easement or a roadway, if at some future point the owner of any of the lots on the west side of Apple Hill Ln. would be interested in selling to make this possible.

Implementation of the Access and Circulation Plan for Prairie View will require negotiations with private property owners and developers and a public process to design and locate sidewalks along Main St. and Easton Ave. The Plan promotes the idea that a sidewalk along the west side of Main St. could be a great benefit to the community, providing safe pedestrian access to the station, but perhaps as important to enhancing the character of the hamlet, an appropriate streetscape for new and existing storefronts and businesses.

The proposed pedestrian greenway on the Stancliff property is the type of amenity that adds lasting value to property and is in keeping with the Village of Buffalo Grove's extensive work to create a system of recreation trails and paths, which place an emphasis on connections to public parks.

Design of a sidewalk down one or both sides of Easton Ave. should consider that value placed on a more rural roadway section. The facility could take a design approach that seeks to accommodate a sharing of the roadway between vehicles and pedestrians, with special pavement markings or materials.



Aerial photograph from 2004 shows the proximity of the Buffalo Grove and Prairie View stations, and the different context for transit-oriented development presented by the surrounding land uses at each station.

Chapter 5: Plan for Implementation

Service on the NCS Line is just beginning its second decade, and while a number of development projects have already been accomplished and more are approved, these are just a hint of the land use changes to come in the decades ahead. As gasoline prices rise and roadway congestion make travel in individual vehicles more expensive and time consuming, the value of the land around the Buffalo Grove and Prairie View stations for transit-oriented uses will continue to grow.

The Village of Buffalo Grove can afford to take a long-view toward implementation of this Study. Significant constraints exist to realizing the vision contained in the Study, especially at the Buffalo Grove Station. Establishing the goal of creating TOD at the two station sites is an important first step, to be confirmed by approval of this Study by the Village Plan Commission and Village Board. Promoting a vision of how land in the station areas could be developed also is useful to initiate a discussion between citizens, land owners, real estate developers, and the Village. In order to set the framework for implementation over many years, a Plan for Implementation is also provided, organized around strategic, regulatory, and fiscal approaches.

Recommended actions in the context of each station area are outlined in regard to:

- Challenges
- Partners
- Zoning and Guidelines
- Project Phasing
- Annexation
- Utilities and Capital Projects
- Targeted Financial Incentives

Implementation of the Buffalo Grove Station Area Study

Challenges

Major challenges to implementation at Buffalo Grove include:

- Corporate Grove covenant
- Value of existing structures and uses
- Gaining access to the east side of the station and creation of a bus transit center.
- Perceptions that business parks are not conducive to TOD uses.
- Developing a residential base for the retail market.

Each challenge requires a strategic approach, as discussed below.

Partners

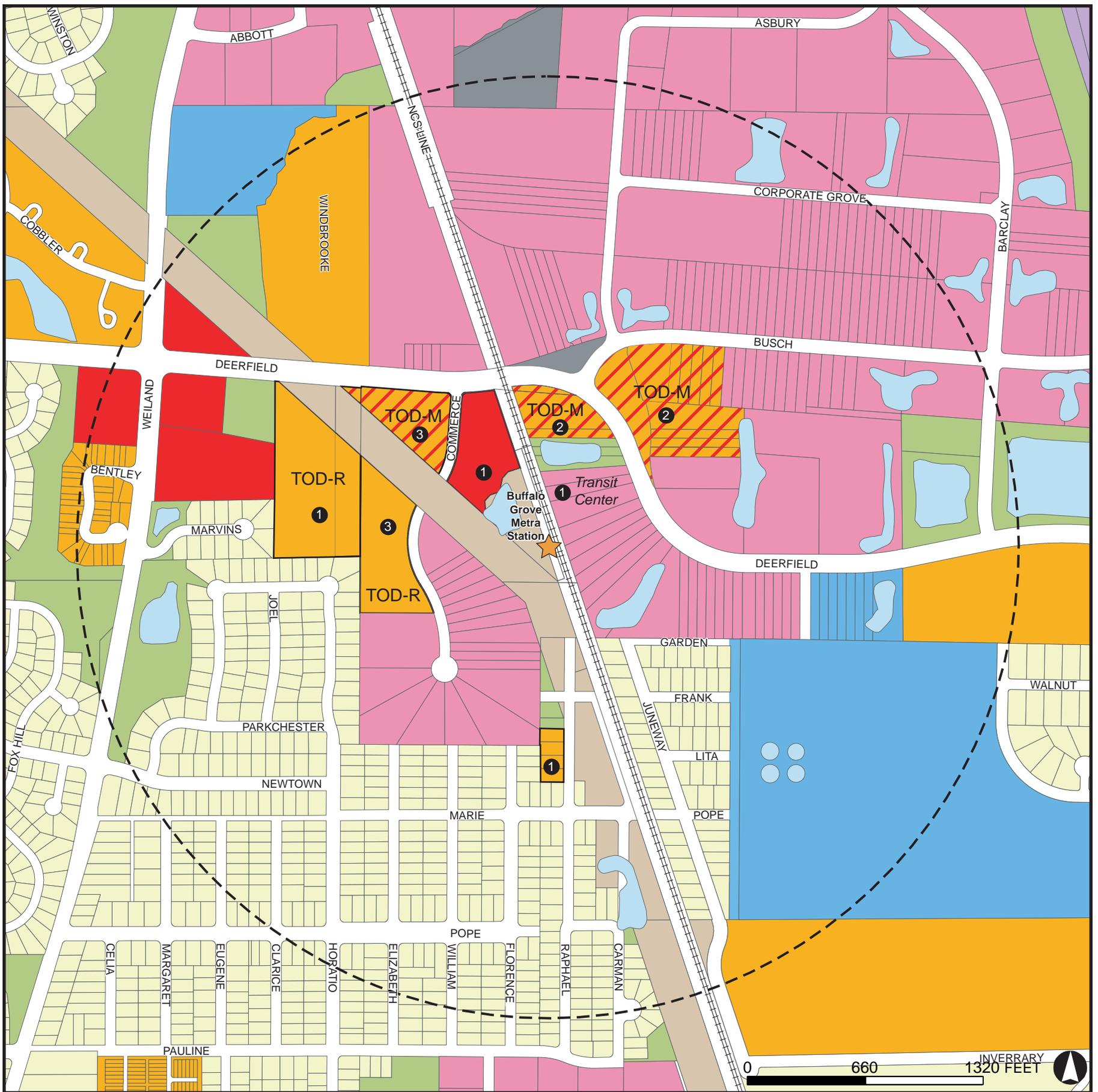
Implementation of the Transit Station Area Study at the Buffalo Grove Station will require a cooperative, informal partnership between private sector land and business owners, and the public agencies involved in transit planning, land development, and traffic issues.

Deed Restrictions

In the case of the covenant that covers the Corporate Grove Business Park, which is attached to the deed of land for a key vacant parcel at the corner of Busch Parkway and Deerfield Parkway, the Village should explore all options for influencing the development of this land. However, experience with two other sites covered by the covenant shows that getting 75 percent of the land owners in the park to allow a non-industrial or office use is difficult. Therefore, a large majority of the other land owners in the park need to be approached as members of the cooperative community of informal partners in the project.

Approaches that may increase acceptance of this new land use include:

1. A stipulation recorded as part of a deed of sale covering all residential and retail condominiums to be sold in the new development, which states that the buyer is aware that they are adjacent to industrial uses and that the Village of Buffalo Grove will not act against surrounding land owners in response to complaints by residents due to the normal and lawful operation of industrial, distribution, and office uses within the park. Such language could also be included in any decision by the Village to approve a zoning change from Industrial to a new mixed use district. Such stipulations have become common in many urban areas experiencing residential growth in



Buffalo Grove

Station Area

Policy and Implementation Plan

Figure 19

- Future Land Use Plan
- Potential Zoning Districts
- Project Phasing

TOD-R	TOD Residential Zoning District
TOD-M	TOD Mixed Use Zoning District
①	Phase One Project
②	Phase Two Project
③	Phase Three Project
	Townhome/Multi-Family Residential
	Mixed Use: Residential and Retail
	Single-Family Residential
	Commercial
	Business Park
	Industrial
	Public/Institutional
	Open Space/Retention Pond
	Utility/Transportation
	Vacant Land
	Pond
	10 Minute/Half Mile Walk Circle

traditional industrial areas.

2. Commercial uses in the new development should be encouraged to serve the adjacent business park employees, as well as residents. Such uses could include restaurants and taverns that cater to the needs for lunch and after work gatherings of local workers.

3. The project as outlined in this Plan proposes 270 residential units on the site covered by the covenant, and the adjacent site to the south. This has the potential to be an investment in the tens of millions of dollars. A persistent marketing effort will be needed to finance the project and receive approvals, including working with other land owners in the park until the 75 percent goal is reached.

4. The Village should also consider making a purchase offer on the property and combine this with the adjacent property they already own to the west. This would allow Village time to work through all issues regarding the covenant and control the ultimate development of this key parcel.

Pace Transit Center

The second major project that will require development of a close public-private partnership is the relocation of the Pace bus stop and layover facility onto private property on the east side of the tracks. There are benefits to the overall community to be found in such a relocation, and benefits to Siemens Building Technologies. Benefits to the community include:

- Creation of a new transit retail center, which would also be an amenity to Siemens workers.
- More efficient bus operations, where buses would not need to cross the railroad tracks.
- Access to the east side of the Metra station for pedestrians, with direct access to

the station from the Siemens campus.

In a discussion held during the planning process a representative of Siemens Building Technologies expressed interest in creating access to the east side of the station. The Village of Buffalo Grove has begun a discussion with Canadian National Railroad regarding creating access to the station, and CN has indicated that they understand the issue and are willing to continue the discussion with the Village. The Village's effort to create this access is dependant on negotiates with all three parties, and is dependant on Siemens allowing an easement for public access across their property to the station.

However, moving the bus facility onto this private property adds an additional impact to the property owner and the leasing business. Siemens will need to be engaged in a discussion of the potential benefits to having the bus operation on their property.

The Village, in partnership with Pace, could approach implementation of the transit center project as a compete package including new access and a new bus facility. A potential source of funds to construct the new transit center is the sale or lease of the current Pace property. This property does include some constraints on its sale, due to the original source of funds, however, provision of a new facility with the same amenities as the current facility should make the move feasible. The sale or lease of the current property for retail uses would bring in substantial funds.

In addition, the 94 commuter parking spaces on the Pace property will need to be retained in any future retail development, with the approach as outlined in the Plan (see page 40) one possible solution. Most grant dollars are not available for financing the reconfiguration of parking spaces that are displaced from designated or historical commuter facilities. The developer of the proposed retail center will need to pay for the reconfiguration of the 94 commuter spaces. In addition, Metra only participates

in building new parking spaces when demand warrants and funding is available.

Packaging the transit center and station access concept is likely to make the project more attractive to outside funding agencies, including the State of Illinois and the federal government. Current transit planning and implementation projects are not as flexible as some offered in the recent past (such as the Federal Transit Administration's Livable Communities program), but the Village should keep abreast of changing federal program structures and look for potential funding grants. Congressional representatives should be provided a copy of the Plan and made aware of the benefits to Buffalo Grove and the overall community, including safety improvements and a more efficient bus operation on lines that connect to adjacent communities.

Zoning Concept

Implementation at the Buffalo Grove station area should be approached as a long term project. One of the best ways to effect land use change over a long period of time is to create and apply appropriate zoning. Over the last decade as interest in TOD has grown, many communities have created TOD zoning districts. A preliminary review of the current code leads to the recommendation that the Village consider the potential value of creating a new TOD zoning district.

The current R8 Residential District may provide for some of the type of multi-family residential envisioned in the Plan, the district also allows uses that the Village may wish to exclude from the station area, and limits building heights to four stories. A new TOD-R zone is recommended for parcels that the Plan envisions as dense residential development. The potential of writing new language specifically for transit-oriented development is that it would promote TOD and should also include additional requirements in terms of urban design, pedestrian facilities, building materials, parking arrangements, and other amenities that the community will require

in return for allowing higher density. Specific subdistricts could also be written to address the different environments at the two stations, most likely allowing bigger buildings near the Buffalo Grove Station as compared to Prairie View. The TOD-R district could also allow small neighborhood retail or restaurant uses.

In terms of encouraging mixed use development, the Village should consider if its existing Mixed Use PUD district suffices. One potential issue could be the requirement to have "three different land uses on individual zoning lots." A more flexible approach is recommended for a TOD-M, or mixed use district. This district could be written with subdistricts that either *allow* ground level commercial and require upper level residential, or *require* ground level commercial and require upper level residential uses.

An example of potential application of a flexible TOD mixed use district at Buffalo Grove could be the MI Group property, or Site C on the Concept Plan. The planning process considered the potential for an exclusively retail use, a mixed retail and residential use, and the final recommendation to have just residential on the property. The property *could* have ground level retail if a future developer believes there is a market for retail, however, the parcel *should* have multi-family residential uses because of its proximity to the station.

In terms of how the TOD zoning concept should be applied, the recommendation is to create the new districts, but not to necessarily map them. The Village could consider writing the new district as an overlay district, however, that would require mapping them and then enforcing new provisions on top of the existing zoning. If the Village creates the new districts but does not map them, then existing uses next to the train stations could continue and be improved. But if a land owner and developer want to create new TOD then they could apply for a zoning change to the new district, which would be consistent with the

Plan, a part of the Village's Comprehensive Plan. This approach encourages TOD and makes certain development types possible, without putting new restrictions on current uses. A potential exception to this approach might be with Sites G and H at Buffalo Grove, where the land is either vacant, or at Site H mostly vacant and with a vacant building. The Village could choose to rezone this property to preclude new construction that is inconsistent with the TOD goals outlined in this Plan.

Project Phasing

A three phase approach to implementation is recommended. Certain sites have potential to be redeveloped in a period of the next five years, others may take much longer. The phasing plan is only a strategic outline, and opportunities may arise to develop TOD on sites deemed parts of phase two or three sooner than anticipated.

At Buffalo Grove, three sites show potential to be redeveloped in the first phase: the Concrete Erectors site on Deerfield Parkway (Site A), four parcels at the north end of Raphael Avenue (Site J), and the Pace property. The Concrete Erectors site is an 8.8 acre parcel that has a tilt-up concrete walled structure on only a small portion of the total site. While this building has value and appears to be in reasonably good shape, the land has far more value as a dense, multi-family residential development than the current use. Its redevelopment should be a priority and any proposed annexation into the Village should carefully consider the potential to set a precedent for the type of high quality development the Village expects next to the station. The owner of the four parcels on Raphael Avenue expressed interest in redevelopment and annexation during the planning process.

The third site is the Pace property. As discussed in the Partners section of this chapter, the project to create a new transit center on the east side of the tracks should be considered as part of a project to construct access to the east platform. The construc-

tion of new residential in phase one should provide some indication of the potential for growing the retail market in the station area, which would help to market the Pace property to retail developers.

Although currently vacant, Sites G and H may need to wait until the market begins to mature in order to create the dense mixed use development envisioned in the Plan, therefore they are shown as Phase Two projects, which could constitute a period from 5 to 15 years in the future. Because Sites B and C have existing office, distribution, and industrial uses and relatively new buildings they are likely to take 15 to 20 years to redevelop, and are shown as part of the third phase of implementation.

Annexation

As mentioned above, Site A and Site J are currently outside of the Village in unincorporated Lake County. Annexation should be a priority for both sites in order to implement the Plan. The annexation process provides the Village with considerable leverage during negotiations with developers seeking to redevelop the property.

Utilities and Capital Projects

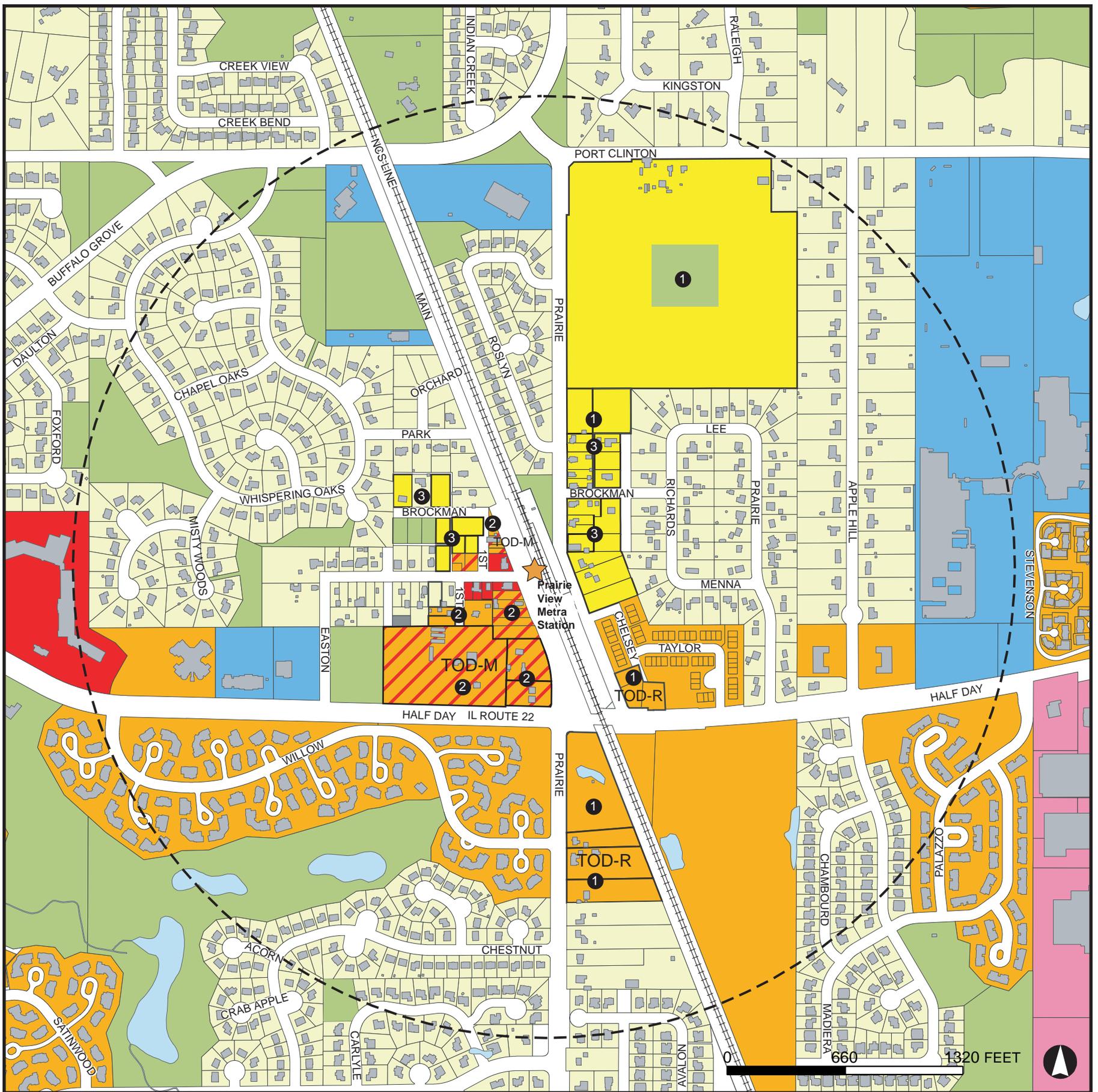
A sanitary sewer capacity analysis performed by Hancock Engineering for this study concluded that the new development envisioned in the Buffalo Grove Station Area Plan can be serviced by connections at two locations. The existing sewer on Deerfield Parkway can service the area east of the tracks with its 100,000 square feet of office and retail and its potential for up to 650 residents. The area west of the tracks will require the construction of a new sewer line to service its potential for up to 1,300 new residents and 30,000 square feet of retail space.

The Village's storm sewers have capacity to convey the flows for runoff for the developments within the Village limits. Unincorporated areas can be added to the system, if their flows are restricted, resulting the need for detention. The Buffalo Grove Station Area sites west and south of Deer-

field Parkway can potentially be serviced by expanding existing ponds east and west of the tracks, however Site A may require a dedicated pond of its own. Site H will most likely require the construction of detention facilities to service runoff. The Plan recommends that development proposals include design features for best storm water management practices. Indeed, green roof systems, parking lot swales, and storage of rain water in cisterns for use on landscape maintenance should be encouraged.

Targeted Financial Incentives

In general, the Village should rely on the working of the private real estate market to implement the Plan at Buffalo Grove. The creation of a tax increment financing district is not recommended to effect land use change or redevelopment. However, if deemed necessary to create a truly outstanding development project, especially east of the tracks, and to help fund the public works such as sewer capacity upgrades, or perhaps even the transit center if part of a broad redevelopment proposal, then the Village should consider the tools it has available, including pays-as-you-go TIF districts. Special Service Areas could also be created to provide for the amenities envisioned by the Plan.



Prairie View Station Area

Policy and Implementation Plan

Figure 20

- Future Land Use Plan
- Potential Zoning Districts
- Project Phasing

TOD-R	TOD Residential Zoning District
TOD-M	TOD Mixed Use Zoning District
R7	Single-Family Attached Zoning District
①	Phase One Project
②	Phase Two Project
③	Phase Three Project
	Single-Family Detached/Townhome
	Townhome/Multi-Family Residential
	Mixed Use: Residential and Retail/Office
	Single-Family Residential
	Commercial
	Business Park
	Industrial
	Public/Institutional
	Open Space/Retention Pond
	Utility/Transportation
	Vacant Land
	Pond
	10 Minute/Half Mile Walk Circle

Implementation of the Prairie View Station Area Plan

Challenges

Primary challenges to be addressed during implementation at the Prairie View station area include:

- Acceptance of change by Prairie View residents
- Conservation of Prairie View's character
- Assembly of land into optimal development projects.
- Avoidance of piecemeal annexation and utility extensions.
- Development of retail space.
- The Land Use and Boundary Agreement with the Village of Lincolnshire.

Partners

Change is taking place at Prairie View. This change has to do with regional forces of suburbanization that have long since engulfed the hamlet. Projects like Waterbury Place and Chestnut Ridge have changed old industrial uses and large lot rural estates to new, denser residential development. These changes would happen without the NCS Line, but are reinforced by the presence of this regional transit facility. Even the growth of old uses, such as the plant nursery on Half Day Road have brought changes, including the demolition of a house facing Main Street for nursery expansion. Tear down and reconstruction are also evident on Easton Avenue, and these new investments should be welcomed. The key issue for residents of Prairie View is how best to manage the change that is occurring.

The Village of Buffalo Grove's most important partners for implementation are the residents of Prairie View, and every effort should be made to engage residents and welcome them into the Buffalo Grove com-

munity. This planning process provided a forum for discussing the future of Prairie View and, while opposition to change was expressed, a number of land owners from both sides of the tracks also expressed an interest in redevelopment, annexation, and connecting into the Village's sewer and water system. This discussion should continue, especially in the context of the development of the Stancliff property and the potential redevelopment of the property on the northwest corner of Half Day Road and Main Street.

Perhaps the most important task for implementation of the Plan is the promotion of its value in conserving the essential character of Prairie View. As noted in the discussion of the Illustrative Plan, the Plan promotes conservation of the best examples of the vernacular architecture from the early twentieth century. The Plan is based on the real compatibility between the character of Prairie View as a small town focused on its Main Street and the concept of transit-oriented development. Much of the character at Prairie View is based on four structures at Easton and Main that have retail and hospitality uses in basically residential structures. The Plan retains three of the four, and proposes that new mixed use buildings can be added along Main Street to create a more viable shopping district.

Implementation of the Plan should be based on the idea that the best days for Prairie View as a mixed use development are yet to come. The future character of Prairie View should not be based on only a handful of aging structures, but on a desire to live in a unique place and close knit community, with an architectural and social history. How new development is mixed with the old is a subject for future planning based on private development proposals. This Plan provides a framework and outlines an approach to implementation that seeks to protect and enhance the place called Prairie View.

Zoning Concept and Design Guidelines

As discussed in the zoning section for Buffalo Grove, the Plan recommends writing a new zoning district for TOD. Again, further analysis may show that the existing R7, R8, and R9 districts may allow the desired density at Prairie View, but a new TOD-R zoning could also be written specifically for Prairie View. A main advantage could be the inclusion of design guidelines and requirements in the new TOD-R district that specifically address the required character for new development at Prairie View. For instance, the new district could require narrow clapboard siding in specific locations of the hamlet, or brick construction for all the multi-family residential buildings. Given the unique context, a case could be made for more stringent design requirements than in other parts of the Village.

In regard to mixed use development, the Plan recommends a TOD-M District for Prairie View that requires ground level commercial space along Main Street. This is a common method for creating retail space in areas where the market is eager to build residential space, but reluctant to include less profitable commercial space. The resulting storefront space is likely to be affordable for the types of small businesses and boutiques that would fit with the character of Prairie View.

Project Phasing

At least three sites are currently vacant and available for development, shown as Site G, I, and J on the Concept Plan. The 40-acre site along Port Clinton and the smaller parcels immediately south on Prairie Road should be considered a Phase One project. Initial site plans for developing the site at the northeast corner of Prairie and Half Day Road were presented to the Village during the planning process and may be the first project to move forward. The north end of triangle of land next to the tracks south of Half Day (Site J) was for sale during 2006 and is likely to be redeveloped in Phase One. The four large lot residential properties immediately to the south could

also be assembled into one project.

The Plan promotes assembly of parcels into coordinated, designed redevelopment projects, rather than parcel by parcel redevelopment. This is especially important at the corner of Main and Half Day Road (Site A). Corners are prominent and very important to creating an overall aesthetic. Redevelopment of the plant nursery, portable toilet distributor and the recycling business should be undertaken as one development project in order to make the most of this corner. The redevelopment of Site A and other redevelopment along Main Street is proposed as a second phase of implementation. Consideration of the cost of developing new retail space makes infill along Main Street, especially the small properties north of Easton (Site B and C), a difficult prospect. Yet, if this construction of new mixed use buildings were combined with a larger construction project on Site A, then the project may be financially feasible.

Annexation, Utilities, and Capital Projects

A coordinated annexation that brings all, or large parts of the hamlet into the Village of Buffalo Grove would provide residents full representation in the political process and allow for a coordinated approach to providing sewer and water. A system of private wells and septic systems at Prairie View is an anachronism. In addition to sewer service benefits to annexation also include police, fire, and emergency response services.

A capacity analysis performed by Hancock Engineering for this study concluded that the Village sewer system has capacity at Prairie View to provide sanitary sewer service, based on the development densities and types outlined in the Illustrative Site Development Plan. Provision of sewer service to Prairie View can be primarily served by connections at three locations. The area east of the tracks and fronting on Prairie Road (including Sites G, H and I), can be serviced by the existing sanitary sewer located on Roslyn Lane.

The additional residents and retail space foreseen west of Main Street, north of Half Day Road and along Easton Avenue can potentially be serviced by the sanitary sewer located on Easton Lane north of Half Day Road, depending on the number of residents at the Sunrise Assisted Living site. If their capacity exceeds 296 beds, the area can be serviced by extending a sewer west to the intersection of Half Day Road and Willow Parkway. The existing sewer located at Willow Parkway and Prairie Road could serve the potential new residents in the development area east of Prairie Road and south of Half Day Road.

In terms of storm sewers, existing Village sewers were sized to meet the needs of each subdivision, therefore new development will require the construction of additional detention facilities. The Plan suggests an approach to creating detention facilities east of the tracks to service storm water management needs. The area west of the track and north of Half Day Road will need to provide for storm water detention based on its increase in impervious surfaces. The existing pond on the Fiore property (Site A) may be expanded to provide this volume. Site J at Prairie View will also require detention to be developed. Existing depressional storage on this site will need to be preserved and may not be counted towards the required detention for the site. The Plan strongly encourages all development proposals to include best management practices to mitigate some of the impacts of runoff quantity and water quality from the proposed development.

An important part of the Plan is to bring new pedestrian facilities to Prairie View as outlined in the Access and Circulation Plan. Annexation into the Village would bring the resources of the Village and its capital budget to these infrastructure projects.

Targeted Financial Incentives

The Plan does not specifically recommend that the Village of Buffalo Grove offer incentives for development at Prairie View. This is ample evidence that the private

market is able to undertake development and redevelopment projects in the area, including the recent Noah's Landing and Waterbury Place developments. The only exception might be to provide some assistance for the streetscape along Main Street, but even this should be considered part of the creation of the right setting for the mixed use development. If deemed necessary, a Special Service Area could be created along Main Street to provide for construction and maintenance of the proposed streetscape.

Land Use and Boundary Agreement

In 2005 the Village of Buffalo Grove entered into an agreement with the Village of Lincolnshire which sets a boundary for future annexation and addresses future land use and residential densities for three sites east of the tracks at Prairie View. For the Stancliff property and the property on Prairie Road opposite Roslyn Woods the agreement calls for single-family detached residential development at two dwelling units per acre. For the site south of Brockman Avenue, on Prairie Road north of Noah's Landing, the agreement stipulates single-family attached at six dwelling units per acre.

The Transit Station Area Plan for Prairie View, as shown and described in the Concept Plan, Figure 15, pages 46 and 47, is in agreement with the residential land use as prescribed by the 2005 Land Use and Boundary Agreement. Yet, the low densities negotiated in the boundary agreement currently limit the ability to plan for transit-oriented development on sites directly across from the station. The Plan promotes the goal of developing residential units within walking distance of the Metra station; however, the policy of the Village of Buffalo Grove as stated in Section 11 of the Boundary Agreement, is that "the Agreement shall remain in full force and effect until amended or changed by the mutual agreement of the corporate authorities of both municipalities."

If at some future date, the owners of prop-

erty covered by the boundary agreement at Prairie View, or the corporate authorities of the Village of Lincolnshire, wish to explore opportunities for residential densities higher than those prescribed in the boundary agreement, and more in keeping with a mix of densities that makes the best use of the opportunity presented by proximity to the transit station, then the Village of Buffalo Grove would welcome any further discussions of this issue.