



Existing Conditions Report

Village of Buffalo Grove
Prairie View Metra Station Area Plan

July 2018



WATERBURY LN

WATERBURY LN

DRAFT
For Review

Table of Contents

01 Introduction	5
02 Community Outreach	17
03 Land Use Analysis	21
04 Transportation & Infrastructure Analysis	29
05 Market & Economic Assessment	41
A Appendix	53



DRAFT
For Review

1

Introduction



INTRODUCTION

The Prairie View Metra Station Area is an asset to the Village of Buffalo Grove. A cohesive vision for this area can unlock its potential by providing a framework for the future. The Station Area is primarily made up of residential, retail, and institutional uses. There are underutilized parcels and unincorporated land that have both economic development and quality of life potential. A diversity of tenancies ranging from scrap metal to banquet, from healthcare to residential, from school and church facilities to an active retail center. The immediate station area is surrounded by residential development made up of primarily single-family homes with adjacent local small businesses. An historic mixed-use hamlet adds character and context to the study area. Connectivity between the Prairie View Metra Station and businesses along Half Day Road, the adjacent residential properties and commercial businesses that make up the Station Area could be improved to attract more investment.

The planning process focuses on making an authentic destination in Buffalo Grove by defining the critical elements that make up the Station Area and creating a cohesive and legible environment that is attractive to investors and developers. By leveraging the strengths of the Station Area – proximity to regional transportation and roadway systems, connectivity to regional trail systems, access to natural resource amenities such as the nearby Forest Preserve District lands, and a variety of retail, civic, commercial, religious and institutional businesses – the Prairie View Metra Station Area can fulfill its potential.



The vision and planning framework for the Station Area must go beyond a basic future land use map and multimodal transportation plan to include a vision for the Village of Buffalo Grove founded on achievable short-, intermediate-, and long-term implementation strategies. When completed, this plan will serve as the Village’s official policy and development guide at the area surrounding the Prairie View Metra Station. The Plan will assist the Village in making informed decisions that best serve residents needs in the community over the next 15 to 20 years. The Plan will serve to achieve the following objectives:

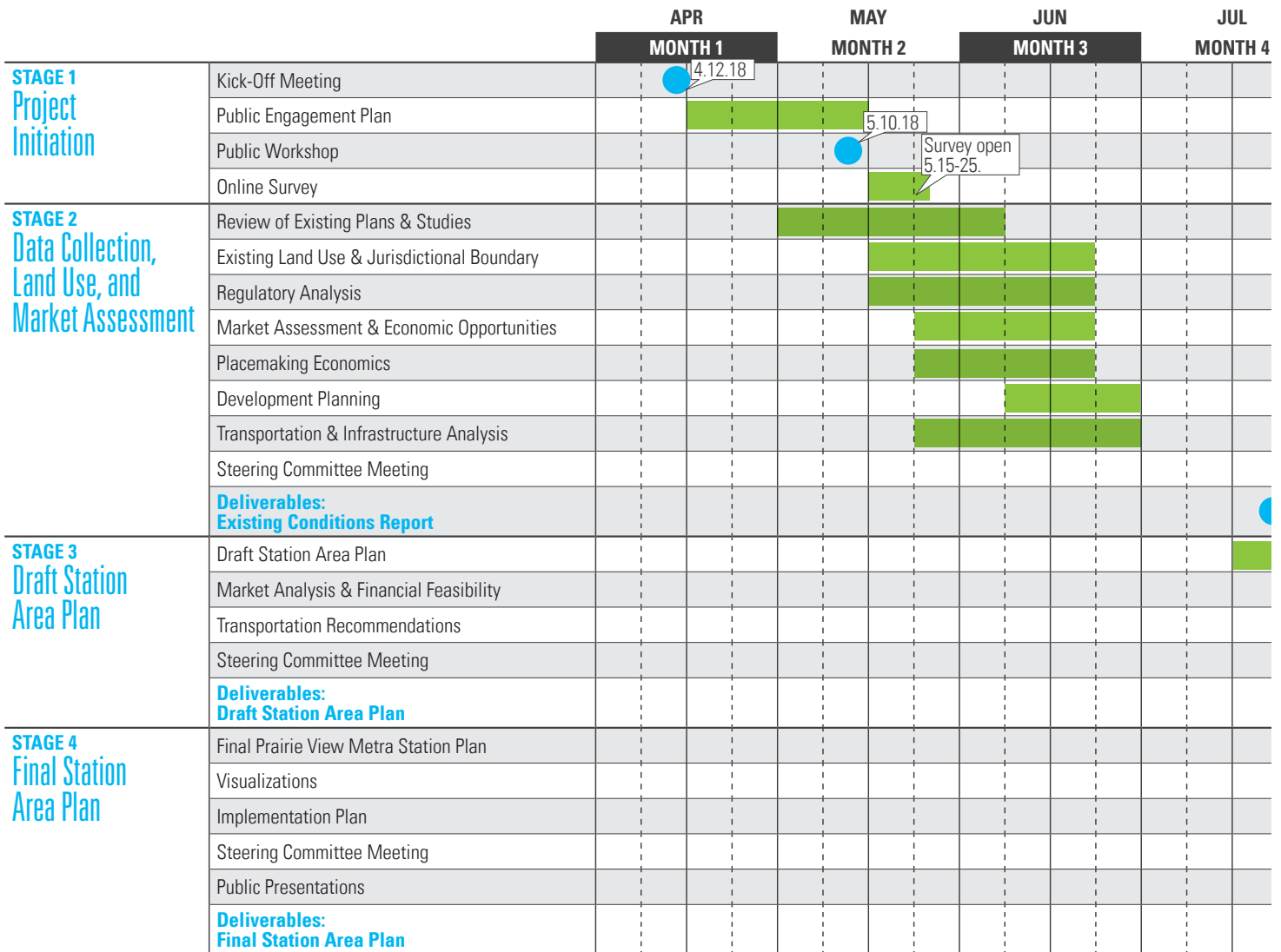
- **Objective 1:** Provide a Framework for the Community’s Aspirations
- **Objective 2:** Integrate Previous Plans to Strengthen Community Identity
- **Objective 3:** Respond Quickly & Support Activation of the Station Area
- **Objective 4:** Build Consensus through Outreach with Key Stakeholders

THE PURPOSE OF THE EXISTING CONDITIONS REPORT

Ensuring the Plan can provide the Village a vision based on achievable and realistic implementation strategies, it is vital to first establish a baseline understanding of the Village and the Prairie View Metra Station Area. As part of the initial stages of the planning process, the consultant team has conducted a series of outreach events and gathered data to understand the issues and opportunities of Prairie View. These findings are synthesized into this Existing Conditions Report. This report will provide a baseline understanding of the area to inform future policy, land use, transportation, economic, and urban design recommendations.

PROJECT SCHEDULE

The seven month planning process has four stages that will ultimately create a station area plan for Prairie View.



■ Tasks ● Review Meeting

REVIEW OF EXISTING PLANS & REPORTS

The Village of Buffalo Grove has a number of adopted plans and policies that act as frameworks and serve as guidance to the development of the Prairie View Station Area Plan. The following are summaries of previous plans and studies that the consultant team has reviewed. When reviewing the past plans and studies, there were recurring recommendations and themes. These are identified at the end of this section and demonstrate the objectives, goals, and recommendations that should be considered into the development of the Prairie View Station Area Plan.

Lake Cook Corridor Market Study and Plan (2018)

The Lake Cook Corridor is an important arterial in Buffalo Grove. The Corridor includes commercial development, residential, religious, civic institutions, and open space. The Market Study and Plan served to create a plan for a long-term vision and optimization of growth potential within the corridor. The plan included a robust public engagement process and market analysis. Key data sources for the recommendations include demographic analysis, housing market analysis, office market trends, and retail market analysis. A physical assessment was conducted as well. 10 design principles and four key goals were defined to shape the future framework of the Lake Cook Corridor. Fiscal impacts and implementation recommendations were identified, that were consistent with the Comprehensive Plan and Economic Strategic Plan goals.

Economic Development Strategic Plan (2016)

The Economic Development Strategy Plan was created to define strengths, weaknesses, and ideas for the future that would shape the Village and provide direction on fiscally responsible decision making. These elements were organized into the Plan's major themes of economic growth, land use and development, and quality of life. The key goals of the Plan included:

- Maintain and grow Buffalo Grove's businesses and employment base
- Sustain and grow the Village's economic base through new, redeveloped, and improved commercial development
- Maintain and enhance services and amenities including housing and accessibility

The Plan identified specific goals for each of the three key themes. For economic development, key recommendations included: improving communication, enhancing support to local businesses, and broadening the labor pool. For land use, key recommendations included: creating a vision for the community, updating the municipal code, and facilitating commercial development opportunities. Quality of life recommendations included: maintenance of the Village's housing stock, improving accessibility, and preserving and enriching the Village's livability.

The Plan identified specific action items and a timeframe to complete each of the goals as identified in an implementation matrix.

Annexation Strategy and Plan (2016)

The Village of Buffalo Grove has several hundred acres of unincorporated land distributed throughout the Village. This report identified opportunities and methods of annexation as well as recommendations for future development. 14 distinct areas were identified and analyzed in detail to better understand the appropriate annexation method. For the Prairie View area, the Village's Comprehensive Plan recommends a mix of residential, commercial and mixed use. Currently, utilities are generally viable from Prairie Road as well as Half Day Road. The area's character and recommendations in the Comprehensive Plan include the creation of a sub-area plan that may include zoning and/or land use changes. These recommendations were echoed in the Annexation Strategy and Plan report. Architectural design and massing were discussed in the report and are to be considered with property redevelopment. The report also gives direction to explore more dense housing types as properties become available for redevelopment.

Buffalo Grove 2018-2023 Strategic Plan (2017)

The Village of Buffalo Grove updated its 2013-18 Strategic Plan with the 2018-2023 Strategic Plan so as to help the Village to be more effective and adapt to the changing environment of the organization. Five strategic planning priorities were developed to guide future actions of the Village. These priorities include:

- **Service optimization.** Enhancement of internal and external processes.
- **Financial stability.** Maintain positive financial position with a long-term, comprehensive strategy.
- **Collaboration.** Engage and empower community stakeholders and Village staff.
- **Economic development.** Enhance quality of life in the community and create a positive business environment.
- **Infrastructure sustainability.** Plan for future infrastructure needs in the community.

Goals and objectives for each priority were developed with identification of responsible departments, budget, and timeline for implementation.

CMAQ Homes for a Changing Region (2013)

In 2013, CMAQ created a regional housing policy document for Buffalo Grove and its Collaborative Partners including Arlington Heights, Mount Prospect, Palatine, and Rolling Meadows. This report reviewed relevant datasets related to responding to housing need and preparing each community for the future. For Buffalo Grove, the report made the following recommendations:

- Explore opportunities for main street and town center areas.
- Capitalize on the potential of the Buffalo Grove Metra Station.
- Address condominium foreclosures through local and regional efforts.
- Implement the rental licensing program.
- Create initiatives to increase the energy efficiency of housing while also improving affordability.

The report emphasized the importance of finding the right long-term housing mix. 40% of future residents have a moderate propensity to live in a compact neighborhood that encourages walking to neighborhood amenities. The majority of local preference (64%) lies in single-family homes owned by middle-aged upper income households. The remainder of residents provide a basis for housing options that are not single family.

Comprehensive Plan (2009)

The Village of Buffalo Grove Comprehensive Plan Update was completed in 2009. It has provided a framework to guide decision-making in the Village. In addition to goals, objectives and policies, the document focuses on transportation, land use, and implementation. The Plan discussed the Village's current issues and opportunities and created an aspirational vision that focused the Plan goals. These goals focused on:

- Land use, natural resources and environmental protection
- Transportation
- Community facilities
- Telecommunications Infrastructure
- Housing
- Economic Development
- Public Participation
- Community Design
- Planning and Development

Recommendations for the Prairie View planning area centered on mixed-use development including commercial and residential uses. The Metra station is an asset and should be utilized as a transit resource. Improved pedestrian access should also be considered. The implementation section of the Plan focuses on physically attractive site development that are functional and environmentally responsible. To ensure this goal is accomplished, it is recommended that the Village's zoning ordinance be updated to allow for appropriate development of potentially higher density than zoning currently permits.

Transit Station Areas Plan (2007)

The Village of Buffalo Grove has two Metra Stations under its planning jurisdiction - the Buffalo Grove Station and the Prairie View Station. The Transit Station Areas Plan provides analysis and direction for development in and around each station. The Study also identifies issues and opportunities to overcome in order to implement the desired development. Residential uses are identified as beneficiaries to the transit by providing access to additional employment centers. The Study has a strong focus on mixed-use development, density, and enhanced station area amenities. Specific recommendations for the Prairie View Station include improvement of connectivity and accessibility of the roadway system, resolution of large un-annexed land areas around the station, right-fit residential development, architectural character, and redevelopment opportunity sites along Half Day Road.

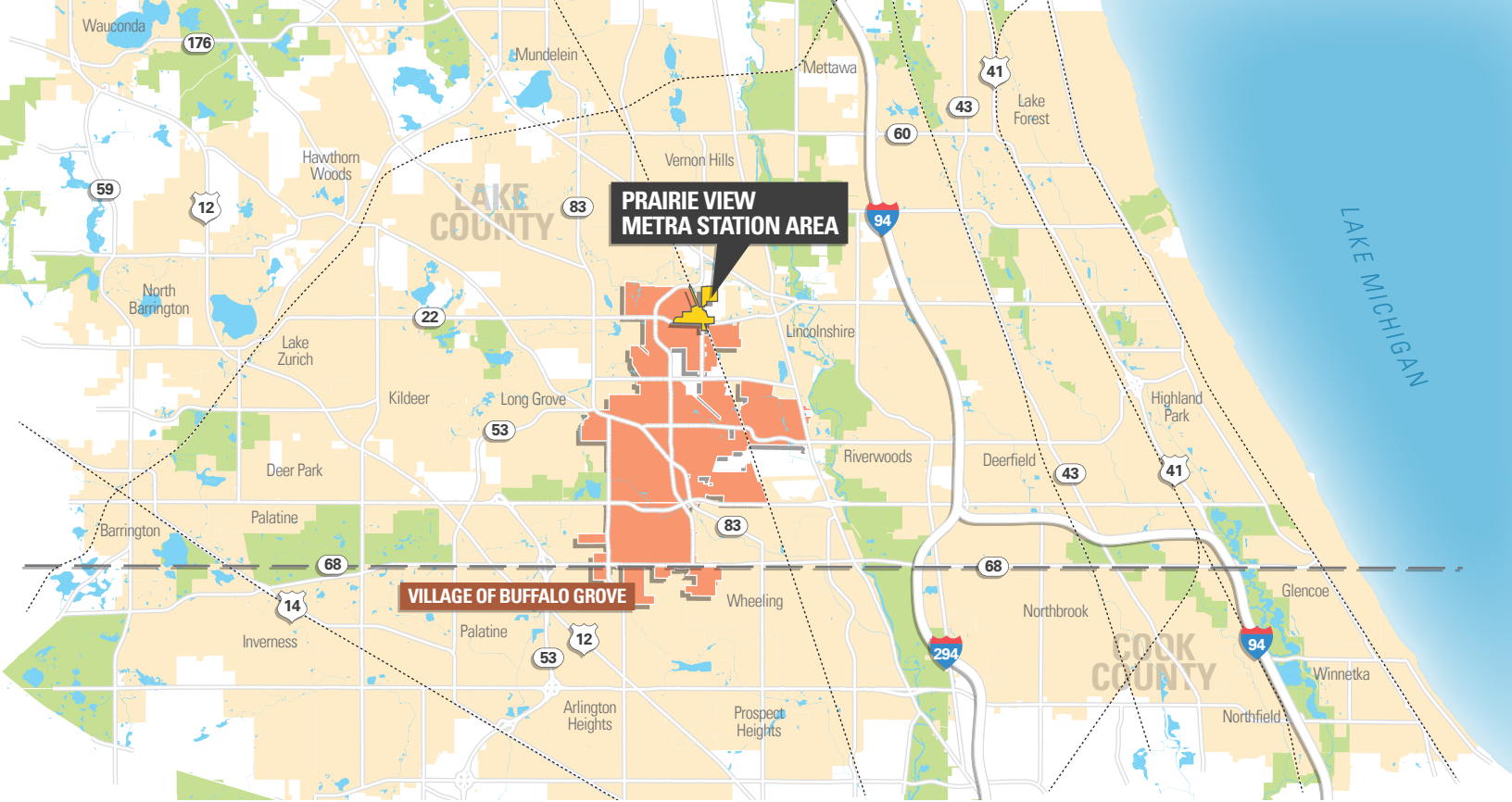
The Transit Station Areas Plan was not approved by the Village and has been used as a guide for both areas.

Conclusion

The previous studies and reports highlight addressing the following recommendations:

- Development and redevelopment opportunities
- Attention to small town context
- Location of additional commercial uses/mixed-use
- Create unique places in the suburban landscape
- Improve access and connectivity
- Investigate densities for shared sites
- Enrich resident quality of life
- Create a vision
- Update regulatory documents
- Address housing supply and type
- Consider improvement of infrastructure

While not every report or study addressed all of these components, many of them discussed recommendations or key policies related to the priority elements. Common themes within the previous plans and reports reveal on-going challenges and opportunities with the Village.



LOCAL SETTING




The Prairie View Metra Station area is one of the two Metra stations that are located within the Village of Buffalo Grove. It has access to Half Day Road, which is a critical east-west roadway that connects residents to the regional transportation network. Buffalo Grove Road is located one half mile west of the station, which provides residents access Interstate 94, Milwaukee Avenue (US Highway 45), and County Highway 83.

The Station Area is located near prominent destinations and community facilities. These include the Arboretum Club, the Adlai E. Stevenson High School to the east, Sullivan Woods and Peterson Woods to the north, and the Buffalo Grove Metra Station to the south.

STUDY AREA ANALYSIS

The Study Area Analysis identifies the issues and opportunities around the Prairie View Metra Station. The information used to conduct this analysis is based on the consultant team's field visits and input gathered from the outreach events. This map establishes a high-level understanding of current trends in the study area and informs our understanding and analysis in subsequent chapters in this report.

Legend

-  Prairie View Metra Station
-  Village of Buffalo Grove's Municipal Boundary
-  Unincorporated Area
-  Turning Conflict
-  Consider Intersection Design
-  Potential Complete Street
-  Through-Street / Connection Improvement
-  Crossing Safety Issue
-  Sidewalk Gap
-  Future Development Opportunity
-  Opportunity for Retail/Mixed-use Infill

Coordinate park improvements with the Township.

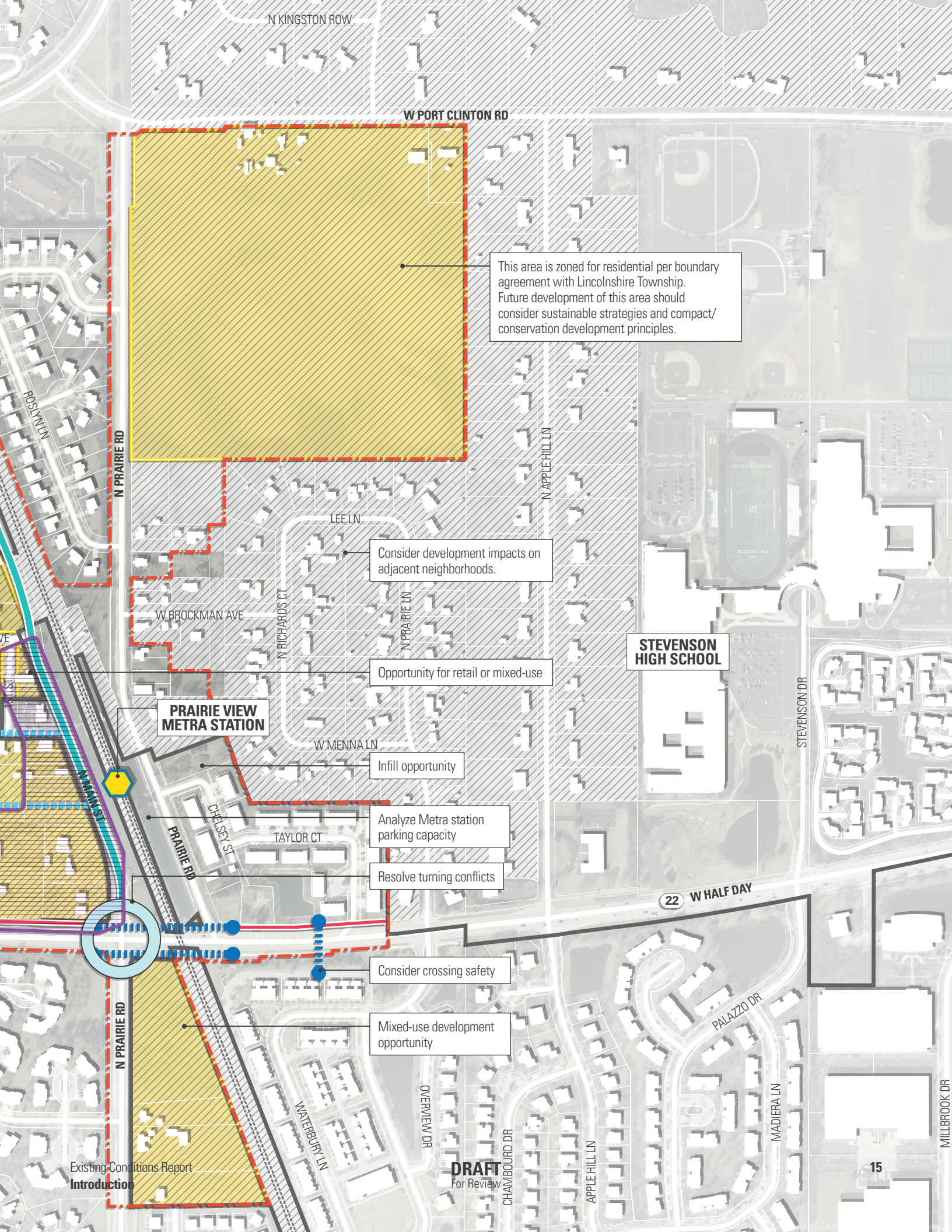
Consider safety and parking along N Main Street. Consider multi-modal street design and traffic calming.

WOODLANDS COMMONS

Easton Station is one of the newer subdivisions, consisting of townhomes, in the Village. They contribute to a greater variety of housing types in the Village.

Future development opportunity

Consider continuous sidewalk network



This area is zoned for residential per boundary agreement with Lincolnshire Township. Future development of this area should consider sustainable strategies and compact/conservation development principles.

Consider development impacts on adjacent neighborhoods.

Opportunity for retail or mixed-use

PRAIRIE VIEW METRA STATION

Infill opportunity

Analyze Metra station parking capacity

Resolve turning conflicts

Consider crossing safety

Mixed-use development opportunity

STEVENSON HIGH SCHOOL

22 **W HALF DAY**



DRAFT
For Review

2

Community Outreach

PUBLIC ENGAGEMENT

To create the Prairie View Station Area Plan, the voices of the community need to be heard. The public engagement process provides a variety of methods to solicit input into the planning process by understanding the public's needs, preferences, priorities, and vision for the Prairie View Metra Station.

Kick-off Meeting

On April 12, 2018, the project Steering Committee met to kick-off the planning process. The project Steering Committee is composed of long-time Prairie View residents, business owners, property owners, transportation agencies, Buffalo Grove staff, and adjacent community appointed officials. The following are the members of the project Steering Committee:

- Eric Smith, Trustee, Village of Buffalo Grove Board
- Daniel Didech, Supervisor, Vernon Township
- Patrick Palbicke, Assistant Superintendent for Business at Lincolnshire Prairie View District #103
- Allison Buchwach, Senior Planner, Metra
- Kyle Olson, Resident, Village of Buffalo Grove
- Frank Cesario, Chair, Village of Buffalo Grove Planning and Zoning Commission
- Bill Hoffman, Resident and business owner, Village of Buffalo Grove
- Jim Kedroski, Local builder and resident, Village of Buffalo Grove

The following are Village Staff who are involved with the Prairie View Metra Station Area Plan's planning process:

- Nicole Woods, Principal Planner
- Chris Stilling, Community Development Director
- Dane Bragg, Village Manager
- Jenny Maltas, Deputy Village Manager
- Rati Akash, Village Planner
- Darren Monico, Village Engineer

During the kick-off meeting, the Steering Committee was given a presentation to orient them to the planning process, project goals and objectives, and was asked to share their vision for the project area.

The conversation centered on:

- Placemaking
- Economic Development and Market
- Mobility
- Infrastructure
- Implementation

The Steering Committee members were asked to share their experience and opinions about the existing conditions of the Station Area. Recurrent themes included:

- Wonderful and unique identity
- Small town charm
- High level of connectivity
- Train station is a community amenity
- Opportunities for development
- Unique sense of place

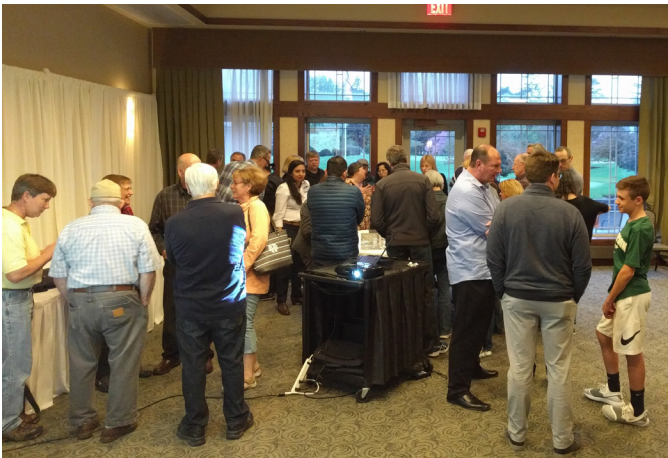
Steering Committee members were then asked about their experiences and opinions regarding potential areas of improvement or challenges in the Station Area. Recurrent themes included:

- Incompatible uses
- Not well organized
- Infrequency of Metra train service
- Lack of activity

Public Workshop #1

On May 10th, 2018, the Village of Buffalo Grove kicked-off its 7-month process to create the Prairie View Metra Station Area Plan with a public workshop held at the Arboretum Club on Half Day Road. The workshop had over 150 community members attend who had an opportunity to shape the future of the Station Area. The summary of this workshop is included in this document for reference. The diversity of participants represented the variety of observable opportunities in the Station Area. The workshop was organized into five stations in which participants could share their vision, development preferences, and defining characteristics of the Station Area. Many participants shared similar points of view and prioritized similar elements or concepts including:

- Consideration for a connected environment and resolution of traffic conflicts
- Addressing the growing area student population and needs of new families locating to the area
- Appropriate infill development that was sensitive to the area's context and historic legacy
- Addition of convenience amenities
- Creation of a unique destination in Buffalo Grove
- Preservation of the existing urban fabric
- Appreciation of existing housing typologies
- Celebration of the area's charm and small-town feel
- Establishment of a stronger identity
- Address sidewalk gaps
- Minimize incompatible land uses



Images taken from Public Workshop #1.

Online Survey

An online survey was provided for those that could not attend the Workshop #1. The online survey asked participants similar questions to those discussed in the in-person workshop. The online survey was open for responses from May 15-25. The following is a summary of responses received:

- More restaurants, shopping, and third-places, such as coffee shops, in addition to landscaping and opens space, are conducive to enhancing the Prairie View Metra Station Area.
- Close access to the Prairie View Metra Station and major roadways, in addition to the neighborhood possessing a small-town/vintage character, are qualities that make the Prairie View Metra Station a unique place.
- Most participants envision the Prairie View Metra Station Area to be a walkable town center, with an historic character, that provides convenient access to a variety of local restaurants, and coffee shops, social gathering spaces for commuters and residents.
- Ecological/cultural conservation was generally voted as the highest priority of sustainable elements the Plan needs to focus on.
- Enhancing walkability and safety are critical in making Prairie View great.

Village-Led Key Person Interviews

The Village of Buffalo Grove facilitated a series of key person interviews on May and June 29th. These consisted of local residents, developers, business owners, and representatives of the Lincolnshire-Prairie View School District 103 and Stevenson District 125. Some of the themes emerged from the interviews are the following:

- Ensure traffic safety
- Synergies between Prairie View and the Stevenson High School
- Stronger sidewalk connections
- Maintain historic character
- Incorporate open space in new developments
- Addition of convenience amenities

Project Website

A project website was created for the project to extend the in-person public engagement and allow project stakeholders to participate in the planning process at their convenience. The website provides information on upcoming and past project events, communicates the goals and objectives of the Plan, and updates visitors on progress towards project implementation.



DRAFT
For Review

3

Land Use Analysis

Land Use patterns play a significant role in shaping the physical character and traffic patterns in the Prairie View Metra Station Area. Decision making in the Village has been guided by several policy documents including the Village's Comprehensive Plan and Zoning Ordinance. This chapter will examine the existing land use patterns, the current regulatory environment, and jurisdictional authority within and surrounding the Prairie View Metra Station Area. It will also identify issues that the Plan recommendations will address.

EXISTING LAND USE PATTERNS

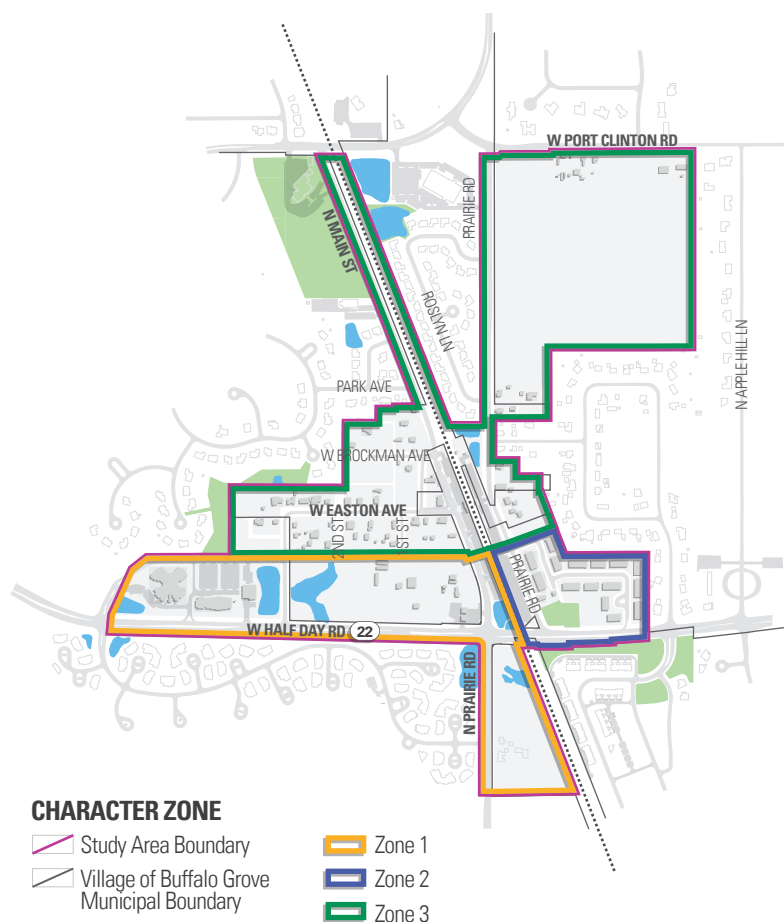
The Prairie View Metra Station can be characterized by three distinct zones. Land uses within these areas vary slightly, however, there are notable spatial patterns.

Zone 1

Zone 1 is the area fronting W Half Day Road and west of N Main Street, in addition to the site at the southeast corner of W Half Day Road and N Prairie Road. The portion west of W Easton Ave consists of: a fire station, a medical office building, and a senior-living facility are within the Village limits. The rest of Zone 1 is within unincorporated Lake County. This area includes: a plant nursery, a scrap metal business, and single-family detached housing, which is in the southeastern portion of Zone 1. This area is currently unincorporated and is not connected to the Village's utility infrastructure and public services. Annexation may be needed to spur development and infrastructure improvements in this area. Additionally, the evaluation of development proposals in this zone should include consideration for their impact on traffic and safety at the intersection of W Half Day Road and N Prairie Road. This intersection has been identified as a challenge for both pedestrians and automobiles. The sidewalk network along W Half Day Road is currently discontinuous. Evaluation of the sidewalk network and improvement of pedestrian routes should be considered, particularly east of N Prairie Road.

Zone 2

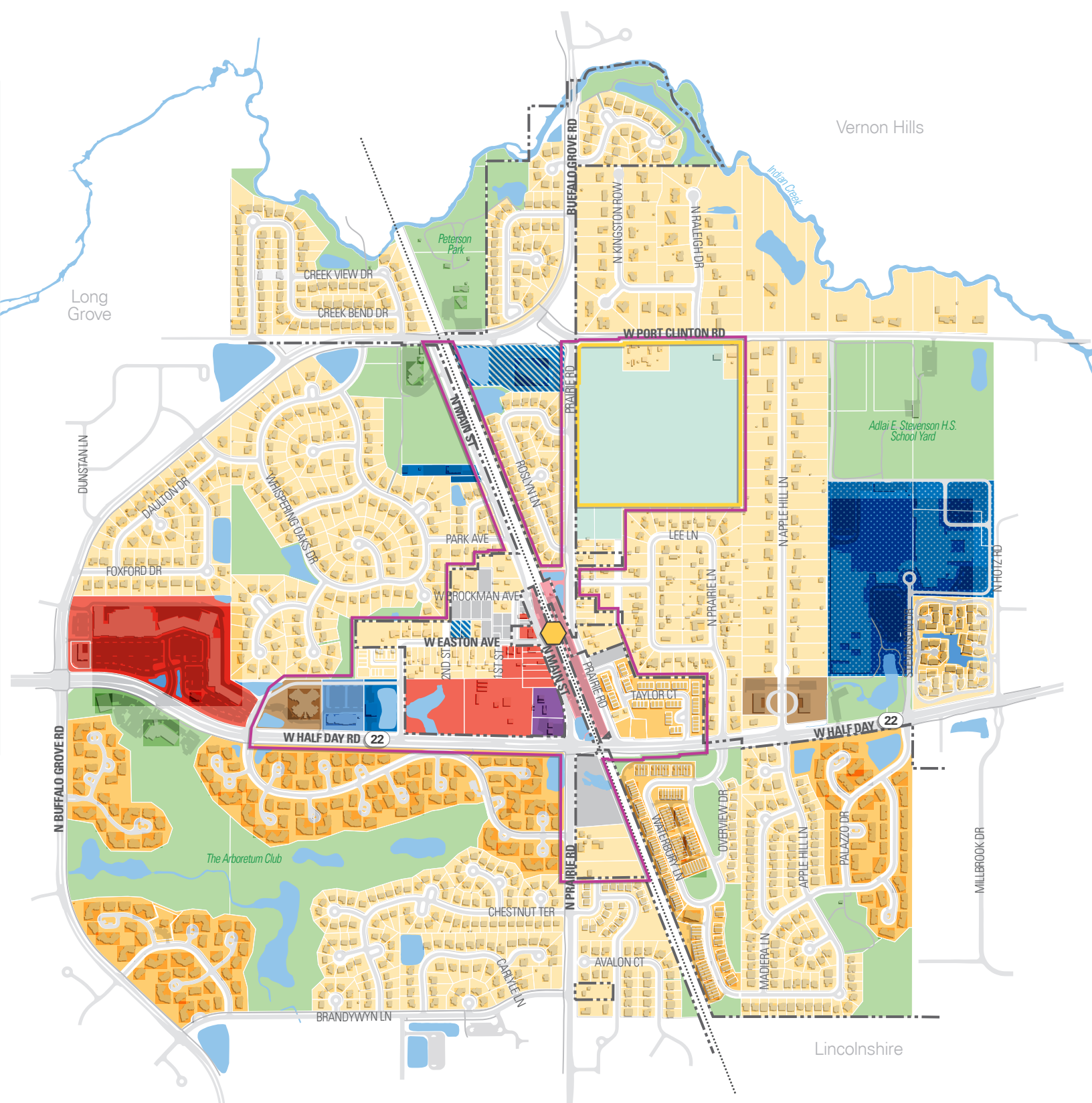
The second zone primarily consists of residential development east of Prairie Road and north of W Half Day Road. There is a residential subdivision that consists of townhomes. Prairie Landing Townhomes, which consists of the lots at the northeast corner of W Half Day Road and Prairie Road, is to be constructed as townhomes. Improving safety for crossing the rail tracks should be considered.



Zone 3


















The third zone consists of parcels on both sides of the Metra rail tracks and north of Zone 1 and 2. The west side of the tracks contains small-scale businesses along N Main Street, in addition to pockets of vacant lots. These businesses provide services and limited commercial offerings. Further west are mostly single-family detached homes within unincorporated Lake County. They possess a different physical character than their incorporated counterparts. The Easton Station Townhomes, to be constructed and within the Village limits, are recent examples of more modern housing typologies coming into the community. They offer different housing types and amenities and are geared towards the changing Village demographic, in contrast to older and more suburban-style housing subdivisions, such as Noah's Landing.

To the east of the rail tracks, the land use is mostly comprised of single-family detached housing. Some of these parcels are within unincorporated Lake County. To the north, the 40-acre Stancliff Property remains mostly agricultural. This property is under a boundary agreement between the Village of Buffalo Grove and the Village of Lincolnshire.



EXISTING LAND USE

Legend

-  Study Area Boundary
-  Village of Buffalo Grove Municipal Boundary
-  Prairie View Metra Station
-  Stancliff Farm (40 acres)
-  Agricultural
-  Single-Family Detached
-  Single-Family Attached (ex: townhomes)
-  Multi-Family (ex: apartments / condominiums)
-  Commercial
-  Medical
-  Light Industrial
-  Education
-  Government
-  Religious
-  Parks/Open Space
-  Transportation
-  Vacant





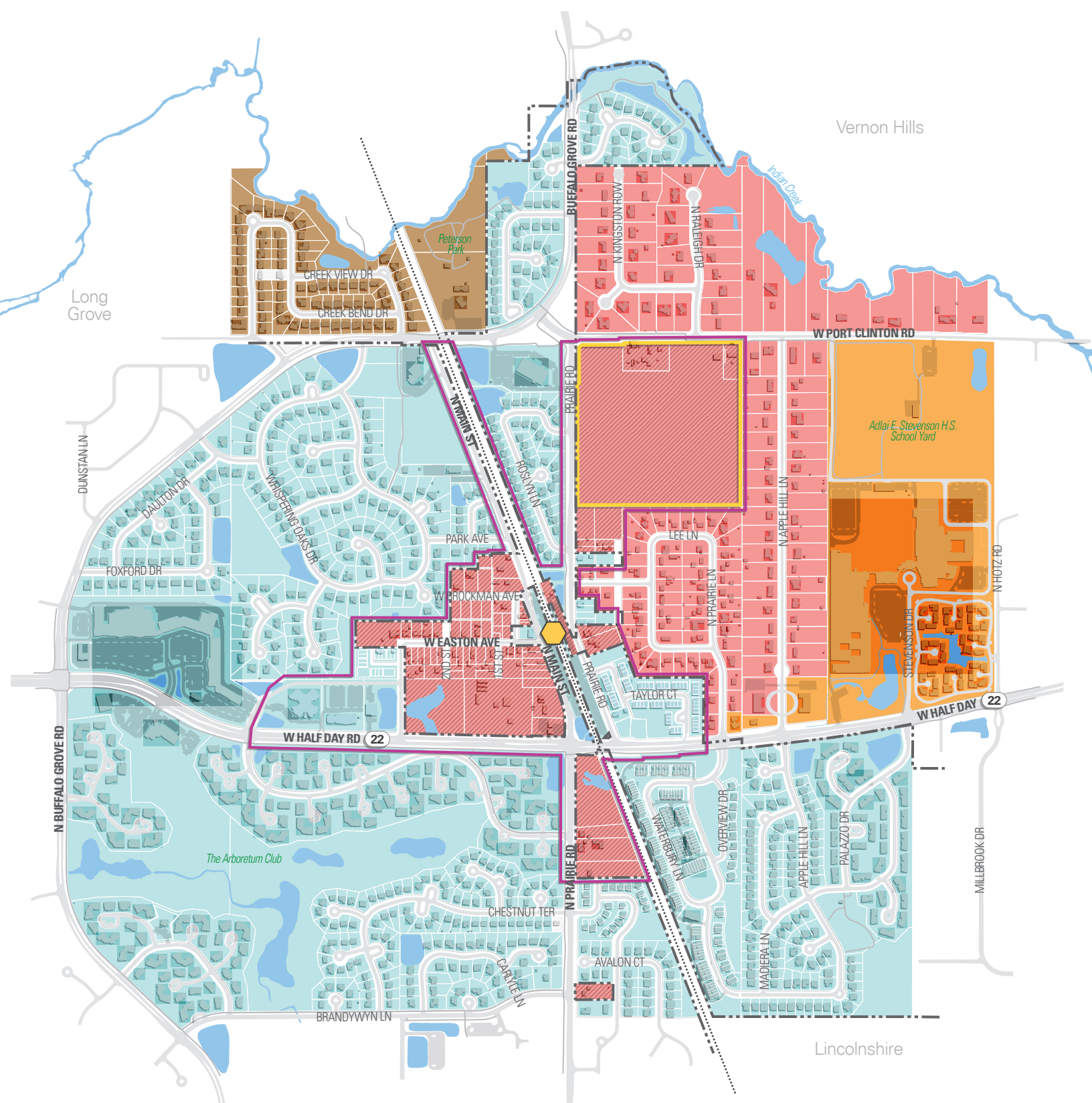
Land Jurisdiction

Land within the Prairie View Metra Station Area includes parcels that are incorporated into the Village of Buffalo Grove as well as unincorporated parcels. Incorporated parcels are serviced by the Village's utility infrastructure and public service departments. The remaining parcels, including the Stancliff Property are unincorporated and are under the jurisdictional authority of Lake County. There are observable physical differences between unincorporated and incorporated areas including lack of sidewalks, lack of utility infrastructure, and fewer streetlights. Incorporation may be a future option for cohesive and legible improvement and development of the Station Area. This process could be coordinated with comprehensive transportation and infrastructure improvements.

The Prairie View hamlet was established in 1907. The hamlet is primarily made up of lots along Easton Avenue and Brockman Avenue. The hamlet is characterized by large lots, rural character, and simplified historic architectural elements and materials. This area is located among the single-family detached housing along Brockman Avenue and west of N Main Street.

Boundary Agreement

The 40-acre Stancliff Property is included in a boundary agreement between the Village of Buffalo Grove and the Village of Lincolnshire. This agreement identifies the land use of this area to be single-family detached with a maximum density of no more than two dwelling units per acre. The Stancliff Property is an opportunity for future development to consider compact or cluster development principles and incorporate sustainable strategies while mitigating the development impact on adjacent neighborhoods. This may require the Village to revisit the agreement's provisions pertaining to permitted land use and density.



JURISDICTIONAL BOUNDARY

Legend

- Study Area Boundary
- Village of Buffalo Grove Municipal Boundary
- Future annexation into Village of Buffalo Grove via Boundary Agreement
- Stancliff Farm (40 acres)
- Village of Buffalo Grove
- Village of Vernon Hills
- Village of Lincolnshire
- Unincorporated Lake County
- Prairie View Metra Station





CURRENT ZONING

The Village's existing Zoning Ordinance is a development control and provides a legal framework to regulate the built environment. The Prairie View Metra Station and its associated parking lots are zoned as **B3: Planned Business Center District**. This district can be expanded to accommodate greater number of commercial properties fronting N Main St and W Half Day Road. It requires development to be landscaped and buffered against adjacent residential properties, which is conducive in minimizing potential land use conflicts. Doing so would require the Village to annex the parcels within unincorporated Lake County.

Additionally, the single-family attached subdivision and the Prairie Landing Townhomes, which is currently under construction, east of the Prairie View Metra Station is zoned **R8: Multiple Family Dwelling District** and **R9: Multiple Family Dwelling District** respectively. **I: Industrial District** and **R8: Multiple Dwelling District** are present at the western edge of the Prairie View Metra Station Area. The latter includes newer developments, such as the to be constructed Easton Station Townhomes. Capitalizing on the opportunities for promoting greater variety of housing typologies across the Study Area would require the Village to annex parcels that are within unincorporated Lake County and rezone them into the Village's residential zoning districts that permits higher-intensity developments.

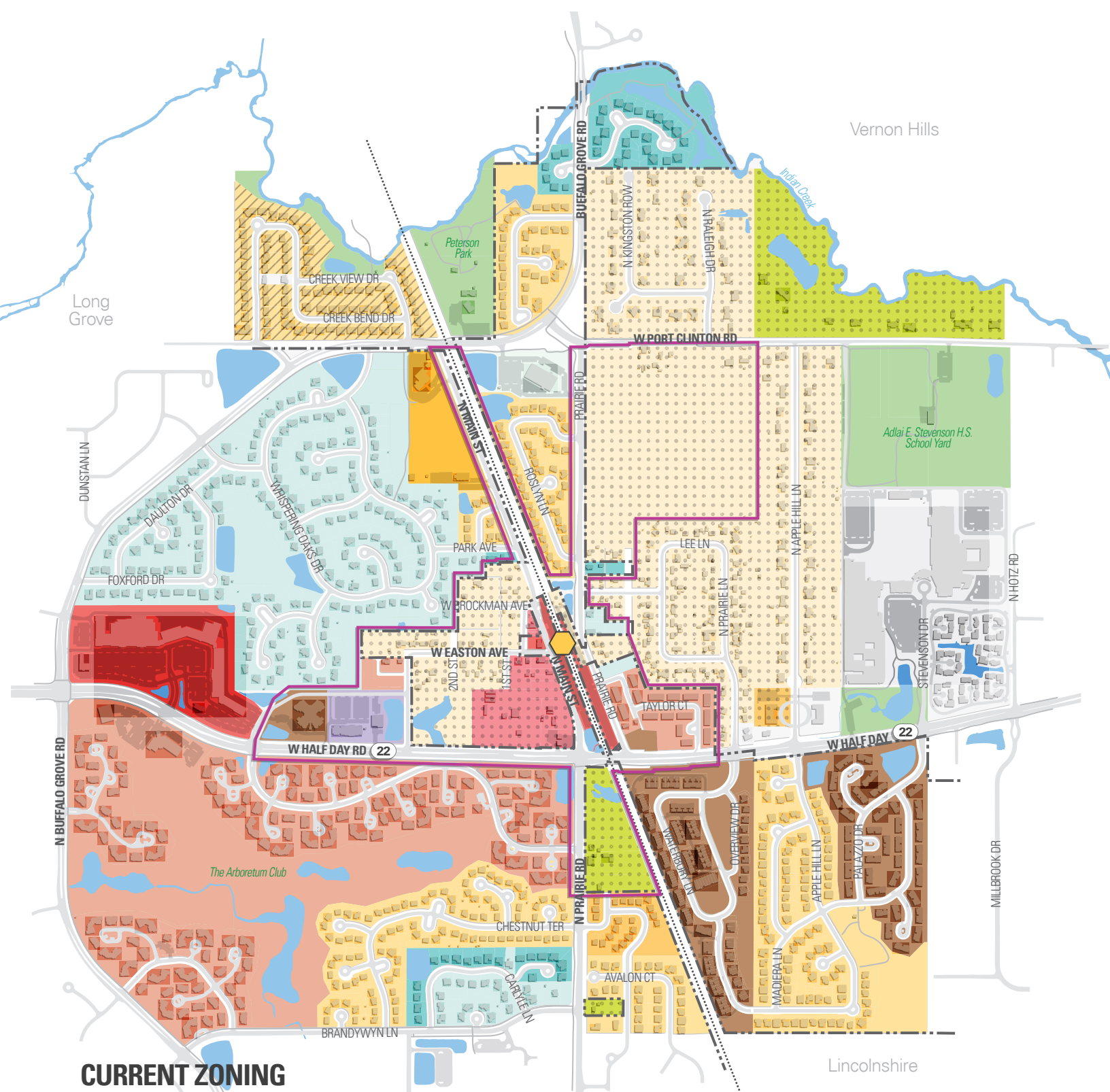
After reviewing the existing zoning districts within the Prairie View Metra Station Area, the following observations were identified:

- The Mixed Use Planned Development District permits mixed-use development. Future mixed-use development, especially in unincorporated areas, are able to apply for this zoning classification concurrent to annexation procedures. This zoning classification would also be conducive in adding convenience amenities and greater variety of housing types in the Prairie View Metra Station.
- Unincorporated areas may accommodate more dense housing types, such as townhomes and multi-family buildings. These developments would likely fall under the Village's R7-9 zoning classifications. These districts currently allow single-family attached and multi-family residential developments.

Lake County Zoning

It is important to consider Lake County's Unified Development Ordinance, because parts of the study area are within unincorporated Lake County. Most of the unincorporated single-family detached housing within the Study Area are zoned as **R-1: Residential** and **E: Estate**. They are designed to accommodate households who wish to live in low-density environment and are willing to bear the additional costs for infrastructure and services. The County does not prioritize the provision of public service areas zoned as R-1 and E. Furthermore, these zoning districts generally permit on-site and individual sewage disposal systems and wells. This indicates that future development in this area would require substantial infrastructure improvements.

Contrastingly, developments within the **GC: General Commercial** zoning district are typically served by modern Village provided utility infrastructure. This includes the existing plant nursery and the scrap metal business fronting W Half Day Road.



CURRENT ZONING

Legend

- Study Area Boundary
- Village of Buffalo Grove Municipal Boundary
- Prairie View Metra Station
- Existing Parks / Open Space (not a zoning district)
- Area not within unincorporated Lake County and Village of Buffalo Grove

Village of Buffalo Grove

- R1: One Family Dwelling District
- R2: One Family Dwelling District
- R3: One Family Dwelling District
- R4: One Family Dwelling District
- R5: One Family Dwelling District
- R7: One and Two Family Dwelling District

- R8: Multiple Family Dwelling District
- R9: Multiple Family Dwelling District
- B3: Planned Business Center District
- I: Industrial District

Lake County (Vernon Township)

- R-1: Residential
- R-5: Residential
- E: Estate
- GC: General Commerical
- LI: Limited Industrial





DRAFT
For Review

4

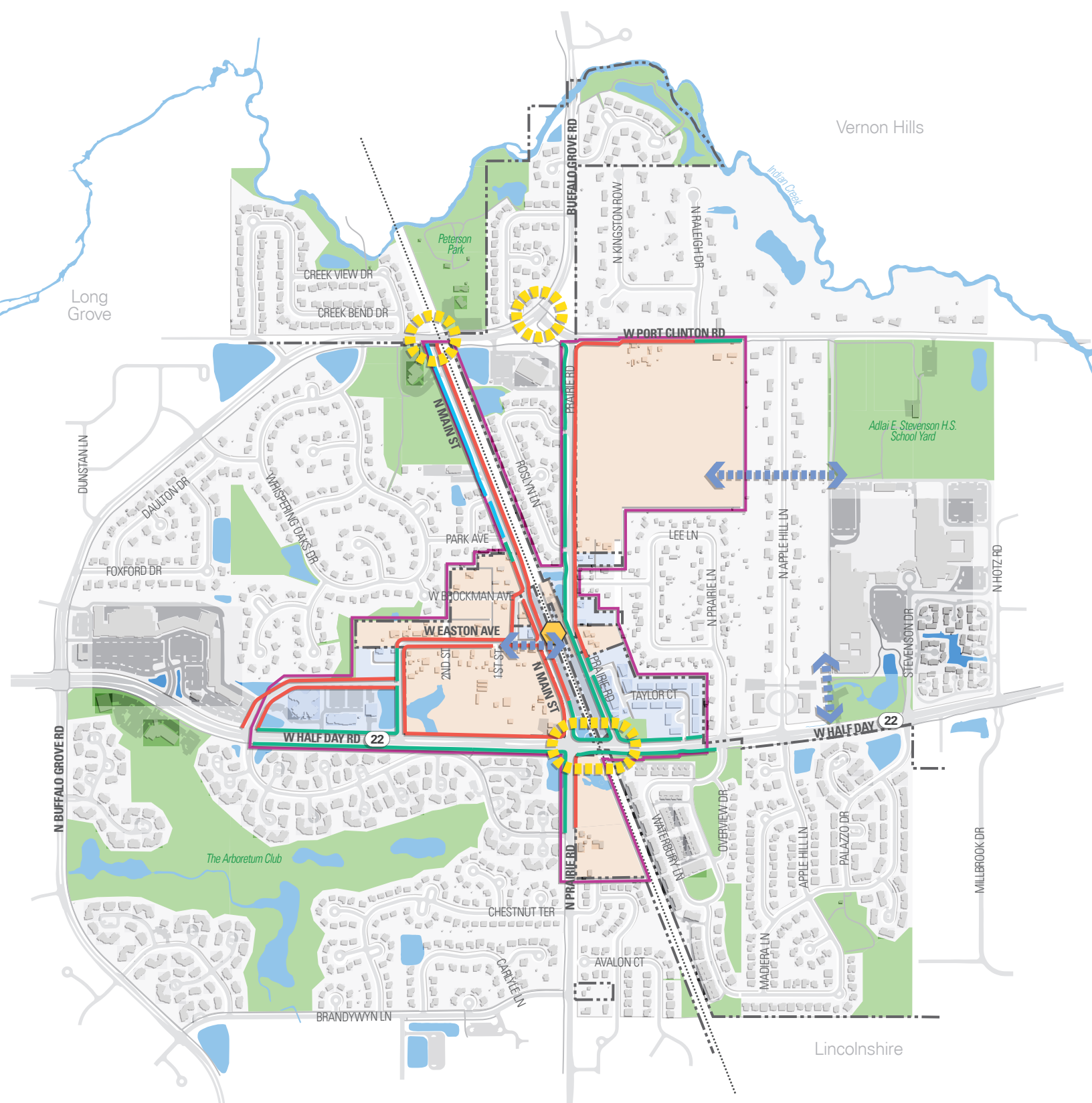
Transportation & Infrastructure Analysis



TRANSPORTATION EXISTING CONDITIONS ASSESSMENT

As part of the assessment of existing conditions, an inventory of the existing multimodal transportation infrastructure was reviewed, including vehicular (roadways, intersections, and traffic control), transit (Metra), and both pedestrian and bicycle (sidewalks, trails, crossings, and routes) modes of transportation.

The following discussion of transportation infrastructure provides the framework to identify current issues and future opportunities to enhance mobility and accessibility throughout the study area. A summary of the existing transportation conditions is depicted in the map at the right.



EXISTING TRANSPORTATION SYSTEM

Legend

-  Study Area Boundary
-  Village of Buffalo Grove Municipal Boundary
-  Incorporated Area within the Study Area Boundary
-  Unincorporated Area within the Study Area Boundary
-  Key Intersection
-  Pedestrian Connectivity Opportunity
-  Existing Sidewalk
-  Existing Shared Use Path
-  Sidewalk Gap
-  Prairie View Metra Station



EXISTING TRANSPORTATION INFRASTRUCTURE

Roadways and Vehicular Traffic

The Prairie View Metra station is located approximately 3.5 miles west of Interstate 94. East-west access to the study area is provided by Half Day Road (IL Route 22). Located approximately one mile east of the study area, Milwaukee Avenue (IL Route 21) provides north-south access to the study area.

Throughout the study area, the street system is predominantly a network of local and collector roadways with arterial roadways around the perimeter. A map of the functional roadway classifications is provided at the following page. This exhibit also includes Annual Average Daily Traffic (AADT) traffic volumes provided by the Illinois Department of Transportation (IDOT) for key roadway segments within the study area. The local roadways generally provide two travel lanes and lack curb, gutter, and sidewalks. These streets serve residential neighborhoods, and recreational and institutional uses such as local parks, religious facilities, and township offices.

Primary access to the study area is provided by Port Clinton Road, Buffalo Grove Road, and Half Day Road. These roadways generally provide two to four travel lanes. Buffalo Grove Road and Half Day Road provide dedicated turn lanes at key intersections. Port Clinton Road and Buffalo Grove Road serve as key routes to residential neighborhoods and Adlai E. Stevenson High School (Stevenson High School). Half Day Road also provides access to Stevenson High School, in addition to access to a variety of commercial, residential, recreational, and institutional uses.



Photo of the signalized intersection of Half Day Road/Main Street/Prairie Road (view west). At its intersection with Main Street/Prairie Road, Half Day road provides two through lanes and a dedicated left-turn lane in each direction.

The local street network is generally intuitive and the scale is typically consistent with the context of the adjacent land uses. The signalized intersections of Half Day Road/Main Street/Prairie Road and Buffalo Grove Road/Port Clinton Road serve as a key access points to the study area. In addition, the unsignalized intersections of Buffalo Grove Road/Main Street and Port Clinton Road/Prairie Road provide access to the study area. During peak student arrival and departure periods at Stevenson High School, area residents report vehicle queues on both Port Clinton Road and Half Day Road. Other key traffic generators within the vicinity of the study area include Woodland Commons, located on the northeast corner of the intersection of Half Day Road/Buffalo Grove Road. The north leg of Willow Parkway provides connectivity between Woodland Commons and the study area. In order to limit cut-through traffic between the commercial uses and the residential uses along Easton Avenue, left-turn movements from Willow Parkway to Easton Avenue are prohibited weekdays from 6:00AM to 9:00AM.



FUNCTIONAL ROADWAY CLASSIFICATION

Legend

- Study Area Boundary
- Village of Buffalo Grove Municipal Boundary
- Incorporated Area within the Study Area Boundary
- Unincorporated Area within the Study Area Boundary
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Streets
- Annual Average Daily Traffic (AADT) Volume (2017)
Source: Getting Around, Illinois Department of Transportation
- Annual Average Daily Traffic (AADT) Volume (2015)
Source: Getting Around, Illinois Department of Transportation
- Prairie View Metra Station



Transit

The Prairie View station serves as a key activity center for the study area. Located along the Metra North Central Service (NCS) Line, commuter rail service is provided on track owned by Canadian National Railway Company (CN). The tracks also support active freight. According to data provided by the Illinois Commerce Commission, an average of 42 daily trains, including 22 passenger trains, is reported at the at-grade crossing on Buffalo Grove Road. In addition to the Buffalo Grove Road crossing, an additional at-grade crossing is located within the study area at Half Day Road. A dedicated pedestrian crossing is also provided near the Prairie View station building.

The NCS Line provides north-south commuter access between Chicago Union Station and the Village of Antioch. Monday through Friday, Metra operates a total of nine inbound trains from Prairie View to Union Station, and a total of ten outbound trains from Union Station to Prairie View. These trains also provide access between Prairie View and the O'Hare Transfer station. Weekend Metra service is not provided along the NCS Line.

Tables 1 to 3 summarize key metrics and trends in boardings and alightings, mode of access, and parking at the Prairie View station. For comparison, data for the Vernon Hills and Buffalo Grove

stations, the stations located along the NCS Line to the north and south of the Prairie View station, respectively.

Prairie View is the second busiest station on the NCS Line with a total of 388 boardings (all trains). With a total of 590 boardings (all trains), Buffalo Grove is the busiest station along the NCS Line. Ridership levels at the Prairie View station demonstrates the NCS Line serves as an important transportation option for residents of the surrounding low-density single-family residential area.



Photo of Prairie View Metra Station.

Table 1: Summary of Weekday Ridership Data

Station	Weekday					
	Inbound Trains		Outbound Trains		All Trains (Total)	
	Boardings (Ons)	Alightings (Offs)	Boardings (Ons)	Alightings (Offs)	Boardings (Ons)	Alightings (Offs)
Prairie View	376	16	12	360	388	376
Vernon Hills	365	4	5	380	370	384
Buffalo Grove	577	15	13	540	590	555

Source: Metra North Central Service Line, Weekday Station Boarding & Alighting Data (Fall 2016)

Table 2. Parking Capacity and Observed Utilization

Station	Parking Capacity	Observed Utilization
Prairie View	431	318 (73.7%)
Vernon Hills	670	237 (35.3%)
Buffalo Grove	1,074	398 (37.1%)

Source: 2017 Metra Station Parking Counts

Table 3. Station Mode of Access

Station	Mode of Access				
	Walk	Bike	Drive Alone	Drop Off	Other
Prairie View	20%	2%	55%	20%	3%
Vernon Hills	11%	6%	60%	17%	6%
Buffalo Grove	10%	5%	65%	16%	4%

Source: Metra 2016 Origin-Destination Survey

Compared to the number of commuters at each station, the parking characteristics suggest shared use of the Metra parking facilities. At the Prairie View station, a portion of the commuter parking spaces are currently utilized by Stevenson High School students. Therefore, the observed 73.7 percent utilization reflects both commuter and student usage. According to Stevenson High School administration, students will no longer be permitted to park at the Prairie View station beginning with the 2018-2019 academic year.

In addition to the commuters who drive alone and park at the Prairie Station, approximately 20 percent of commuters are dropped-off at the station. Vehicle pick-up/drop-off activity currently occurs in the commuter parking lots on both the east and west sides of the train tracks. The Prairie View station also has a significant portion of the commuters who walk to/from the station. It is important to note that approximately 20 percent of commuters using the Prairie View station walk, which is about double the percentage of commuters walking to both the Vernon Hills and Buffalo Grove stations. Although the area surrounding the Prairie View station is predominantly low-density single-family residences, the station location supports pedestrian activity compared to other stations along the NCS Line.

Fixed route bus service to the Prairie View Metra station is not currently provided. Bus shelters remain on both the east and west sides of the train tracks. A dedicated bus lane deceleration/staging lane is provided at the shelter on the west side of the train tracks. Pace Suburban Bus Dial-A-Ride service is available between the Prairie View Metra Station and within one mile beyond the Vernon Township border. Dial-A-Ride service is available Monday through Friday, from 8:30AM to 4:00PM and requires advanced scheduling.



Photo of existing bus shelter on the west side of the train tracks.

Pedestrian

In general, pedestrian connectivity in the study area is discontinuous with sidewalk provided along some segments. Although the study area maintains a pedestrian-scale development pattern, infrastructure to support pedestrian activity is limited and in some cases, the built environment discourages pedestrians. A summary of observed limitations of the existing pedestrian network is provided below.

Limited sidewalk connectivity

Portions of the study area are served by sidewalk; however, most of the unincorporated blocks do not have sidewalks. Where redevelopment has occurred, sidewalk has been installed across the property frontage; however, this approach creates a discontinuous sidewalk network.

Main Street provides discontinuous sidewalk with a shared-use path on the west side of the street north of Park Avenue. Along Prairie Road, sidewalk is provided along the west side of the street. The recent residential development at the northeast corner of Half Day Road/Prairie Road installed sidewalk across the property frontage, thereby providing pedestrian accommodations along a portion of the east side of Prairie Road.



Photo of sidewalk terminus on the east side of Prairie Road north of Noah's Landing.

Area residents report using the Prairie View Metra station parking lots as pedestrian cut-through routes in order to avoid walking in the street along Main Street. Gaps in the existing sidewalk network are presented in Existing Transportation System Map. This disconnected pedestrian network limits access to key destinations, including Prairie View Metra station, Stevenson High School, Vernon Township Community Services, area parks, and recreational trails/facilities.

Lack of pedestrian connection between residential neighborhoods and Prairie View Metra Station

With approximately 20 percent of commuters commuting as pedestrians to the Prairie View Metra station, opportunities to enhance connectivity between the area's residential neighborhoods and the train station should be considered. Currently, pedestrian crossings are limited to the primary intersections of Half Day Road/Main Street/Prairie Road, Half Day Road/Prairie Road, Buffalo Grove Road/Main Street, and Buffalo Grove Road/Port Clinton Road. Between Buffalo Grove Road and Half Day Road, both Main Street and Prairie Road extend for more than one-half mile without designated pedestrian crossings.

Opportunities to enhance Stevenson High School students' mobility should be considered throughout the study area. Currently, an uncontrolled pedestrian crossing is provided on Port Clinton Road west of its intersection with Raleigh Drive. This crossing provides connectivity for the existing sidewalk network along Port Clinton Road. East of Raleigh Drive, sidewalk is provided along the south side of Port Clinton Road; west of Raleigh Drive, sidewalk is provided on the north side of Port Clinton Road.



Photo of the intersection of Easton Avenue/Main Street (view north). The stairs on the far right of the photo serve as a primary pedestrian access point to the Prairie View Metra station; however, pedestrian accommodations to/from the stairs (e.g., sidewalk, crosswalk) are not provided.



Photo of existing parking lots on the west side of Main Street near its intersection with Easton Avenue.

Commercial parking lots along Main Street act as barriers to pedestrian connectivity

The surface parking lots along the west side of Main Street currently support existing commercial uses; however, based on community input, these parking lots act as a barrier (real or perceived) for pedestrians along Main Street. These parking lots also create conflicts between pedestrians and vehicles using the surface parking lots.

Bicycle Network

The Village of Buffalo Grove has an extensive bicycle route network. In the vicinity of the study area, existing bicycle routes are located along the following roads:

- Port Clinton Road
- Half Day Road
- Buffalo Grove Road
- Main Street (shared-use path along north segment only)
- Prairie Road

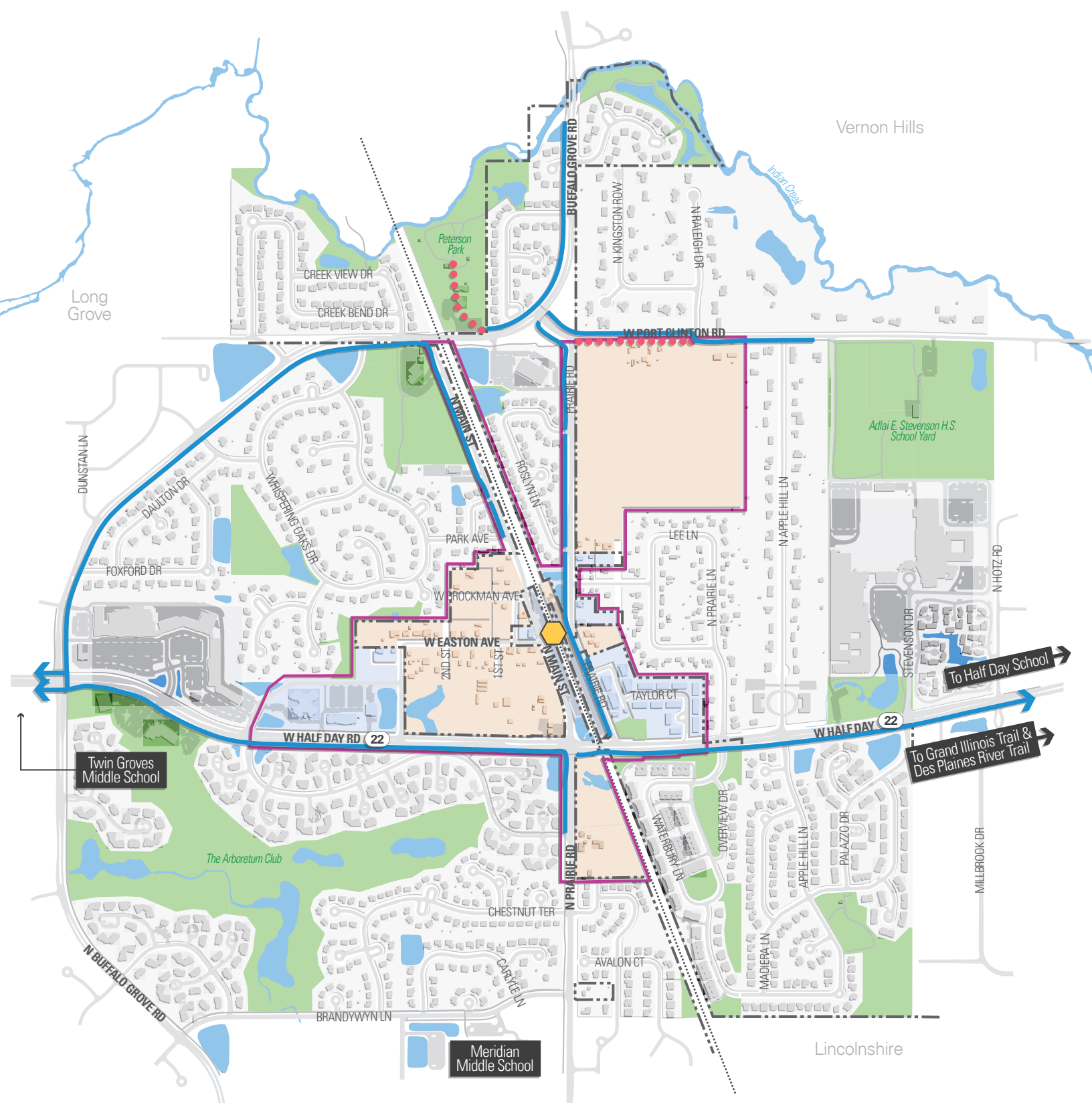
A map of both the existing and planned bicycle routes within the study limits and surrounding area is provided as Existing Bicycle Network Map at the right.

As shown in the map, the existing bicycle network provides connectivity between adjacent residential subdivisions, commercial areas (e.g., Woodland Commons), Prairie View Metra Station, area parks and recreational and institutional uses such as local parks, schools, religious facilities, and township offices. According to the Village of Buffalo Grove Bike Path Map (revised October 15, 2012), the Village plans to install a new bicycle route on the south side of Port Clinton Road between Prairie Road and the existing sidewalk on Port Clinton Road east of Raleigh Drive.

Bicycle parking is provided at the Prairie View Metra Station on both the east and west sides of the train tracks.



Photo of the existing shared-use path along the west side of the north segment of Main Street.



Vernon Hills

Long Grove

Lincolnshire

EXISTING BICYCLE NETWORK

Legend

- Study Area Boundary
- Village of Buffalo Grove Municipal Boundary
- Incorporated Area within the Study Area Boundary
- Unincorporated Area within the Study Area Boundary
- Existing Bicycle Route
- Planned Bicycle Route
- Prairie View Metra Station



TRANSPORTATION CHALLENGES AND OPPORTUNITIES

Based on an initial assessment of existing vehicle, bicycle, and pedestrian infrastructure and operational characteristics throughout the study area, the following strengths, challenges and opportunities were identified. These attributes provide the framework for development of strategies to enhance the transportation network for each travel mode as a measure to support the Prairie View study area. A summary of the key challenges and opportunities is presented in Table 4.

Table 4. Summary of Transportation Challenges and Opportunities

Travel Mode	Strengths	Challenges	Opportunities
Vehicle	<ul style="list-style-type: none"> Traffic volumes along Half Day Road support visibility for commercial development Proximity to Interstate 94 Dedicated left-turn lanes along Half Day Road and Buffalo Grove Road are provided at key intersections 	<ul style="list-style-type: none"> Railroad tracks limit connectivity and serve as a barrier with two at-grade crossings in the study area Impacts of railroad crossing closures on adjacent intersections and approaching corridors Restricted access/turn movements to/from Prairie Road at Half Day Road 	<ul style="list-style-type: none"> Where feasible, consolidate commercial driveways and parking to reduce vehicle conflicts with pedestrians and bicyclists, particularly along Main Street Integrate shared parking into redevelopment opportunities to maximize functionality of available land in the station area
Pedestrian and Bicycle	<ul style="list-style-type: none"> Pedestrian-scaled development characteristics throughout study area Relatively low speeds on area street network Approximately 20 percent of commuters at the Prairie View Metra Station are pedestrians Area residents report Stevenson High School students within study area and surrounding area walk to school Existing bicycle route network in and around study area 	<ul style="list-style-type: none"> Limited sidewalk connectivity in study area Students, commuters, and residents cut through commuter parking lots to avoid walking along Main Street Lack of designated crosswalks connecting area residents to key destinations (e.g., Prairie View Metra Station) Existing parking lots fronting Main Street create conflicts between pedestrians and vehicles Drainage culvert on west side of Main Street presents challenge for sidewalk installation 	<ul style="list-style-type: none"> Identify opportunities to extend designated bicycle routes to encourage more commute trips and non-recreational trips via bike Consider sidewalk installation along key pedestrian routes within the study area With sidewalk installation, provide designated pedestrian crossings (e.g., east leg of Half Day Road at Main Street/Prairie Road, Prairie Road at Port Clinton Road) Establish pedestrian and bicycle connections between residential neighborhoods, key destinations in and around the study area, and redevelopment opportunities Maintain pedestrian-scaled design of redevelopment parcels to promote a walkable character in line with community input and steering committee goals

INFRASTRUCTURE CHALLENGES AND OPPORTUNITIES

Based on an initial assessment of existing public utility infrastructure, including electric, water, sanitary, and storm, the following strengths, challenges and opportunities were identified. These attributes provide the framework for development of strategies to extend and enhance public utility infrastructure as a measure to support the Prairie View study area. A summary of the key challenges and opportunities is presented in Table 5.

Table 5. Summary of Infrastructure Challenges and Opportunities

Strengths	Challenges	Opportunities
<ul style="list-style-type: none"> Proximity to Village utilities for unincorporated properties Unincorporated properties have potential to access Lake Michigan water purchased from Evanston and delivered through the Northwest Water Commission 	<ul style="list-style-type: none"> Cost of converting unincorporated parcels from well/septic to Village utilities as part of redevelopment Upfront cost of utility extensions (potential recapture opportunity) Limited parcel size to accommodate individual stormwater requirements Open ditch culverts have negative impact on walkability and limit connectivity between streets and commercial sites Lack of pedestrian-scaled lighting along Main Street 	<ul style="list-style-type: none"> Leverage redevelopment partnerships to share upfront infrastructure costs Consolidated sub-area stormwater solution to realize redevelopment potential on key parcels Burying overhead utilities to improve aesthetics



DRAFT
For Review

5

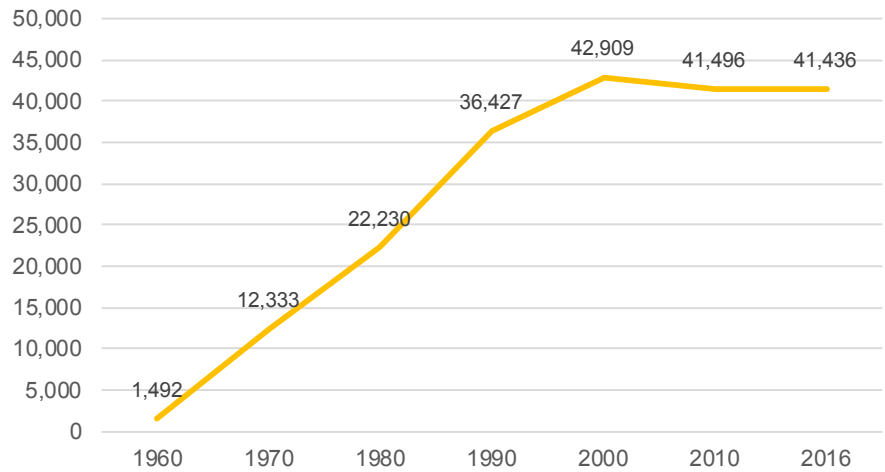
Market & Economic Assessment

BUFFALO GROVE WITHIN THE CHICAGO REGIONAL MARKET

Population

The Village of Buffalo Grove has shown significant growth over the past 50 years. Reaching its peak in the early 2000s, the Village has plateaued at around 42,000 residents.

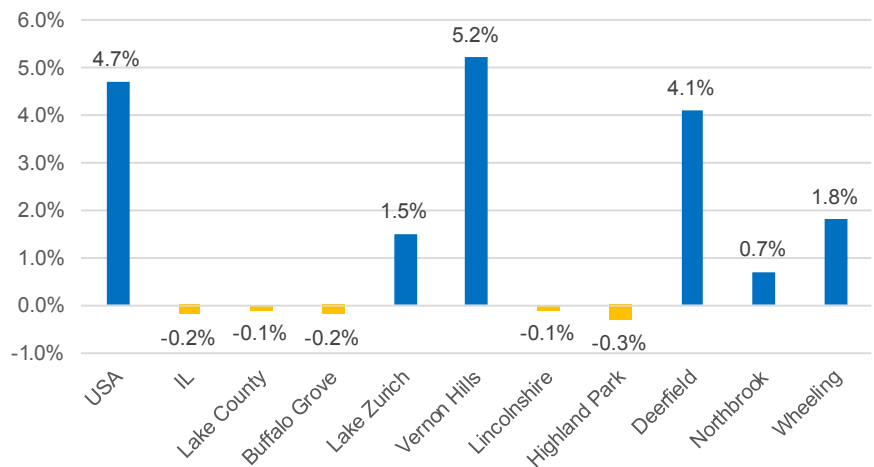
Buffalo Grove: Population (1960-2016)



Population Growth

While Buffalo Grove's population growth fails to keep pace with the growth of the US, it is comparable to the State of Illinois and several other mature suburbs north of Chicago. Suburbs such as Vernon Hills and Deerfield have sufficient land to sustain continued residential growth; Buffalo Grove will likely need to increase its density to increase its population.

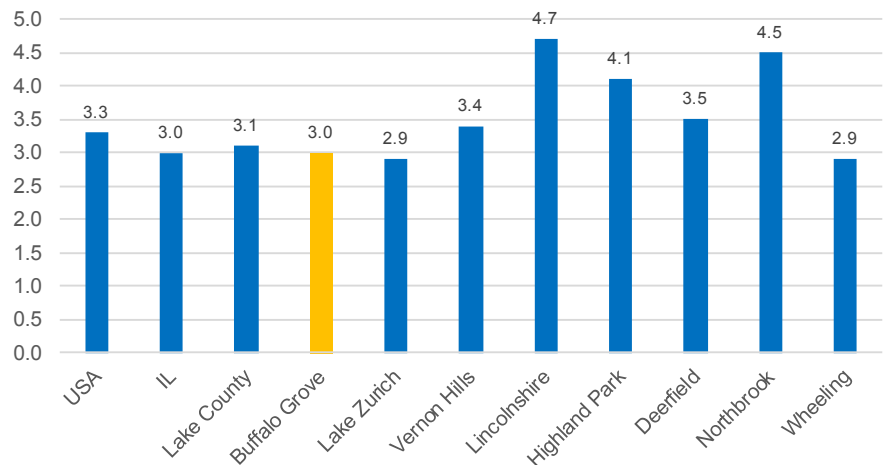
Buffalo Grove: % Population Growth (2010-2016)



Housing Affordability

When the housing affordability ratio rises above 3.0, housing becomes increasingly difficult to afford. Based on the ratio of median home values to median household incomes, Buffalo Grove offers relatively affordable housing compared to surrounding north side suburbs. Most Buffalo Grove residents appear able to afford their housing in the community, while other suburbs with ratios exceeding 4.0 such as Lincolnshire, Highland Park and Northbrook are beginning to see affordability challenges.

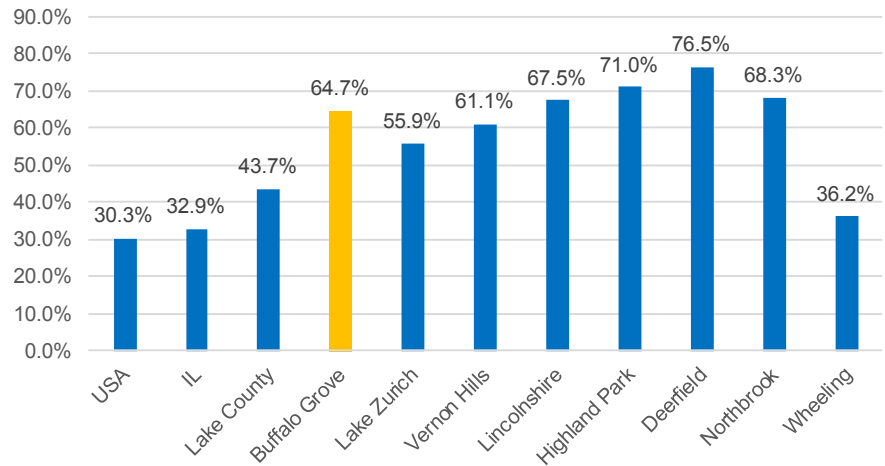
Comparative Housing Affordability Ratio



Education Attainment

Nearly 65% of the adult population in Buffalo Grove have college degrees. This is more than twice the national and state averages but shares consistency with affluent suburbs on Chicago's north side. This level of educational attainment bodes well for Buffalo Grove as college grads tend to have a very high level of employment in the local economy.

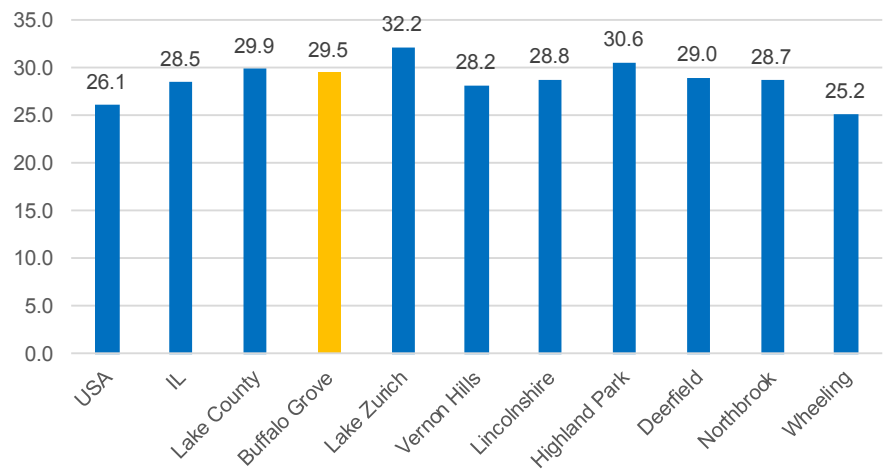
Comparative College Educated Adults (>25 years old)



Commute Time

With the use of excellent highway access and two METRA commuter rail stations, the residents of Buffalo Grove have reasonable commute times to employment. This is reflected in commute times averaging under 30 minutes. While slightly higher than the national and the state averages, it is consistent with other Chicago north side suburbs.

Comparative Mean Commute Time

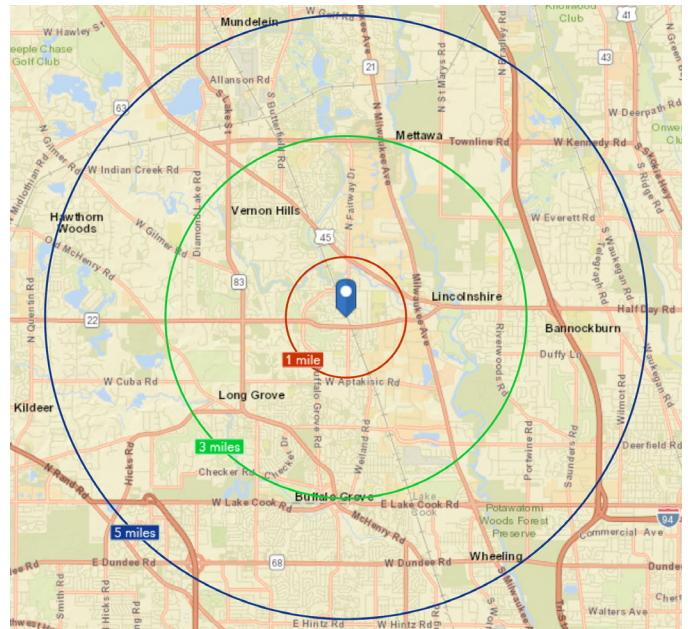
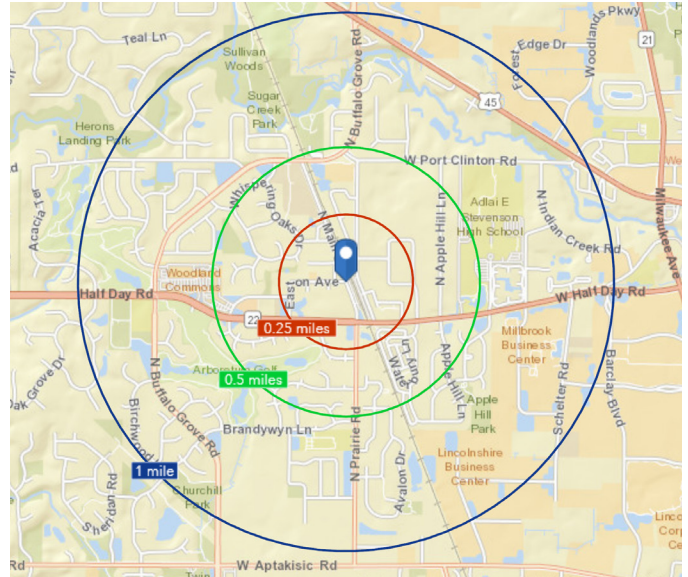


A Great Place to Live

Buffalo Grove is recognized as one of the most attractive suburbs in the greater Chicago region. In 2013, Money Magazine featured Buffalo Grove as one of the top fifty places to live in the country. With its highly educated citizens and diverse tax base (industrial, commercial, and residential), it appears as one of the economically stronger suburbs on Chicago's north side.

PRAIRIE VIEW SUBMARKET

Prairie View's strong suburban economic base positions them for a more optimal set of economic uses in and around the Metra station. Lincolnshire is an adjacent community to the north of Buffalo Grove. It is also an economically healthy suburb. For purposes of this submarket, it is particularly important to understand the existing socio-economic position of the resident population as it will likely be the main consumers of the Metra station and shoppers of any retail businesses near the station. This residential population represents the median household income levels and family composition of potential future developments in and around the Prairie View station. The Prairie View submarket will be reviewed using a "walkable" radius around the station of ¼-, ½-, 1-, 3-, and 5-mile to measure the existing residential submarket (see maps below).



These images show the geographical coverage of the five-distance radius.
Source: ESRI

Population

The population within a mile of the Prairie View Metra Station is expected to increase by 2% between 2018-2023, while the Village is anticipated to have a population increase of only 0.03% (source: ESRI). In 2018, the Village of Buffalo Grove shows strength in diversity with an Asian population that represents 19% of the total population. The Prairie View Metra Station Area has an Asian population share of 25%-30%. A table is provided to show the ethnic composition of the Asian population in the Village of Buffalo Grove during 2016 (source: U.S. Census).

Population

Distance from Prairie View Metra Station

Market Item	1/4-Mile	1/2-Mile	1-Mile	3-Mile	5-Mile
Est. Population 2018	504	2,545	6,799	61,048	175,140
Est. Population 2023	516	2,589	6,914	62,517	178,701
Population Change 18-23	12	44	115	1,469	3,561
Pct. Pop Chg 18-23	2.4%	1.7%	1.7%	2.4%	2.0%
2018 Population Percent White Alone	66.5%	71.7%	71.0%	72.8%	72.1%
2018 Population Percent Asian Alone	30.2%	25.5%	26.0%	20.9%	15.3%
2018 Other Percent Ethnicities	3.3%	2.8%	3.0%	6.3%	12.6%

Composition of Ethnicities within the 2016 Asian Population

Village of Buffalo Grove, IL

Ethnicity	Total Asian Population	Percentage of Asian Population	Percentage of Buffalo Grove Population
Asian (all/total)	8,043	100%	19%
Asian Indian	2,933	36%	7%
Chinese	1,983	25%	5%
Filipino	663	8%	2%
Japanese	499	6%	1%
Korean	1,747	22%	4%
Vietnamese	123	2%	0%
Other Asian	95	1%	0%

Household

Household growth rates for the Village between 2018-2023 are anticipated to increase by 0.06%, while those within one mile of the Prairie View Metra Station are anticipated to increase by 2%. Proximity to elementary, middle and high schools make the Prairie View Metra Station Area very attractive to families with children.

Household

Distance from Prairie View Metra Station

Market Item	1/4-Mile	1/2-Mile	1-Mile	3-Mile	5-Mile
Est. Households 2018	200	978	2,391	22,674	65,429
Est. Households 2023	204	998	2,440	23,345	66,894
Household Change 18-23	4	20	49	671	1,465
Pct. Household Chg. 18-23	2.0%	2.0%	2.0%	3.0%	2.2%

Median Home Value

Median home values in the Buffalo Grove community are close to \$296,000. Between 2018-2023, home values are projected to increase by 9% or up to almost \$500,000 near Prairie View. As home values are anticipated to continue to appreciate, the neighborhood is an attractive location with approximately 75% of the population owning their homes.

Median Home Value
Distance from Prairie View Metra Station

Market Item	1/4-Mile	1/2-Mile	1-Mile	3-Mile	5-Mile
Median Home Value 2018	\$459,211	\$475,904	\$512,943	\$398,954	\$340,616
Median Home Value 2023	\$487,209	\$497,895	\$538,578	\$431,657	\$375,256
MHV Change 18-23	\$27,998	\$21,991	\$25,635	\$32,703	\$34,640
MHV Pct. Chg. 18-23	6.1%	4.6%	5.0%	8.2%	10.2%
Percent of Owner-occupied Housing Units 2018	76.0%	72.1%	73.5%	72.0%	69.3%
Percent of Owner-occupied Housing Units 2023	75.7%	72.0%	73.4%	71.3%	68.7%

Population Age Groups

Buffalo Grove has a median age of 44 years compared to the Prairie View submarket's median age between 46-53 years. This is due to existing senior resident only developments within a ½-mile radius of Prairie View station neighborhood. It should be noted that the share of youth and middle age adults will begin to decline between 2018-2023. This factor should be considered when planning for the types of recreational and land-use opportunities considered for the Prairie View area.

Population Percentage by Age Groups
Distance from Prairie View Metra Station

Market Item	1/4-Mile	1/2-Mile	1-Mile	3-Mile	5-Mile
2018 Youth < 25 Years of Age	27.0%	23.8%	25.4%	29.2%	29.0%
2023 Youth < 25 Years of Age	22.7%	19.9%	21.2%	26.5%	28.4%
2018 Adults between 25 and 65 Years of Age	56.8%	50.7%	52.8%	54.4%	55.2%
2023 Adults between 25 and 65 Years of Age	56.3%	49.2%	51.4%	53.2%	52.6%
2018 Adults > 65 Years of Age	16.3%	25.6%	21.9%	16.5%	16.0%
2023 Adults > 65 Years of Age	20.0%	30.8%	27.6%	20.3%	19.0%

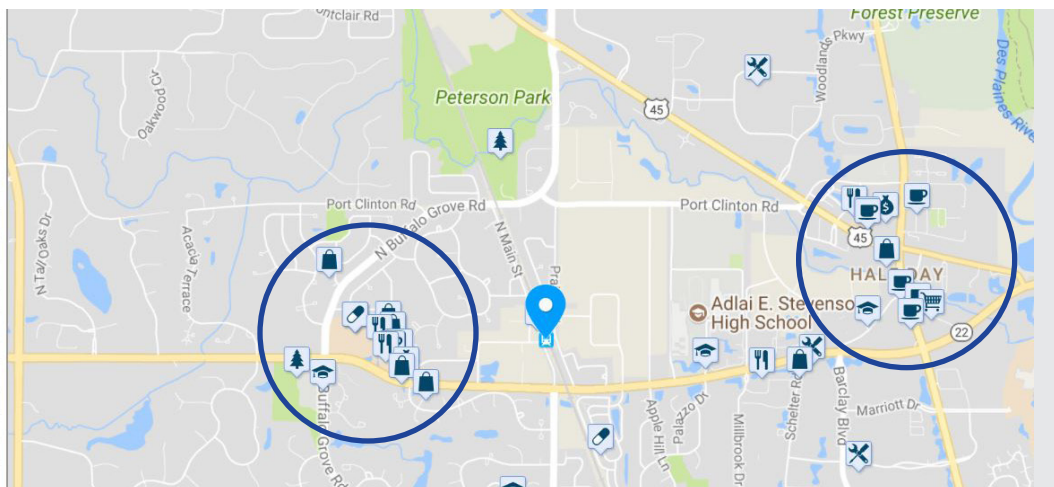
Education & Employment

Similar to Buffalo Grove, the Prairie View submarket has a very well-educated adult population, having 71%-73% attained a college degree. This percentage is slightly higher than the community's 65% college graduate rate. High professional and management resident employee percentages likely explain the higher income levels and home values in the Prairie View neighborhood relative to Buffalo Grove as a whole.

Education & Employment
Distance from Prairie View Metra Station

Market Item	1/4-Mile	1/2-Mile	1-Mile	3-Mile	5-Mile
2018 College Graduates Pct of Adults > 25 Years of Age	76.0%	73.6%	75.6%	69.2%	57.7%
Professional and Management Pct. Residents Employed	64.2%	65.1%	65.7%	57.2%	48.7%
Sales and Administration Pct. Residents Employed	24.2%	23.6%	23.9%	33.6%	25.1%
Non-professional Services Pct. Residents Employed	6.2%	7.8%	7.1%	10.3%	13.0%
Construction and Maintenance Pct. Residents Employed	1.3%	1.0%	1.4%	3.1%	4.1%
Production and Transportation Pct. Residents Employed	3.3%	2.6%	2.9%	5.8%	9.2%

Restaurants:	
Prairie House Tavern	.05mi >
Coffee:	
Gail's Carriage Way	.5mi >
Bars:	
Boogie Nights	3.1mi >
Groceries:	
Mariano's Buffalo Grove	.6mi >
Parks:	
Prairie View Park	.6mi >
Schools:	
Adlai E Stevenson High School	.5mi >
Shopping:	
Embroidery Werks Inc	.5mi >
Entertainment:	
Regal Cinemas Lincolnshire 15...	1.7mi >
Errands:	
Jay H. Silver, RPh	.4mi >
Search Nearby:	



Source:

Residential Submarket within 1-Mile of Prairie View Metra Station

For-Sale Residential Market:

- Single-family Residential (SFR) is strong with homes selling often above zillow.com estimated price.
- Three-Bedroom recent sales ranging from \$200K-400K. Average sale price close to \$350,000 or \$210/SF (zillow.com and RATIO).
- Four-Bedroom recent sales ranging from \$400K-600K. Average sale price close to \$560,000 or \$196/SF (zillow.com and RATIO).
- Five-Bedroom recent sales ranging from \$500K-\$700K. Average recent sale price close to \$600,000 or \$172/SF (zillow.com and RATIO).

As families with children look to relocate within a high-quality public school district, SFR residential households are attracted to the Stevenson High School. The high school has an excellent school rating of 9/10. (Source: greatschools.org).

Condominiums and townhomes are also moving well. Townhomes recent sales ranging from \$200K-\$400K. Average recent sale price close to \$360,000 or \$174/SF (zillow.com and RATIO). Condo recent sales range from \$100K-\$500K. Average sale price close to \$260,000 or \$172/SF (zillow.com and RATIO).

Rental Residential Market

Development of market rate rental luxury multi-family residential (MFR) has relatively healthy monthly rent costs per SF. One-bedroom rent ranges from \$1.75/SF to \$1.90 and two-bedroom from \$1.70/SF to \$1.85/SF (zillow.com and RATIO). This is attracting private developer interest in 100-200 unit developments. Residential rental market figures were reviewed from a variety of apartment facilities within Buffalo Grove (source: zillow.com). It is necessary to better understand local consumer needs related to school desirability around the Prairie View Station. Families with children of age to attend Stevenson may be considered a subset of the residential population.

Retail Submarket

The Prairie View submarket is positioned between two relatively strong retail areas. To the west of Prairie View is the Woodland Commons shopping center and to the east is the Milwaukee Road Corridor. There are also other numerous retail and shopping choices within a few miles of the Prairie View station.

While Prairie View has a relatively strong annual average daily traffic volume of about 22,000 along Half Day Road, this is still below the 25,000 to 30,000 vehicles that drive directly by the Woodland Commons shopping center and the Milwaukee Road corridor. This results in a market disadvantage for Prairie View attempting to attract auto-related shoppers to retail within the immediate Prairie View station area. It is anticipated that the limited retail be more focused on the immediate needs of commuters and nearby residential population.

Select retail sectors that value personal health and wellness for themselves and their families may be attracted to the Prairie View submarket. Within one mile of Prairie View, the residents have about a one and half times higher proclivity for recreational participation above national averages. Businesses that cater to high value for health and wellness may find a niche that is supported by the commuter and local Prairie View households. There may also be an opportunity to develop a health and wellness business cluster that could become a regional destination for the near north side regional market as well.

2017 Leakage/Surplus Factor by Industry Group



Source: ESRI

Retail opportunities should focus on commuter, residential needs, and destination businesses. With the local resident household's higher proclivity for health and fitness activities, personal health focused businesses may find a strong niche serving highly educated commuters and nearby residents. Personal health care services such as: hair/nail salon, day spa, fitness center, and specialty fitness. Specialty foods represent another potential retail market. Drinking/food establishments that complement other health and wellness businesses may feature healthy options:

- "Farm to Table" restaurant and/or local brewery/ winery combination
- Specialty food or organic farmers market

Retail rents range \$15/SF - \$27/SF (Source: loopnet.com). These businesses may fit within a larger mixed-use residential development or stand independently. Total new SF may range between 10,000-15,000 SF retail and related services such as fitness with rent close to \$25/SF for new built space.

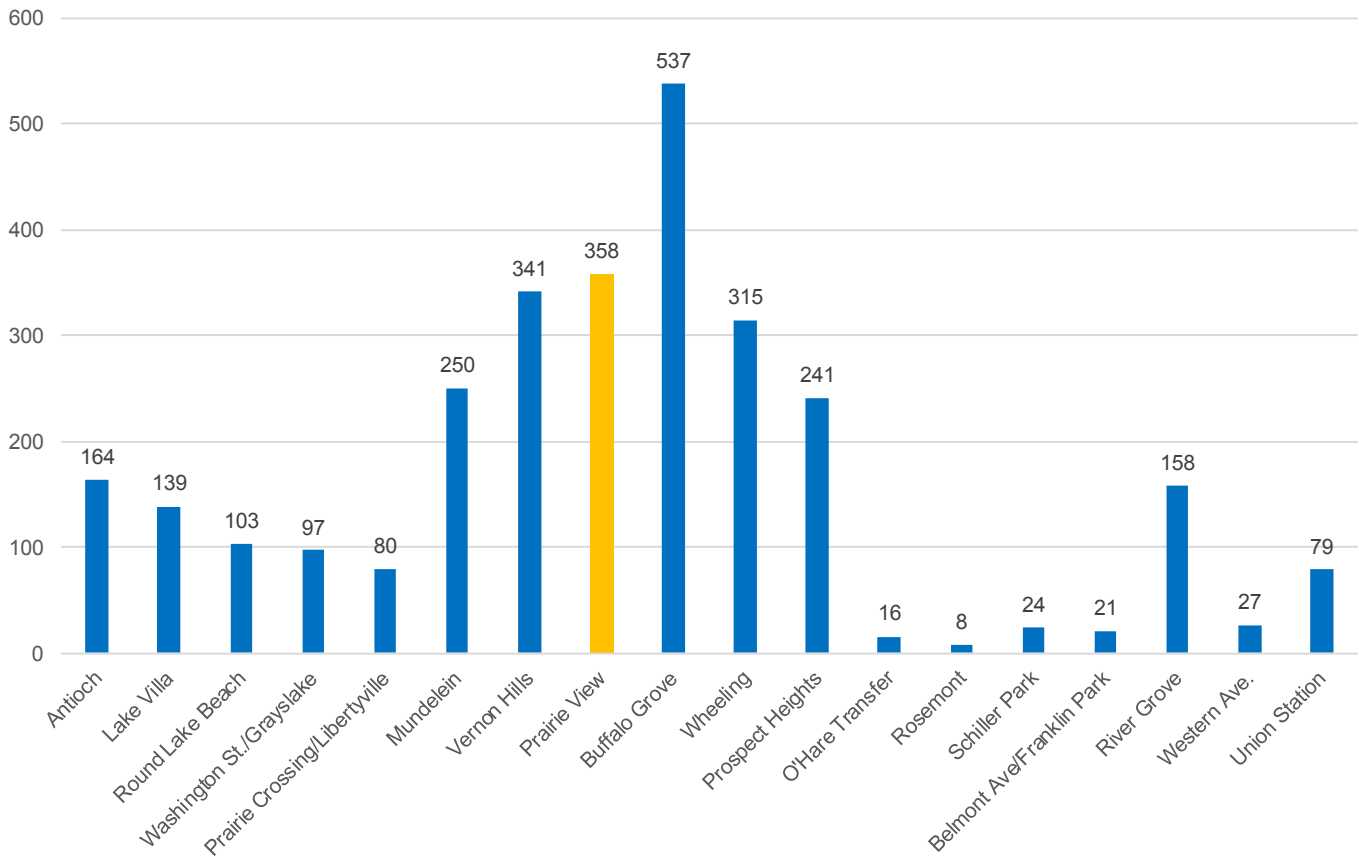
Office Submarket

Suburban office space begins to rebound for large-scale office tenants on the north side of Chicago. Class A rents range between \$22-\$31/SF (source: loopnet.com). Small scale office development perhaps with individual office suites may fit better within the existing context and serve the Metra commuters and residential professional needs near the station. The development of smaller office suites, ranging between 25,000-35,000 SF, within a mixed residential development between the Metra station and the Half Day Road/ North Main Street intersection. These smaller offices could provide a major convenience for their tenants and Metra commuters with the development of a "Package Service Hub" for Amazon, UPS and other business and personal deliveries 365/24/7. The existing medical office building along W Half Day Road near the Woodlands Center should add other types of uses to its building that may be non-medical in nature. These may still be health oriented, such as a day spa or a fitness facility. Today, most successful medical office buildings locate near hospitals and clinics as their clients and patient networks are shared with these facilities.

Industrial Submarket

Due to the residential character of the Prairie View area, it is not anticipated that industrial uses would fit the current context. No further quantification of this market use has been developed as part of this existing conditions report.

Total AM Boardings, October 2016 Suvey

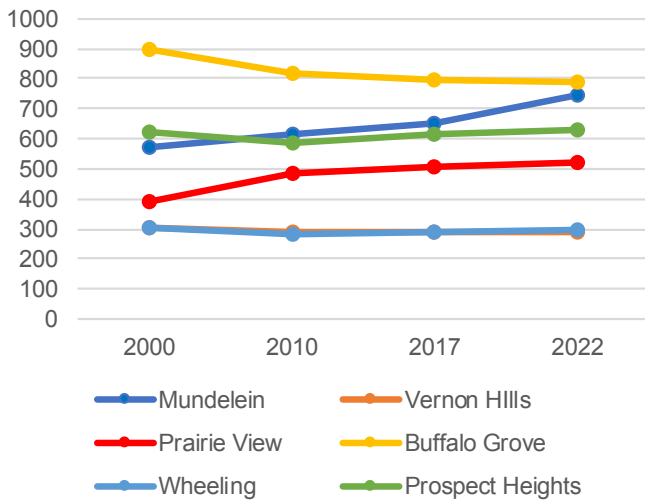


MARKET BASED COMPARATIVE ANALYSIS OF METRA STATIONS

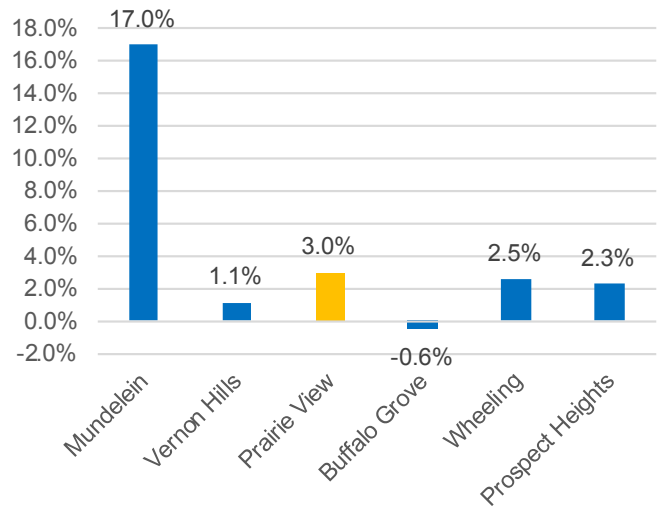
Our comparative analysis is done to better understand the potential competition of nearby Metra Station locations along the same Metra commuter railroad as the Prairie View station. The other stations for review are: Mundelein, Vernon Hills which are north of Prairie View and Buffalo Grove, Wheeling, and Prospects Heights which are south of Prairie View.

As indicated in the Metra chart, these stations have the highest ridership along the Metra line. Prairie View has a total of 358 riders in the morning commute compared to Buffalo Grove's highest at 537 riders from its station.

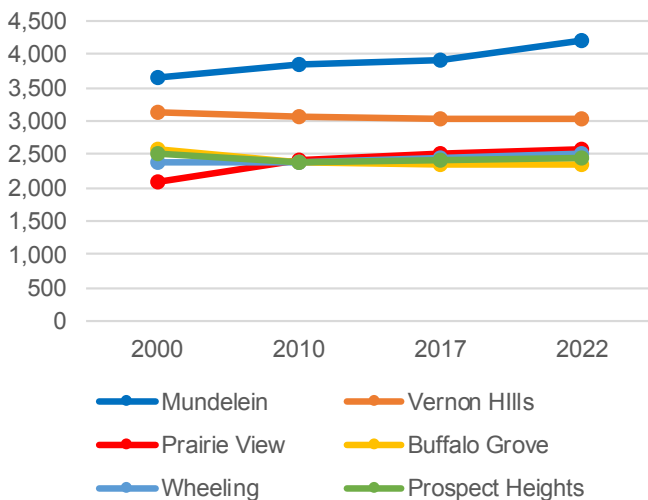
1/4-Mile: Population from METRA Station (2000-2022)



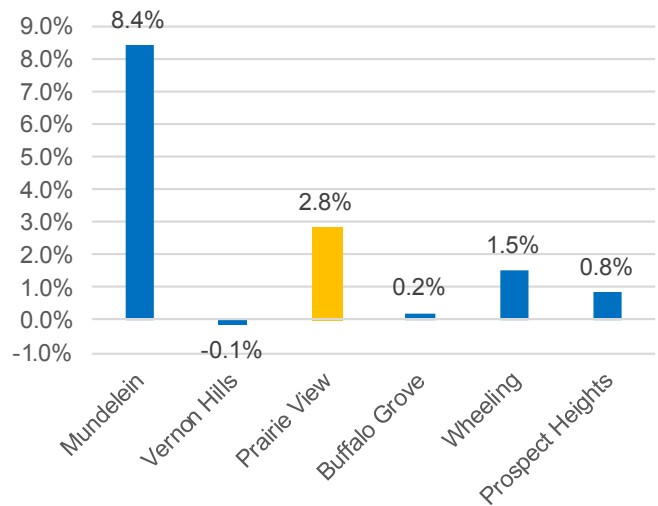
1/4-Mile: % Household Change (2017-2022)



1/2-Mile: Population from METRA Station (2000-2022)



1/2-Mile: % Household Change (2017-2022)



Metra Station Area Population

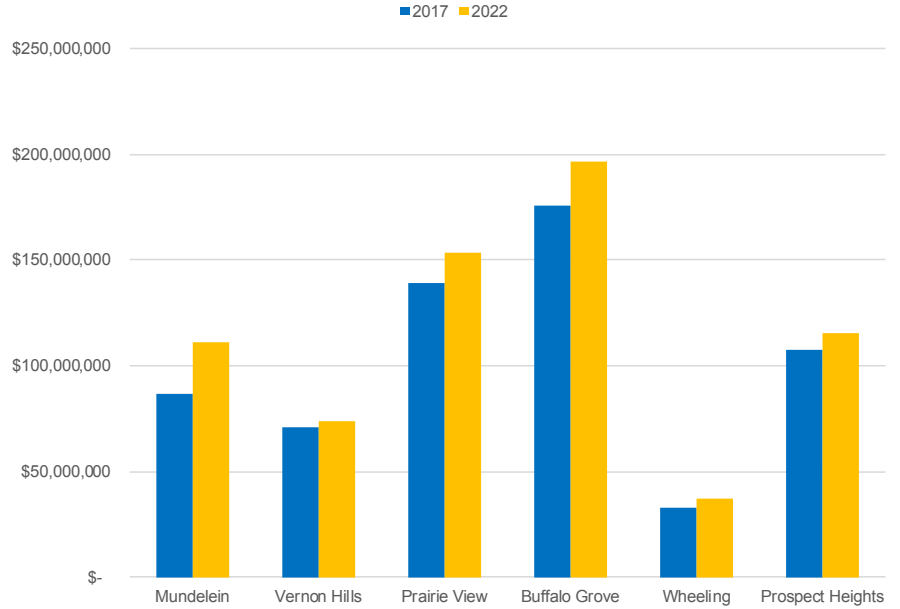
Population near the Buffalo Grove station has slightly decreased between 2000-2017 and is projected to continue a slight decrease through 2022. However, the population for the Mundelein station has increased significantly as Mundelein has focused on development around the station. This approach includes new residential development of three- to seven-story buildings. It is worth recognizing that none of the other stations along this Metra line have this type of development context.

Metra Station Area % Population Change

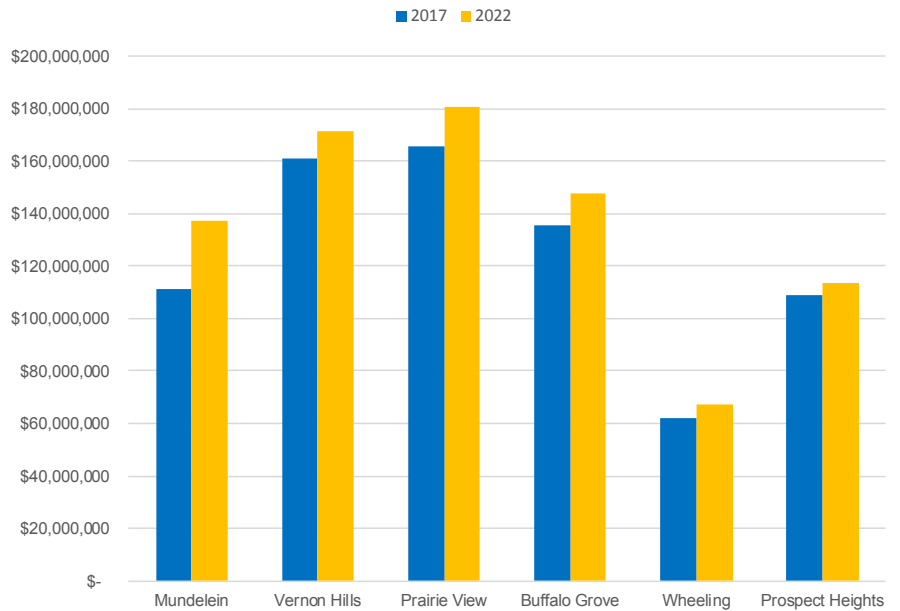
The recent residential developments around the Mundelein station have increased the population within this area. These households are projected to continue growing from 2017-2022.

While Mundelein has shown economic strengths with its recent development, it is Prairie View that has the highest purchasing power per mile than any of the other stations in the 1/2-mile radius. This is a good indicator for redevelopment, possible residential and retail success at the Prairie View Metra Station Area.

1/4-Mile: Est. Total Residential Buying Power/Sq.Mi.



1/2-Mile: Est. Total Residential Buying Power/Sq.Mi.



A

Appendix



RATIO

APPENDIX A

MEETING SUMMARY

Architecture

Preservation

Interior Design

Landscape Architecture

Urban Planning & Design

To: Project Team, Village of Buffalo Grove
 RATIO Project No.: 18021
 Date: May 30, 2018
 Subject: Prairie View Metra Station Plan – Public Workshop #1 Outreach Summary

On May 10, 2018, the RATIO team and Village of Buffalo Grove planning staff hosted a workshop to solicit public input on the strengths, weaknesses, opportunities, and threats of the area surrounding the Prairie View Metra Station. This is the first public workshop for the Prairie View Metra Station Plan and was held at the Arboretum Club (401 Half Day Rd, Buffalo Grove, IL 60089). Over 90 participants attended, including: residents, stakeholders, business leaders, Steering Committee members, Village staff, and elected and appointed Village officials. The workshop was structured as an informal interactive event. The workshop consisted of five stations where participants shared their thoughts and opinions during the 2-hour workshop. These stations were designed to optimize input from the public, while gaining meaningful input into preferences and address concerns. The five stations included:

- Station 1 – Welcome
- Station 2 – Visioning
- Station 3 – Be the Planner
- Station 4 – Area Destinations
- Station 5 – What Makes A Great Place?

The results and input gathered from the public pertaining to each station are summarized in the following sections.

Station 1 - Welcome

The first station included a staffed sign-in and welcome table. Participants then proceeded to watch a brief presentation that was displayed on a monitor. The presentation provided an overview of the planning process and the public workshop, in addition to the purpose of the Prairie View Metra Station Plan. Snacks and refreshments for participants to enjoy were provided.





Station 2 – Visioning

The second station was a topical visioning exercise that was designed to create a vision statement for the Station Plan. Participants were engaged in an activity where a series of cards with various images were available at the station for review. Participants picked a card that symbolizes their vision for the Prairie View Metra Station area. After selecting the card, each participant spoke with the facilitator and other participants about their vision for the Prairie View Metra Station area. The consultant staff facilitated this exercise and recorded the results on a flipchart. The bullet points below are the participant’s vision for the Prairie View Metra Station area that were recorded on the flipchart (the numbers next to each vision indicates how many times a vision was repeated by multiple participants):



3 Votes

- Restaurant
- Café/Bakery
- Quaint/charming

2 Votes

- Smaller scale development / keep area density
- Add sidewalks
- Natural landscapes
- More shops – boutiques (unique)
- Better train service

1 Vote

- Add weekend train service
- Walkable
- Unique homes
- Improved streetscape
- Shopping
- School capacity
- Reuse of homes
- Preserve Prairie View
- No parking (students)
- No noxious (industrial) uses
- No junkyard
- No condos
- More parks and gardens

1 Vote, cont.

- More homeowners
- More compact
- Main St. needs traffic-calming
- Complete the last mile -> train to home
- Keep SFH in boundary agreement
- Keep historic homes
- Inclusive of township
- Improve traffic flow (Eastbound on Rte 22)
- Ice cream shop
- Higher home values
- Greenery
- Future focused development
- Farm to table
- Family
- Evaluate historic significance
- Downtown needed
- Dark skies
- Cultural heritage center
- Creative space
- Country feel
- Connect bike paths
- Capitalize on train commuters
- Bucolic
- Best practices
- Affordable housing (\$200k-\$300k)



Station 3 – Be the Planner

The third station invited participants to ‘Be the Planner’ for the Prairie View Metra Station area. A board was provided that showed the study area’s existing conditions. Participants were given foam blocks, which represented potential building massing, and were asked to place the blocks on the board to create their ‘vision’ of what the Prairie View Metra Station area should look like in the future. During the workshop, there were many discussions among participants regarding future (re)development within the study area. The following summarizes the main points gathered from the discussions:

- Most of the participants were very vocal about opposition to development around Prairie View. Many pointed out previous plans that didn’t meet with the community’s expectations and ultimately weren’t implemented.
- Prairie View has a strong identity within the community however, some participants asked the question “why do we need development or additional amenities here if I can get it in neighboring communities such as Long Grove/Lincolnshire, etc.”
- Participants voiced concerns about the impact of additional development on Stevenson school. Overcrowding is perceived to be a problem at Stevenson. New development could increase pressure on this desirable resource.



Existing conditions in the Prairie View Station Area

- Existing traffic patterns, specifically turning movements, are problematic, particularly during rush hour.
- Student traffic in and out of Stevenson creates congestion twice a day.
- Neighbors have observed increased cut-through traffic in their neighborhoods from travelers wishing to avoid congestion along major arterials.
- Strategies to mitigate traffic around Prairie View have created additional challenges. For example, there is no left turn permitted from Prairie Road to eastbound Half Day Road.
- Current parking is a challenge at certain times of day around the Prairie House. Metra Parking is by permit, not available after hours, and participants wondered if this can be improved.



What would a future Prairie View look like?

- The community’s historic and unique character should remain. However, there were contradicting viewpoints.
 - Some participants expressed a preference for narrow roads with overhanging trees, without sidewalks.
 - Some participants believed there could be higher-density development around the rail line.
- Main Street has potential to be a more robust commercial corridor with the following elements:
 - Community amenities
 - Experiential retail
 - No chain or franchise establishments
 - Multi-story mixed-use (not family-residential)
 - Walkable
 - Low rise, mixed use
 - Arts District
 - Restaurants (some participants asked how many the community and the market can support)
 - Boutique-scale retail
 - Experiential retail
 - Incubator-type commercial
 - Lower-scale
 - More affordable than luxury

- Easton Road could be repositioned as a historic downtown, Long Grove type development.
- Farmland should be preserved as open space, not developed.
 - Community asset
 - Parkland
 - Play fields (can never have too many)
- Participants were concerned about potential for increased crime if area becomes more developed.
- Need for convenience retail along Prairie Road, south of Half Day Road.
- Infill is desired on existing vacant lots however, a substantial increase in density should be avoided.
 - Intimate scale is preferred
 - “Norman Rockwell”
- Increased rail traffic would be a long-term win, but there are concerns about safety of the rail line.
 - A grade separation would be ideal
 - The line is a barrier between west and east Prairie View

What are elements that would be positive additions to Prairie View?

- An integrated neighborhood-scale park
- Walking trails / pedestrian pathways
- Skate park
- Convenience retail, flower shop, dry cleaners, etc
- Hospital or medical office
- Larger scale development should be focused along Half Day Road
 - Scrap yard site could be a site for higher density development with parking to support the Main Street corridor



Station 4 – Area Destinations

This station involved two maps where participants used colored stickers to identify destinations, gateways, and other important design features on the map. Participants were also asked to identify their homes and places they regularly frequented in the 1-mile radius. One map illustrated a ¼ mile (5-minute walking distance) and the other illustrated a ½ mile (10-minute walking distance) circle around the station area. Both map boundaries reached 1-mile from the station area. Each color sticker represented a theme, as follows:

- **Yellow:** Home
- **Red:** Commercial
- **Green:** Recreational
- **Light Blue:** Institutional

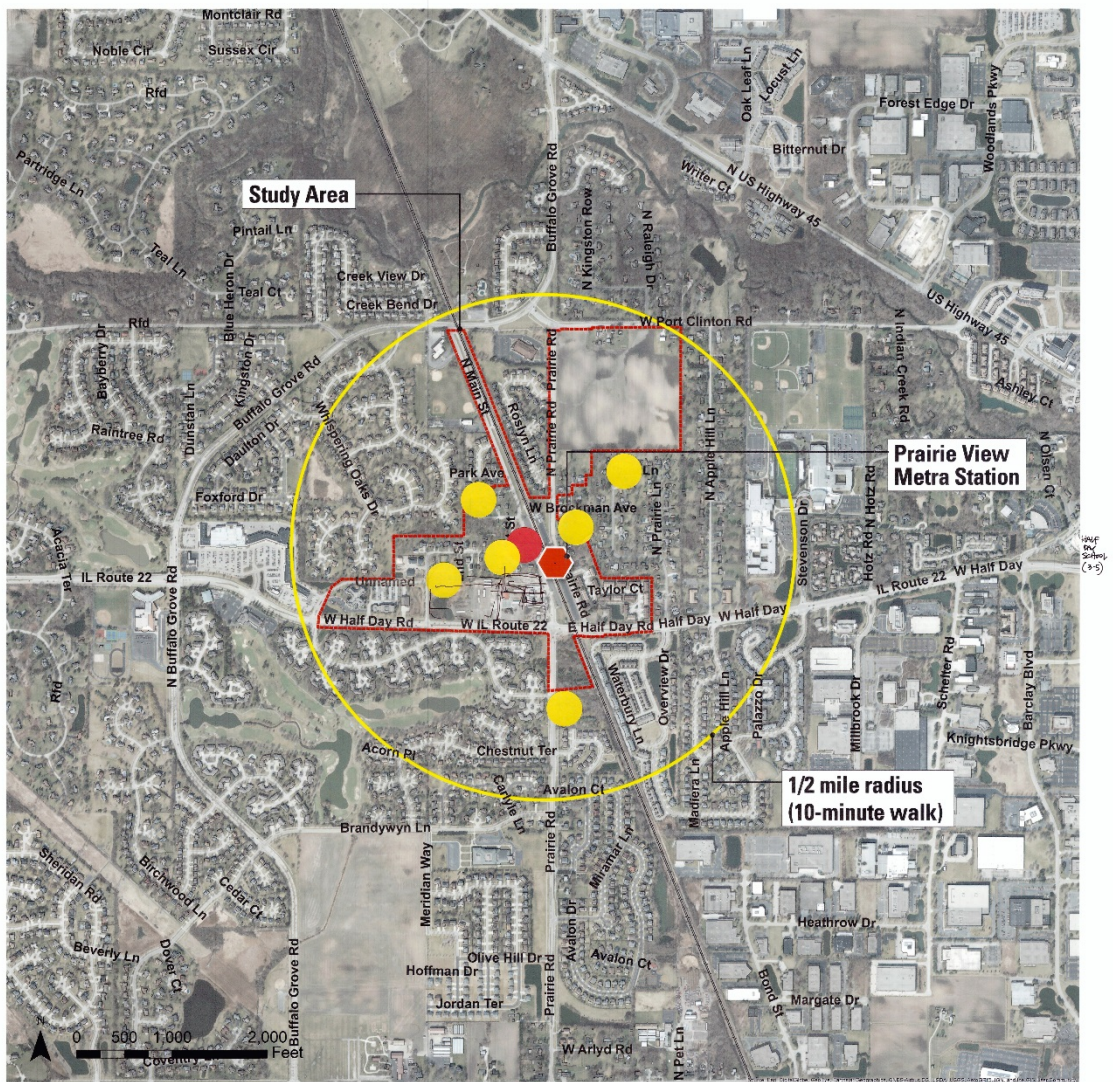


The station facilitator asked the participants to write on the maps any other ideas they had that were not necessarily site-specific or represented by the colored stickers. The following graphics show the features the participants identified.

AREA DESTINATIONS



Identify nearby destinations (ex: schools, restaurants, stores), gateways, and other important features around the Prairie View Metra Station.



● HOME

● COMMERCIAL

● RECREATIONAL

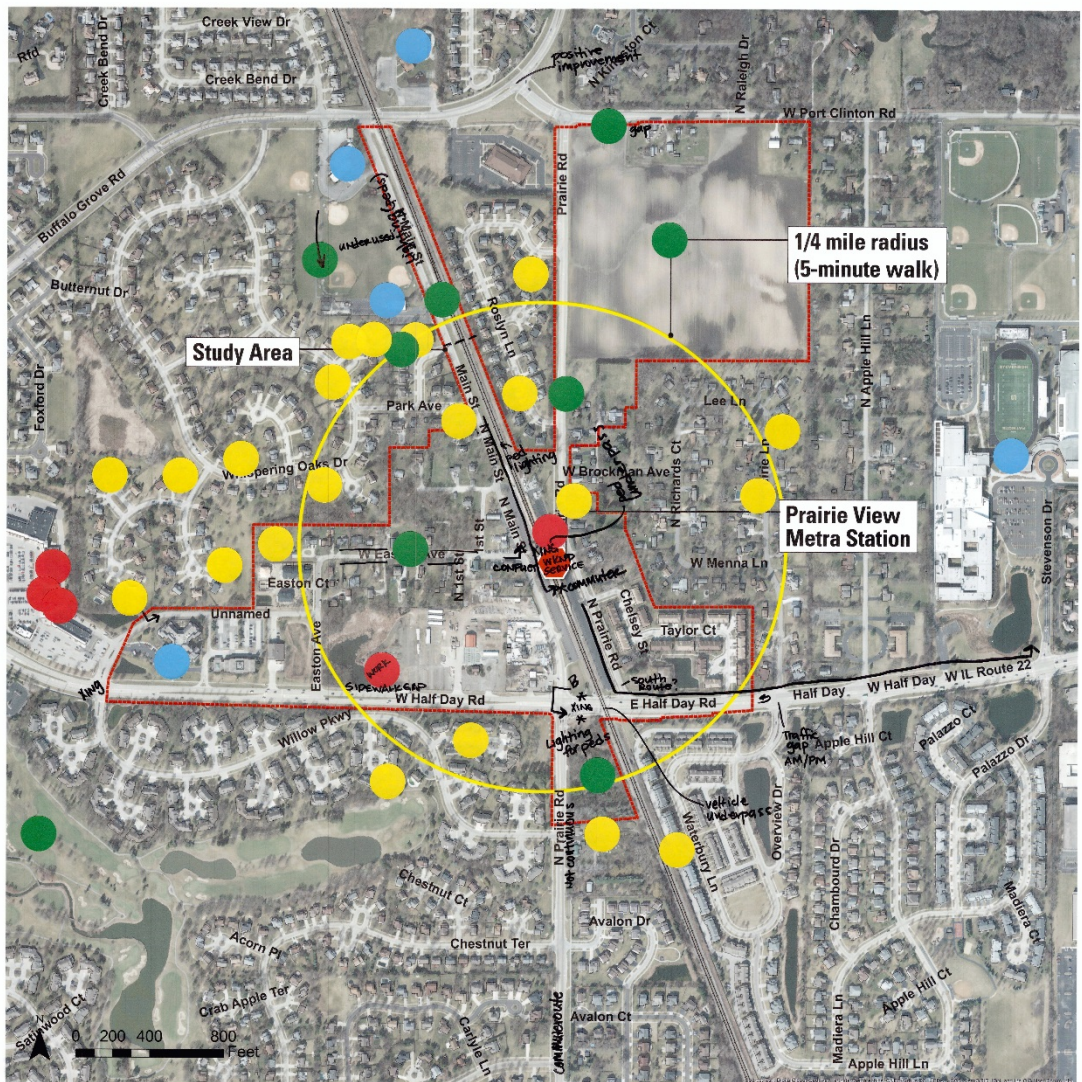
● INSTITUTIONAL



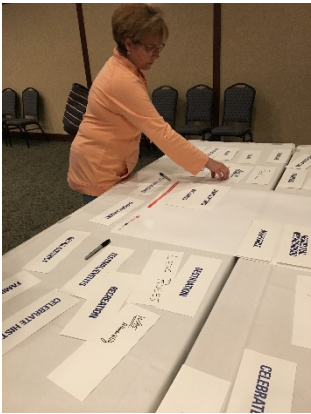
AREA DESTINATIONS



Identify nearby destinations (ex: schools, restaurants, stores), gateways, and other important features around the Prairie View Metra Station.



- HOME
- COMMERCIAL
- RECREATIONAL
- INSTITUTIONAL
- (WALK NEEDED (SCHOOL))



Station 5 – What Makes A Great Place?

At this station, participants selected words they felt answered the question ‘What Makes a Great Place?’. The station facilitator documented each participant’s selection. Participants were encouraged to write new words if those provided did not capture their vision. The following summary shows the descriptive words that participants selected. The number next to the words indicate the number of times a word was re-selected among different participants. Words with stars (*) are descriptive words written by participants. It should be noted that some of the words participants wrote occurred throughout public workshop. Some participants who completed the exercise earlier may not have seen some of these words.

20 Votes

Walkable

15 Votes

Family Friendly

Dining Options

14 Votes

Bike Lanes

10 Votes

Festival/Events

Accessible

9 Votes

Safe/Protected

7 Votes

Streetscape

Residential Neighborhood

Nature Based

6 Votes

Recreation

Destination

5 Votes

Heart of Community

Entertainment

Diverse

4 Votes

Retail District

*Rural

3 Votes

Multi-Generational

Cultural Heritage

Celebrate History

2 Votes

*Was Affordable

*Separated

*Quaint

*More Metra Service

*Lower Taxes

*It Was A Community with Roots

*Better infrastructure (roadways)

1 Vote

*Downsizing in the area

Vibrant

Public Art

Convenient

*Quiet

*Park

*Less Rules

*Housing for Senior

*Dark Skies

