

COMPREHENSIVE PLAN FOR THE CITY OF PARK RIDGE

Adopted July 15, 1996 by the City Council of the City of Park Ridge, Illinois.

**PREPARED BY
TESKA ASSOCIATES, INC.
WITH ASSISTANCE FROM
BUSINESS DISTRICTS, INC.
AND THE YAS/FISCHEL PARTNERSHIP**

CONTENTS

INTRODUCTION

What is a Comprehensive Plan?	1
Authority to Prepare a Comprehensive Plan	2
The Park Ridge Planning Legacy	2
Historical Perspective	4
Park Ridge Today	6
Park Ridge Tomorrow	8

GOALS AND OBJECTIVES

Overall Community Goal	10
Governance	10
Economy	11
Land Use	11
Housing	12
Community Facilities	13
Transportation	13
Community Character	14

CITY-WIDE ELEMENTS

Land Use	16
Housing	21
Transportation	21
Community Facilities	27
Community Character	30

NEIGHBORHOODS

Ballard - Church	34
Northwest Park	37
Northeast Park	38
Maine Park	39
Centennial Park	39
Hodges Park	40
South Park	41

CONTENTS

SPECIAL DISTRICTS

Lutheran General Hospital	43
Dee Park District	48
Busse Highway Corridor	51
South Park District	53
Higgins Road Corridor	56
Central Business District	57
Touhy Avenue Corridor	62

GUIDELINES FOR CONTINUING PLANNING

Updating the Plan	64
Citizen Involvement	64
Organization and Administration	65
Public Information	65

ACKNOWLEDGMENTS	67
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CONTENTS

LIST OF FIGURES

	Page
Figure 1 Location Map	1
Figure 2 Park Ridge Planning Process	3
Figure 3 Population and Housing in Park Ridge	5
Figure 4 Housing Units by Type	6
Figure 5 Components of Planning Process	9
Figure 6 Land Use Plan Map	19
Figure 7 Functional Classification Criteria	23
Figure 8 Transportation Plan Map	25
Figure 9 Master Plan of 1926	30
Figure 10 Community Facilities Plan	31
Figure 11 Neighborhood Map	35
Figure 12 Special Districts Map	45
Figure 13 Proposed Hospital Master Plan	47
Figure 14 Dee Park District - Recommendations	49
Figure 15 Urban Design Potential for Dee Park	50
Figure 16 Busse Highway Corridor - Recommendations	52
Figure 17 South Park District - Recommendations	54
Figure 18 Urban Design Potential for the South Park District	55
Figure 19 Higgins Road Corridor - Recommendations	57
Figure 20 Central Business District (Uptown) - Recommendations	60
Figure 21 Urban Design Potential for the Central Business District	61
Figure 22 Touhy Avenue Corridor - Recommendations	62

The City of Park Ridge is a 120 year old municipality of approximately seven square miles and 37,000 persons located adjacent to the City of Chicago along the North Western Railroad (now the Union Pacific due to a merger) commuter line (Metra). It is 12 miles northwest of the Loop and 1.5 miles east of O'Hare International Airport (Figure 1). More importantly, it is a "community" of residents, property owners, and business persons who share common interests, despite the diversity of their private lives.

Park Ridge exhibits a strong "spirit of community" and "sense of place." People sharing experiences related to a specific area defines a "spirit of community"; the physical environment that is produced therefrom defines a "sense of place". Both are attributes of Park Ridge that can be enhanced even further by a process which permits the stakeholders in Park Ridge to identify and pursue common goals expressing a desired "vision" of the community's future.

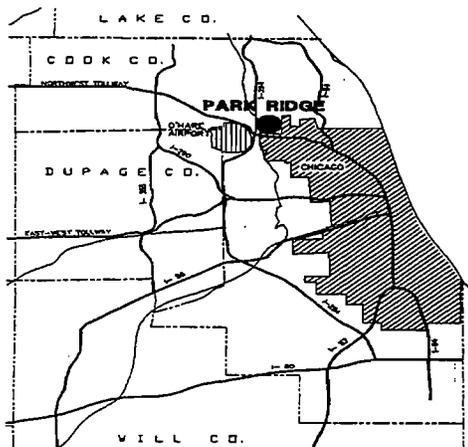


Figure 1

What is a Comprehensive Plan?

A Comprehensive Plan is a document which expresses in words and diagrams the community's desired vision of its future. The Comprehensive Plan has been the cornerstone of American community planning since the early 1900's. Although the detailed nature of the Comprehensive Plan has evolved throughout this century, its principal characteristics are:

- it is primarily a physical plan for growth and change;
- it is long range;
- it is comprehensive, often dealing with social, economic, environmental, and fiscal issues, and their interrelationships with the physical elements of the community;
- it is the product of a consensus building process;
- when adopted by the elected body, it is a statement of governmental policy.

The following are specific ways in which the Comprehensive Plan may be used in Park Ridge to benefit the community:

- the Plan provides a means for examining the key issues, problems and opportunities now affecting Park Ridge, or likely to impact it in the foreseeable future;
- it provides an opportunity for considering alternative strategies for addressing these issues and selecting the ones most beneficial to the community; it enables the City to correct past problems and avoid future ones by managing the forces of change;
- it determines the current and future needs of the City and helps to define priorities;

- it provides a continuing framework for reassessing and revising the City's goals in accordance with changing conditions and the attitudes of its citizens;
- it establishes a sounder legal basis for Park Ridge's land use statutes, and a policy guide for governmental decisions with respect to private development proposals;
- it provides a means for guiding and coordinating the City's annual capital budget and five year Capital Improvements Program; it helps the City to decide what to accomplish first, and to be efficient and effective in spending public dollars;
- it enables the City to more effectively monitor private development activities within the unincorporated areas beyond its boundaries, and better evaluate the plans, programs and construction projects of neighboring municipal jurisdictions;
- it provides an opportunity for citizen education and involvement during the Plan's preparation, and for citizen support during its implementation.

Authority to Prepare a Comprehensive Plan

The modern phase of community planning in America received its impetus from the 1893 Columbian Exposition (World's Fair) held in Chicago and the 1909 Plan of Chicago prepared by Daniel Burnham. In 1928 the U.S. Department of Commerce endorsed the creation of local planning commissions in its model law, A Standard City Planning Enabling Act. States and municipalities throughout the nation echoed the principles of this model law.

In Illinois, Chapter 65 of the Compiled Statutes provides that "Every municipality may create a plan commission or a planning department or both." Furthermore, it provides that "Every plan commission and planning department...has the powers...to prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality." This authority covers all contiguous unincorporated land within 1½ miles of the municipality, as well as the municipality itself.

The Park Ridge Planning Legacy

Park Ridge is what it is today largely because of the planning process followed since its incorporation in 1873 (Figure 2). The City was among the first in Illinois and the nation to create a Plan Commission in 1924, even before the 1928 model law was published. The newly created Plan Commission's first task was to retain consulting town planner A. Cushing Smith to prepare the community's first Comprehensive Plan, adopted by the City Council in 1926. This first plan for Park Ridge clearly emphasized the "city beautiful movement" and attention to urban design.

Thirty years later, in June of 1956, an expanded or more "comprehensive" plan was prepared for Park Ridge by yet another prominent Chicago firm, Carl Gardner and Associates. It was recommended by the Plan Commission and adopted by the City Council. This plan emphasized the "function" of the community and its numerous elements, such as land use, transportation, public utilities and facilities, etc. This plan served the City well during the period of its peak development and population growth.

A vision of the community's future is formed by a process through which the stakeholders in Park Ridge identify and pursue common goals

INTRODUCTION

The plan was complemented by a set of City Objectives subsequently approved by the City Council in 1960.

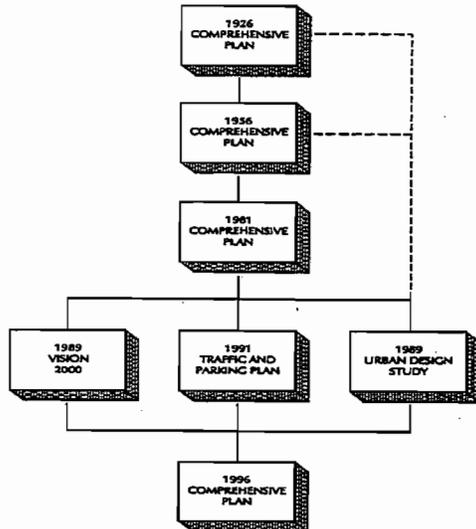


Figure 2

Once again, in 1981, the City Council adopted a new Comprehensive Plan for the community, prepared by the City's own Department of Community Preservation and Development along with the City's Planning and Zoning Commission. By this time the City was fully developed with limited opportunities for expansion or growth. Therefore, this Comprehensive Plan emphasized a strategy for preserving and enhancing the community's unique residential environment. The document stressed that "community planning should be a continuing process, ever sensitive to changing conditions and needs." It advised against waiting another 25 or 30 years to update the plan, as in the past. Rather, the plan should be reviewed annually and updated when appropriate.

In 1987 the Mayor of Park Ridge invited a diverse group of approximately 30 civic leaders to participate in a process which produced in 1989 a report entitled, Vision 2000. This report to the citizens of Park Ridge was based on an understanding of "the

spirit and strengths that make Park Ridge distinctive today." It offered goals and recommendations for action covering an even broader spectrum than a comprehensive plan, including: Human Services, Community Amenities/Ambiance, and Local Government. Many of its recommendations have already been carried out.

Also in 1989, the Department of Community Preservation and Development retained the firms of Raymond J. Green & Associates and Teska Associates, Inc. to study and prepare the Urban Design Guidelines. The emphasis of this effort was clearly on the visual appearance of public and private spaces in the community. This report became the foundation of the Appearance Commission, formed in 1991, to review aesthetic aspects of buildings in the community.

Subsequently, in 1991, the City commissioned the preparation of a Comprehensive Traffic and Parking Study by Metropolitan Transportation Group, Inc. and Walker Parking Consultants, Inc. Recommendations contained in this report dealt not only with specific traffic engineering improvements for critical intersections and street segments, but with the overall functional classification of streets and arterials as a system. In many cases, traffic problems and solutions had land use implications.

Yet another fundamental step was taken by the City Council in 1991 when it authorized creation of a twelve member Economic Development Commission, later to become the Economic Development Corporation. This corporation creates a new public-private partnership in pursuit of economic development, expansion and diversification to complement the residential areas of the City. The corporation has its own Board of Directors and staff.

In 1992 the City determined that metropolitan and local trends signaled the need for an update of the Comprehensive Plan, and in 1993 the City retained the consulting firm of

Teska Associates, Inc., assisted by the Yas/Fischel Partnership, and Business Districts, Inc., to work with the Department of Community Preservation and Development, and the Planning and Zoning Commission. This Comprehensive Plan update emphasizes the need to balance preservation of residential neighborhoods, including the development of more residences, with economic revitalization and the fiscal health of the municipality. As in all previous Comprehensive Plans, enhancing the "spirit of community" and "sense of place" in Park Ridge has received top priority.

Historical Perspective

As a suburb of Chicago, Park Ridge has from the outset been linked to the central city. As the metropolitan area has grown, however, the linkages to other suburban areas have become stronger and increasingly diverse. Nevertheless, Park Ridge enjoys its own history and its own contemporary identity. Similarly, it will experience a future in many ways unique to itself, yet intertwined with the region.

Europeans first traveled across the area which is now Park Ridge in the late 17th Century when Joliet, Marquette and LaSalle portaged between the Des Plaines and Chicago Rivers during their explorations of the Mississippi River Valley. Permanent settlers did not arrive until the mid-1830's, however, when the Indians were forced west of the Mississippi after the Black Hawk War.

The first settler in the immediate area was Captain Wright who erected a cabin in 1832 near the location where Potter Road and Manor Lane intersect today. Many more settlers quickly followed, most of them from New England, New York State and Germany.

In 1853, George Penny settled here, formed a partnership with Robert Meacham, and opened a brickyard in the area north of

Cedar Avenue between Grand Boulevard and Meacham Avenue. By the late 1850's, Park Ridge had become a small brick manufacturing village surrounded by farms and divided by the Union Pacific Railroad tracks. In 1856, Penny offered to build a passenger station and maintain it for ten years, if the train would stop in Park Ridge. Regular rail service facilitated shipment of brick to Chicago as well as the shipment of local farmers' produce. With the brickyard as the major industry, the small community became known as Pennyville, but in 1858, at Mr. Penny's request, the name was changed to Brickton. Truck farms and greenhouses sprang up in the area to serve the growing needs of the City of Chicago.

By the 1870's the community had expanded to a population of 400 and on July 4, 1873, was formally incorporated as a Village and its name changed to Park Ridge. This change was prompted by the closing of the brickyard, and the new name selected because of the ridge line along Prospect Street which separates the Des Plaines and Chicago River watersheds.

The community continued to grow slowly during the latter part of the 19th Century as summer homes and an artists' colony were added. By 1910 Park Ridge had a population of over 2,000 inhabitants, and decided to change from a village form of government to city government. In the early 1900's, a number of important institutions were established in Park Ridge, including the Edison Park Home and the Park Ridge School for Girls (now known as the Park Ridge Youth Campus) in 1909, and the Park Ridge Country Club in 1911.

During the 1920's there was a major building boom in Park Ridge as real estate developers profited from the great demand for new housing. Farmers sold their land to real estate agents, and nurseries and greenhouses gave way to new subdivision developments. New streets and blocks were platted on the sites of old homesteads, and wide boulevards and parkways replaced narrow dirt roads. The commercial

INTRODUCTION

area also expanded as banks, car dealerships, stores and two movie theaters were added to the center of town. The Pickwick Theater and Maine East High School were built at the close of this period which ended suddenly with the start of the Depression.

Growth was halted until the early 1940's when World War II caused increased employment at Douglas Aircraft (now O'Hare field), resulting in a serious housing shortage. The Federal government participated in a housing construction program in Park Ridge and surrounding communities to meet that demand.

After the war, housing construction increased as government guaranteed loans to veterans and the ample availability of money for home mortgages stimulated additional subdivision development in Park Ridge. A larger number of homes were built in the City during the 1950's than in any other decade. The expanding population and increased school enrollment necessitated the development of new schools and neighborhood parks throughout the community.

Transportation improvements played a major role in improving accessibility to the area in the 1960's, as O'Hare International Airport was extensively expanded and the Kennedy Expressway and Tri-State Tollway were constructed. Single family construction continued as a major factor, but there was also growth in multi-family housing and substantial office development. Lutheran General Hospital opened its doors in 1960 and Maine South High School was completed in 1964.

During the 1970's construction slowed as the stock of vacant land was virtually depleted. New construction consisted primarily of additions, remodelings or replacement of older structures.

As the 1980's began, Park Ridge had become a mature, fully developed community characterized by its high quality of public services, accessibility and residential atmosphere. During the decade relatively little visible change occurred in Park Ridge. Lutheran General Hospital expanded; a new community center replaced the YMCA on Touhy Avenue; several schools were closed in reaction to a population decrease; the Summit mixed use

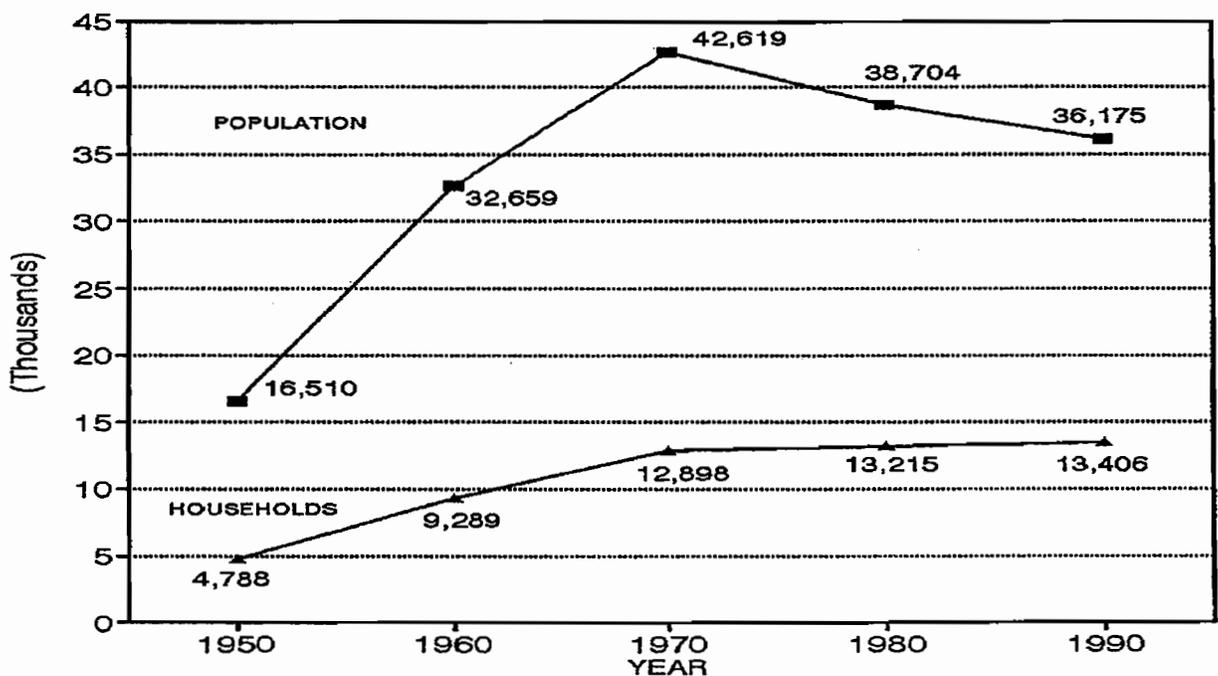


Figure 3

development and Pickwick Plaza were constructed; the Village Green shopping center was extensively remodeled; the Park Ridge Inn (hotel) was converted to a retirement home; the Gallery residential development was built near the Dee Road commuter rail station; and the O'Hare Corporate Center on Higgins Road was built.

In outward appearance Park Ridge seemed to be the same community it had always been. Behind the facade, however, trends were occurring that suggested yet another era might be ahead.

Among local trends in the late 1980s were: changing demographics, obsolescence of the smaller housing stock, declining business performance, and the initial impact of a nationwide recession which lasted through 1992. Regional trends included the continued expansion of O'Hare International Airport and its noise impact, and increasing volumes of through traffic, especially on east-west arterials, generated by development in adjacent communities.

Park Ridge Today

Presently, Park Ridge remains one of the most accessible, physically attractive, economically sound, and well governed communities in the Chicago region. In most respects it is a "model" mature suburb. In external appearance little change has occurred in the fifteen years since the 1981 Comprehensive Plan was adopted. Furthermore, most of the physical changes that did occur were in accordance with that plan. For example, certain elementary schools have been closed, but have been adaptively utilized for other compatible activities. However, the community's human dynamics continue to evolve. Clearly, the community of today is not the same as the community of 1981.

During the decade of the 1980s, the demographics of Park Ridge exhibited the following trends:

- Population declined, as it did in approximately 60 other mature suburbs, from 38,704 to 36,175 (6.5%). The resident population became more diverse: persons 65 years and older increased by 32.0% and

HOUSING UNITS BY TYPE

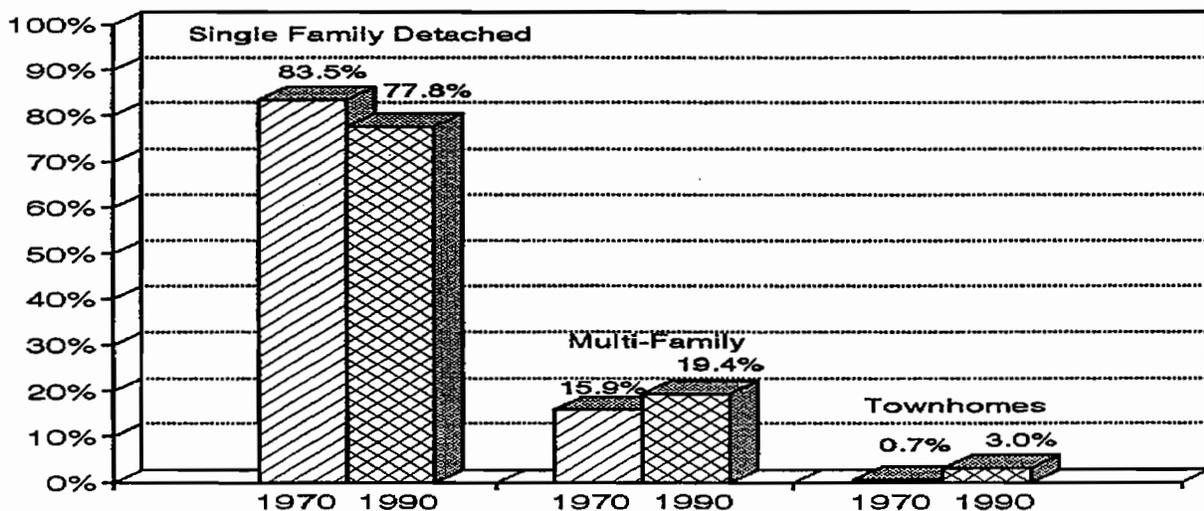


Figure 4

persons 0-4 years increased by 21.3%, while persons 5-24 years decreased; white non-Spanish speaking persons decreased by 9% while Asian and Pacific persons increased by 64% and Spanish origin persons increased by 71%.

- Residents became more affluent: although total resident employed persons decreased by 441 (2.3%), Professional and Related employed persons increased by 1,113 persons (28.3%); mean income per household increased 97.6%.
- Fewer persons now live in more housing units: housing units increased by 283 (2.1%) and households increased by 191 (1.4%) while the number of one person households increased by 537 (23.4%); persons per household decreased from 2.9 to 2.6 overall.
- Fewer persons now live in single family detached homes: the total number of townhouses increased from 92 in 1970 to 408 in 1990 (343%) and the total number of multi-family units increased from 2,081 in 1970 to 2,299 in 1990 (10%).
- The community's housing stock continues to age. Approximately 65 percent of all dwelling units are over thirty years of age.

Economic changes have also occurred:

- Five of the largest eight employers are public or institutional: Lutheran General Health Care System is by far the largest single employer.
- Park Ridge has emerged as a strong center for national and regional association headquarters offices.
- The number of retail establishments has decreased from 234 in 1977 to 220 in 1987; however, paid employees increased from 2,012 in 1977 to 2,762 in 1987.
- Total retail sales tax receipts increased to 1985 and have been stable since that time; however, significant growth has occurred since 1985 in the categories of Food and in Eating and Drinking establishments.

- The value of commercial construction has increased substantially in the period of 1989-1991.
- The cost of maintaining all city programs has increased from \$1.22 per person per day in 1984-85 to \$1.85 per person per day in 1990-91. Nevertheless, the cost of government in Park Ridge is very favorable compared to other north and northwest suburbs.
- The City's portion of total property tax bills has decreased from 16.99% in 1984-85 to 11.88% in 1990-91.

Physically, the City's infrastructure is sound; its residential neighborhoods are consistently well maintained and effectively served by schools and parks; its business districts are generally viable; and its transportation systems are more than adequate, although traffic congestion is problematic at certain locations. Access to the Metra Commuter Railroad system in the Central Business District and at Dee Road is particularly advantageous.

Aesthetically, the City's boulevards, its street trees, and its pleasing architecture are notable assets which translate into civic pride and tangible financial value.

Biennial citizen surveys, conducted by the City in "The Spokesman" for the past 10 years exhibit widespread satisfaction with most elements of the community. However, concerns frequently mentioned are;

- Inadequate commuter parking.
- Providing for local traffic movement.
- Maintaining a healthy business and shopping environment.
- Zoning ordinance enforcement.

Park Ridge has an outstanding record of establishing and maintaining an attractive community. This legacy must continue into the twenty-first century. The comprehensive planning process is one means by which to accomplish this.

Park Ridge Tomorrow

The future will challenge Park Ridge even greater than the past. Many mature municipalities have already seen an exodus of corporate headquarters due to mergers, acquisitions, downsizing, cost cutting, etc.—factors generally beyond the control of the community. With a surplus of office space in the Chicago region, Park Ridge is vulnerable and will need to be even more competitive in the economic development arena if it is to maintain its non-residential tax base.

Two social trends will continue to influence the future of Park Ridge: diversity and the search for "a spirit of community." Park Ridge will become increasingly diverse and will be very attractive to those with and without children who are moving from the City of Chicago, but desire a location convenient to central city assets.

Simultaneously, a broad cross-section of Americans are searching for communities with "traditional" values, strong institutions (especially schools), and a healthy "spirit of community". Alvin Toffler, author of *Future Shock*, places such communities in the category of "Stability Zones". Park Ridge is now and can continue to be a "Stability Zone" in the sea of change occurring around it—but not without significant effort.

Park Ridge's 1981 Comprehensive Plan was "primarily a strategy for preserving and enhancing the community's residential environment." That strategy, by itself, is no longer sufficient. Therefore, Park Ridge's 1996 Comprehensive Plan presents a strategy for revitalizing all elements of the community to face the challenges of the twenty-first century.

Its key focus is to harmoniously balance preservation of the residential environment with economic development and the City's tax base.

The planning process is based on a continuum of personal and collective decision making, as described in Figure 5, beginning with values and culminating with policies.

Each component of the process can be described as follows:

- Value- something perceived to be intrinsically desirable by an individual or group; often evidenced by feelings and actions rather than words.
- Goal- the stated end toward which effort is to be directed; the expression of values.
- Objective- a specific target established, by which to achieve a goal.

Principle- a fundamental law, doctrine, or assumption; a rule or code of conduct.

Standard- minimum condition or regulation which is required to satisfy a given need.

Policy- a definite course of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

The Comprehensive Plan is a declaration of intent. It is advisory and does not itself constitute a regulation. When the Plan is adopted by the City Council -- when it becomes an ordinance -- all goals, objectives, principles, and standards therein become policy.

Eight categories of goals and objectives are presented in the following pages:

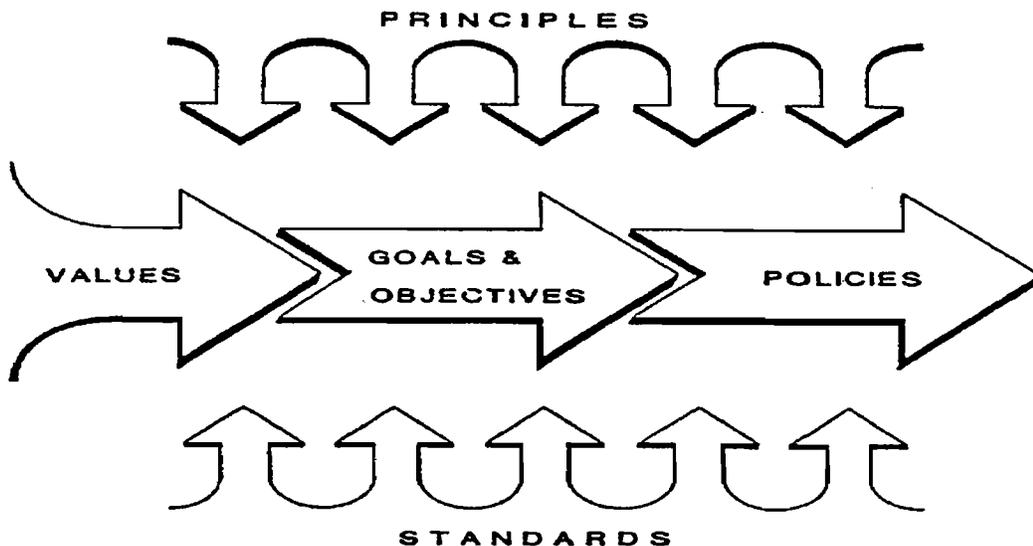


Figure 5

Overall Community Goal
 Governance
 Economy
 Land Use
 Housing
 Community Facilities
 Transportation
 Community Character

Governance

Goal:

Stable, responsive and fiscally sound local governments and effective intergovernmental relationships supported by knowledgeable citizens and civic organizations.

Objectives:

1. Maintain stable and effective governmental agencies, and encourage their sound financial condition.
2. Foster ongoing participation of all sectors of the community in local government.
3. Maintain cost-effective, high quality municipal programs and services, and provide the municipal revenues necessary to maintain our residential character, preserve property values, and maintain quality governmental services.
4. Review the six year capital budget and improvements program on an annual basis and recommend revisions or additions thereto where required to implement the policies and recommendations of the Comprehensive Plan.
5. Maintain adequate administrative and operational facilities to carry on the various services and program areas of the municipal government.
6. Develop a cooperative, long-range planning process involving all governmental agencies in Park Ridge (city, parks, schools) to maximize the efficient use of resources to better serve the needs of our community.

Overall Community Goal

The following Overall Community Goal is the supreme expression of the community's values and commitment to a quality living environment upon which hinges the entire Comprehensive Plan. All other goals, objectives, policies and recommendations contained in the Plan are subordinate to the Overall Community Goal, and are to be interpreted in light thereof.

Strengthen and maintain the City of Park Ridge as a family oriented and environmentally attractive community which supports cost-effective, high quality public and private facilities

In achieving this goal, the City of Park Ridge recognizes the importance of encouraging physical development in a manner that will protect the beauty and aesthetic quality of the community while promoting a viable economic environment that will balance the rights of individual property owners and the overall good of the community.

GOALS AND OBJECTIVES

11

7. Actively participate in regional intergovernmental organizations and programs that may affect Park Ridge, including the Northeastern Illinois Planning Commission and the Northwest Municipal Conference.
8. Continue to play a role in planning for the future of O'Hare International Airport and its environs to minimize its negative impacts while at the same time recognizing its importance to the economic health of the region.

Economy

Goal:

A healthy economic climate and local tax base to support the residential, business, and governmental components of Park Ridge in a well balanced community.

Objectives:

1. Strengthen the City's non-residential tax base.
2. Promote Park Ridge as an attractive office, retail, and commercial business location.
3. Strengthen community shopping areas to support the economic base and provide convenient goods and services for those who live and work in the area.
4. Promote cooperation and coordination among local businesses.
5. Actively solicit consumer perceptions about Park Ridge businesses and identify needs that can be met locally.

6. Encourage a "public-private partnership" between the City and the business community for the purpose of enhancing Park Ridge's overall business environment.

Land Use

Goal:

An appropriate mix and orderly arrangement of land uses compatible with the City's residential character, aimed at assuring a quality environment for all the City's residents, while adequately addressing the fiscal and economic needs of the community.

Objectives:

1. Preserve and protect existing residential areas in Park Ridge and the single family residential character of the community.
2. Maintain an appropriate balance of housing types and densities consistent with Park Ridge's existing residential character.
3. Permit limited numbers of multi-family dwelling units at specific locations suitable for such housing.
4. Preserve and enhance Park Ridge's business districts and those commercial uses which provide convenient goods and services to the citizens as well as contribute to the fiscal and economic needs of the community.
5. Assure that all proposals for redevelopment of property are in conformance with the policies and recommendations of the Land Use Plan and in keeping with the established community character.

GOALS AND OBJECTIVES

12

6. Encourage future redevelopment proposals that enhance the City's tax base and are consistent with the City's comprehensive plan.
7. Work to enhance the environmental quality of unincorporated areas contiguous to Park Ridge.
8. Update zoning and subdivision regulations to remain legally sound and capable of preserving and protecting the residential character and vitality of the community.
9. Ensure that all future development in Park Ridge enhances the "quality of living" within the community, and that any environmental problems which may arise from such development are corrected at the expense of the developer and not the general public.
10. Weigh the public benefits of all large institutional development plans against the possible negative impacts on traffic, adjacent land uses and the City's ability to provide municipal services.
11. Encourage the preservation of privately owned open space where its redevelopment might detract from the community's established residential character.
12. Participate where necessary in the retention and revitalization of those commercial uses which substantially contribute to the fiscal integrity of the community.
13. Wherever redevelopment is proposed within Park Ridge, encourage those land uses which generate municipal revenue and which return non-taxable properties to the tax rolls.
14. Strengthen and preserve the Central Business District, South Park, and Dee Park business districts as important focal points for business, cultural and housing opportunities which will sustain the community's "sense of place".
15. Review and comment upon all land use changes in municipalities surrounding Park Ridge and in the unincorporated areas of Cook County which impact Park Ridge residents living in adjacent locations.

Housing

Goal:

A community in which the housing needs of all resident families, youths, seniors, and disabled are provided for.

Objectives:

1. Encourage a compatible mixture of housing types, including single family detached and attached homes, apartments, and condominiums.
2. Encourage opportunities for senior citizens and the physically handicapped to obtain affordable and appropriately designed housing.
3. Expand housing opportunities for senior citizens in appropriate locations within the Central Business District and in proximity to shopping areas and public transportation facilities.
4. Maintain Park Ridge's housing stock at an acceptable level of repair and upkeep.
5. Preserve residential neighborhood environments of historic or aesthetic significance.

Community Facilities

Goal:

A high-quality and dependable system of community facilities to support the residents of Park Ridge, including education, library, culture, open space and recreation, solid waste disposal, and utilities.

Objectives:

1. Encourage educational excellence at all public school levels.
2. Support appropriately located, high quality education facilities to serve the needs of the community.
3. Enhance the Park Ridge Public Library.
4. Expand and support a variety of year-round cultural facilities.
5. Encourage appropriate art in public places.
6. Support a system of neighborhood and community parks, each with facilities appropriate to its area of service and needs of the residents.
7. Protect existing park lands, potential recreation areas, historic features and natural scenic areas from encroachment of inappropriate uses.
8. Enhance and protect the viability of the Des Plaines River and forest preserves for recreational activities.
9. Cooperate in developing additional landfill sites for refuse disposal.
10. Continue to develop and implement projects of the orderly, regular

maintenance and replacement of the Park Ridge infrastructure.

11. Recycle waste materials as feasible.
12. Improve or relocate the City's Public Works facility.
13. Encourage and support local and regional flood control projects and measures.
14. Coordinate a system of recreational bikepaths and walking trails with the Park District, Forest Preserve District, and local school districts.

Transportation

Goal:

An effective system of roadways, pathways, and public transportation within the City which serves the needs of local residents and contributes to pedestrian safety throughout the community.

Objectives:

1. Strive for an excellent level of service from regional bus, rail, air and road transportation, as well as related parking facilities, that service Park Ridge and adjacent areas.
2. Decrease traffic congestion where possible and strive to enhance driving convenience with minimal environmental impact and at reasonable costs.
3. Decrease the accident rate in Park Ridge by improving traffic safety at major intersections.
4. Improve public transportation facilities serving Park Ridge to increase ridership and reduce the local use of automobiles.

GOALS AND OBJECTIVES

14

5. Consider a bus or van transportation system within Park Ridge serving employment centers, shopping areas, recreational facilities, senior citizen centers and youth facilities.
6. Maintain an appropriate level of public transportation between Park Ridge and neighboring towns, and Park Ridge and Chicago.
7. Adopt uniform design standards for city streets, classify the existing street system according to function and apply design standards to all new road improvements to ensure that designated functions are achieved and maintained.
8. While making every effort to protect residential neighborhoods and the natural environment from undue disturbances and to maintain pedestrian safety, improve the City's major streets in accordance with adopted design standards, wherever possible and desirable.
9. Discourage through truck traffic from using the City's collector and local streets and encourage the use of State of Illinois marked routes for such traffic.
10. Allocate funds for intersection improvements based on accident rates and recognized safety hazards.
11. Provide pedestrian access and safety in all roadway construction projects, and improve traffic control and speed enforcement programs aimed at enhancing pedestrian movement and safety.
12. Encourage the paving of unimproved alleys.
13. Support non-local funding programs that will assure maintenance of state and county owned roads.
14. Provide sufficient parking in Park Ridge's business districts.
15. Encourage use of bicycles for travel to work, for shopping, and to the commuter train stations, and the provision of appropriate bicycle storage facilities.

Community Character

Goal:

An identity and community character which is positive, distinguishable from its surroundings, and supports a strong "sense of place" as expressed in residential neighborhoods, public places, and business districts.

Objectives:

1. Protect and enhance the physical character that distinguishes Park Ridge.
2. Develop ordinances, policies and administrative practices for raising and maintaining the community's awareness of the importance of property maintenance and beautification efforts in both the public and private sectors.
3. Encourage and support public and private investment in parks, open spaces, and ongoing beautification.
4. Ensure that future development projects provide appropriate architectural, landscaping and other amenities which enhance the community's character.
5. Preserve the Central Business District as the visual and cultural focus of community form and function.

GOALS AND OBJECTIVES

Two social trends will continue to influence the future of Park Ridge: diversity, and the search for "a sense of place."

6. Buffer residential uses from commercial property.
7. Encourage safe and attractive parking facilities that do not dominate or distract from the continuity of the business frontage.
8. Develop and maintain public open spaces which add to the attractiveness of shopping or working in the business district.
9. Identify and enhance "gateways" which convey a sense of arrival when entering the City and its business districts.
10. Install street improvements, sidewalks, street furniture, landscaping, lighting, and graphics which provide for a continuity of character and serve to unify and reinforce the image of Park Ridge business districts.
11. Review all development proposals for new buildings and other physical improvements to be sure they are compatible with nearby uses and contribute to the overall character of the area.
12. Encourage private maintenance and reinvestment so as to project the image of a solid, desirable, healthy community.
13. Preserve the integrity of designated historic buildings and places that physically express the history of Park Ridge and contribute to our understanding of Park Ridge as a community.
14. Establish well defined boundaries which emphasize the compact density of the business districts.
15. Maintain and enhance the tree canopy which encloses and shelters streets and abutting properties.
16. Promote the installation of street-yard landscaping which contributes to the continuity of the neighborhood character and which enhances the view of private homes from public spaces.
17. Encourage vehicular access to residential properties from the alley in those neighborhoods designed to provide access from alleys.
18. Enhance the character of open spaces, parks, and public schools which may act as central focal elements of each neighborhood.
19. Maintain and enhance the landscaped medians in the City's established boulevards.
20. Encourage that overhead utility lines along major streets be buried.
21. Develop a plan for lighting streets, alleys and public places.
22. Amend and enforce the sign ordinance to improve sign control.

Park Ridge is largely a product of its 19th century origins, as one of the first suburbs adjacent to the City of Chicago, and its location on the Union Pacific commuter rail line (Metra), which shaped the early growth of the northwest suburban corridor. Since World War II the strategic location of Park Ridge has been further influenced by O'Hare International Airport, the Kennedy Expressway and CTA rapid transit in its median, and the Tri-State Tollroad around Chicago.

The City is approximately 2 miles east to west and 4.5 miles north to south. Its internal form is basically a rectilinear system of streets and blocks over which a radial corridor, composed of the Union Pacific Railroad and Northwest Highway, was superimposed. Historically, the Des Plaines River and its flood plain limited growth of the City on the west. Subsequently, these lands have been acquired by the Cook County Forest Preserve District. Within this formative legacy, the community has evolved.

Land Use

Park Ridge is a "mature" community in that it is virtually surrounded by other municipalities and has little room to grow. There is no vacant land remaining for development, although some parcels are underutilized.

The predominant use of land in Park Ridge is residential. The community takes pride in its consistently livable and well maintained neighborhoods of single family homes, accented with multi-family buildings in planned locations.

Manufacturing use of land does not exist and is not permitted under the Zoning Ordinance. Instead, the economic base of the City is formed by a wide variety of business and commercial land uses located in general conformance with previous Comprehensive Plans. Such uses are concentrated within three business districts (Central Business District, South Park, and Dee Park) and three arterial corridors (Northwest/Busse Highway, Touhy Avenue, and Higgins Road).

Schools and parks are well distributed throughout the community to support each residential neighborhood. This pre-World War II tradition continues to be a key feature of the Park Ridge "quality of life" for all age groups.

Other major users of land are the many private and quasi-public institutions in the community, including the Lutheran General Hospital, numerous religious facilities, the Park Ridge Youth Campus, and the Park Ridge Country Club.

Remaining unincorporated areas within the City's planning jurisdiction include the VFW facility at the intersection of Higgins Road and Canfield Avenue, and a substantially larger mixed-use area north of Dempster Street. In 1993, the Park Ridge Manor residential subdivision and a commercial area at the northeast corner of Dempster Street and Potter Road were annexed to the City.

Most land use issues in the community are limited to specific locations. However, one issue applies to many areas. That issue is the tension between preserving residential areas while at the same time providing for the revitalization of business districts. This comprehensive plan responds directly to that issue in a manner intended to accomplish both objectives.

Recommended generalized land uses are depicted on the Land Use Plan Map (Figure 6). This map is a guide for public decision making and is a long range vision to support the greater detail and more immediate perspective of the Zoning Ordinance.

The Land Use Plan Map is conceptual and "advisory"; it is not to be construed as establishing exact land use boundaries or necessarily applying to any individual parcel of land. On the other hand, the City's Zoning Map is "regulatory" and does apply to each individual parcel in the City.

The Land Use Plan incorporates the eight separate land use categories in the 1981 Comprehensive Plan, plus a ninth category -- Office. The nature and intent of each of these categories, including recommended land use and density guide-lines, are described below:

- *Single Family Residential:*

Areas of the City shown within this category are intended for single family detached dwellings of a relatively low density, up to 7 dwelling units per net acre. Also compatible are such residentially oriented facilities as schools, churches, rectories, convents and similar uses. The City's Single Family Residential neighborhoods should generally be buffered from the business sections of the community by multi-family residential development.

- *Multi-Family Residential, Moderate Density:*

This category includes areas intended for multi-family housing of a moderate density, ranging from 8 to 14 units per net acre. Duplexes, townhouses, low density apartments and related residential uses are compatible with the purposes of this category. Moderate Density Multi-Family Residential areas should have access to major streets or public transportation facilities and be generally located near or adjacent to the City's business sections.

- *Multi-Family Residential, High Density:*

Areas within this category are intended for multi-family housing of a relatively high density, ranging from 15 to 21 units per net acre. High Density Multi-Family Residential areas should be well served by public transportation facilities or be adjacent to major traffic arteries, and should be generally located adjacent to other types of high intensity land use, such as office and commercial structures. Within Park Ridge's Central Business District, higher density units may be constructed at certain locations under a planned development concept.

- *Retail and Office:*

This category includes areas intended for commercial uses appropriate for the Central Business District and other retail business centers within the community. Retail shopping and convenience stores, offices and personal and business services are compatible with the purpose of this category. At certain locations within the Central Business District, these commercial uses may be provided in combination with higher density multi-family housing under a planned development concept.

- *Office:*

This category includes only office uses which are located on sites not considered appropriate for retail uses.

- *General Commercial:*

Areas designated as General Commercial are intended to provide business services to non-residents, as well as residents. They should be accessible to arterial streets with relatively high volumes of automotive traffic. Such uses as drive-in restaurants and banks, automobile dealerships and service stations, motels, equipment sales and storage facilities and similar activities are envisioned in these areas. General Commercial locations should have direct access to major traffic arteries.

- *Public and Institutional:*

This category includes areas intended for uses or a concentration of uses serving the general public. These areas provide locations for such publicly owned facilities as schools, libraries and governmental buildings, and such privately owned uses as hospitals, religious and educational facilities, and cultural and social service operations.

- *Parks and Open Space:*

Areas within this category are intended for open space and outdoor recreation activities and should be preserved for such purposes. They include publicly owned parks, recreation facilities, forest preserves and such privately owned amenities as the Park Ridge Country Club.

- *Public Parking Facilities:*

This category includes areas presently utilized for public off-street parking and appropriate locations where such facilities may be required in the future.

The Land Use Plan Map differs only in detail, not in concept from the 1981 Land Use Plan Map. Somewhat less land area is designated General Commercial, and Retail and Office. Some of the land so designated in 1981 is now designated Office or Multi-Family Residential to reflect "as built" conditions or a preferred future use. Virtually all areas designated Single Family Residential in 1981 are similarly designated in the 1996 Land Use Plan Map.

The overall land use concept remains that of a residential community focused on a strong, traditional Central Business District and served by schools, parks and supporting services effectively related to each neighborhood. More specific recommendations are covered in the following chapters.

Housing

Park Ridge is predominantly a community of single-family homes (77% of all dwelling units). However, over the past twenty years the number of single-family detached homes has decreased 5%; the number of townhouses (single-family attached homes) has increased 342%; and the number of multi-family units has increased 10%. Local realtors claim that there is a pent up demand for all types of housing in Park Ridge, but especially multi-family housing. The Summit condominiums, built in the 1980s, is indicative of this demand.

Current demographic trends in Park Ridge support this observation--more empty nesters and senior citizens, and more one and two person households. The amenities of proximity to major employment centers, excellent rail commuter service and a quality school system, however, make Park Ridge an attractive location for married households with children.

The housing stock of Park Ridge offers a wide array of styles and price ranges. Some feel that many Park Ridge dwellings are quite "affordable", considering the excellent neighborhood atmosphere, the schools, etc. Others feel that even more affordable housing is appropriate.

Park Ridge does not have its own public or assisted housing program. Local service agencies are however, actively helping many persons find adequate housing to suit their special needs. For example, the Center of Concern helps to place 80 or more senior citizens per year in "shared housing". Park Ridge is also within the service area of the Interfaith Housing Center of the Northern Suburbs, although few of the Center's programs have focused on the City because of its peripheral location in the service area.

The community places considerable emphasis on maintaining its residential and neighborhood character. Often, this goal is adversely influenced by nearby business and commercial areas, which have difficulty remaining viable in a market area with a declining population. One way to address both of these issues is to encourage more multi-family dwellings near the periphery of business districts--which is where they should be located to conveniently serve the residents.

Also representing the real estate demand for homes in Park Ridge is the trend of "teardowns"--tearing down older, smaller homes and replacing them with new, larger homes on the same lot. While welcoming investment in the community, some residents feel that certain of these new homes are too large for the lot and out of scale or character with the neighborhood. Zoning regulations should allow appropriately sized homes. The character of the new homes should be compatible with the neighborhood where they are located.

Transportation

The Comprehensive Traffic and Parking Study prepared for the City of Park Ridge in 1991 provides the primary input to this section of the Comprehensive Plan. The plan articulates the excellent regional accessibility enjoyed by the City. Within the City, access on arterial streets remains excellent in an east-west direction. However, there is not one north-south arterial that has continuity throughout the community. This situation has posed a difficult dilemma, because to correct this deficiency requires encroachment of increased traffic flows on existing streets in single family residential neighborhoods.

Traffic levels within Park Ridge have been relatively stable over the last 15 years, with overall growth generally about one percent per year on the major arterials. However, traffic has increased substantially at the fringes of the community, such as along Dempster Street near Greenwood, and along Oakton Street near Milwaukee Avenue. Traffic on Dempster Street will continue to increase, partially because of the expansion of Lutheran General Hospital.

Higgins Road traffic has also increased and will continue to do so, because of land use development in the vicinity of O'Hare Airport.

Although traffic on Touhy Avenue has increased only slightly, it continues to carry high volumes, especially during peak hours. The intersection of Touhy Avenue/Prospect Avenue/Northwest Highway experiences severe congestion and the largest number of accidents in the City.

The 1991 Study contained a table of Functional Classification Criteria for streets in Park Ridge which is incorporated into this Comprehensive Plan (Figure 7).

Numerous revisions to the 1981 Transportation Plan Map were recommended in the 1991 Study. Most of those recommendations have been reviewed by the City, and appropriate changes have been made in the Transportation Plan Map contained in this Comprehensive Plan (Figure 8).

Park Ridge is also well served by public transportation, specifically by the Metra Commuter Rail System with stations at Prospect Avenue and Dee Road, and by CTA bus service which connects with Metra. In addition, a CTA rapid transit station is located in the Kennedy Expressway at Cumberland Avenue. The Metra station at Prospect Avenue and Summit Avenue has recently been renovated. This Comprehensive Plan also recommends upgrading the station facility at Dee Road.

FUNCTIONAL CLASSIFICATION CRITERIA

CRITERIA	REGIONAL ARTERIAL	MAJOR ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL
CONTINUITY	CONTINUOUS ROADWAY THROUGHOUT REGION	CONTINUOUS ROADWAY LINKING IT TO OTHER CITIES	CONTINUOUS ROADWAY THROUGH VILLAGE PROBABLY EXTENDS INTO OTHER CITIES.	NOT ALWAYS CONTINUOUS THROUGH VILLAGE. CONNECTS LOCAL AND ARTERIAL ROADWAY	EXTENDS BLOCK TO BLOCK. NOT CONTINUOUS
DESIRED ROUTE SPACING	3-6 MILES	1-3 MILES	1/2 - 2 MILES	1/4 - 1 MILES	EACH BLOCK
TRAFFIC VOLUMES	20,000 MINIMUM ADT	15,000 MINIMUM ADT	6,000 MINIMUM ADT	1,000 MINIMUM ADT	NO MINIMUM
R.O.W. WIDTH	120' MINIMUM	80'-120'	80'-100'	66'-80'	60'-66'
STREET CROSS SECTION	4-6 LANE DIVIDED WITH GRADE SEPARATION OR CHANNELIZATION AT MAJOR INTERSECTIONS	4 LANE DIVIDED WITH CHANNELIZATION AT MAJOR INTERSECTIONS.	2-4 LANES WITH A MEDIAN WHERE FEASIBLE	2 THROUGH LANES WITH PARKING	2 THROUGH LANES WITH PARKING
ACCESS CONTROL	ACCESS PREFERABLY ON CROSS ROUTES	LIMITED ACCESS. OCCASIONAL DRIVEWAY OR COMBINED DRIVEWAY ACCESS	OCCASIONAL DRIVEWAYS OR COMBINED DRIVEWAY ACCESS LOCATIONS PREFERRED.	DIRECT LAND ACCESS	DIRECT LAND ACCESS
TRAFFIC CONTROLS	INTERCHANGES OR SIGNALS AT MAJOR CROSSROADS.	SIGNALS AT MAJOR CROSSROADS	SIGNALS OR STOP CONTROLS AT EQUAL OR LARGER CROSSROADS	STOP CONTROLS ON OCCASIONAL SIGNALS AT ARTERIALS ROADWAYS AND OTHER COLLECTORS	STOP CONTROLS AT ALL ARTERIAL AND COLLECTOR ROADWAYS
SPEED LIMIT	40-65 MPH	30-40 MPH, CBD 40-65 MPH, NON CBD	30-40 MPH, CBD 40-60 MPH, NON CBD	25-30 MPH, CBD 30-40 MPH NON CBD	25-30 MPH
PARKING REGULATIONS	NO PARKING	NO PARKING	PARKING PROVIDED AS REQUIRED. PROBABLE RESTRICTIONS	PARKING PROVIDED AS REQUIRED. POSSIBLE RESTRICTIONS	UNRESTRICTED PARKING
PEDESTRIAN FACILITIES	R.O.W. PROVISIONS FOR SIDEWALKS AS NEEDED	R.O.W. PROVISIONS FOR SIDEWALKS AS NEEDED	SIDEWALKS DESIRABLE	SIDEWALKS REQUIRED	SIDEWALKS REQUIRED

Abbreviations: ADT - Average Daily Traffic (vehicles per day)
 CBD - Central Business District
 R.O.W. - Right of Way

Figure 7

CTA bus service is also an important element in the City's transportation system. The intermodal transportation centers at Cumberland and the Kennedy Expressway and at Summit Avenue and Prospect are hubs in the system. They provide for transfers between bus routes, and between buses and trains.

The City should support programs to encourage public transportation ridership. Among the necessary features are frequently spaced, appropriately located, and well maintained shelters for bus patrons.

Community Facilities

Community facilities are those which are owned and operated by local units of government for the benefit of Park Ridge residents. They include all City owned property, schools, and parks and recreation facilities (Figures 9 and 10).

City Owned Property:

The City Hall is located at 505 Butler Place in the southeast corner of the Central Business District. Originally constructed in 1955 in a colonial style, it was expanded in 1987 to provide a new City Council chamber and other facilities. City Hall parking was recently expanded. The City Hall is considered adequate for the foreseeable future.

The Public Works Service Center is located at 1200 Elm Street (at Greenwood Avenue). Although the buildings with recent roof repairs are in reasonably good condition, both garage space and the site are constricted in size. The location suffers from and contributes to traffic congestion along Greenwood Avenue, a problem complicated by the adjacent Union Pacific railroad crossing and intersection with Busse Highway.

Fire Station No. 1 at 901 West Devon Avenue was constructed in 1969, and Fire Station No. 2 at 1000 North Greenwood Avenue was constructed in 1970. Both are considered adequate.

The City's water system is also considered adequate. The Central Pumping Station and Reservoir are located at Touhy Avenue and Northwest Highway. The South Park Pumping Station and Reservoir are located on Talcott Road near Cumberland Avenue. The North Water Tower is located at 2050 Dempster Street.

The Public Library is considered a major cultural asset in the community. Its prominent location at 20 South Prospect Avenue in Uptown enhances its status as a public landmark. The library, built in 1958 and expanded in 1977, is well utilized. In recent years studies have been undertaken for yet another expansion of the building to reflect contemporary library standards and increasing demand. Final decisions on design and financing have not yet been made and the project is on hold. Although other sites have been considered, it is strongly recommended in this Comprehensive Plan that the library remain at this location.

The City owns seven public parking lots to serve business districts and Metra commuter stations. Parking is an important issue in the community and will be dealt with on an area by area basis. Although no new facilities are shown on the Comprehensive Plan Map, detailed studies should be undertaken and the supply of public parking be increased as needed.

The City's sewer system is combined sanitary and stormwater with the trunk sewers generally having a ten year capacity. Treatment is provided by the Metropolitan Water Reclamation District of Chicago.

Solid waste disposal is provided by the City and by private companies. All waste is transported to disposal sites outside the community. Because landfill sites in Northeastern Illinois are nearing capacity, the City of Park Ridge cooperates with other municipalities to formulate regional solutions.

Schools:

Most children living in the City of Park Ridge attend elementary schools in Community Consolidated School District 64 and high schools in the Maine Township High School District 207. Several private schools are also located in the community, the largest of which is Mary Seat of Wisdom Catholic School on Cumberland Avenue. The quality of education in Park Ridge is held in high regard by educators and residents. Many families move to Park Ridge specifically because of this factor.

COMMUNITY FACILITIES

City of Park Ridge

City Hall
Public Works Service Center
Fire Station No. 1
Fire Station No. 2
Public Library
Public Parking Lots

Community Consolidated School District 64

Carpenter Elementary School
Field Elementary School
Franklin Elementary School
Roosevelt Elementary School
Washington Elementary School
Lincoln Junior High School

Maine Township High School District 207

Maine East High School
Maine South High School

Maine Township

Township Hall

Park Ridge Recreation and Park District

Mary Alberding Park
Brickton Park
Centennial Park
Cumberland Park
Francis Park
Hinkley Park
Hodges Park
Jaycees Park
Maine Park
Morgan Park
Ni-Ridge Park
North Park
Northeast Park
Northwest Park
Oakton Park
Ridge Park
Rotary Park
South Park
Southwest Park
Woodland Park
Community Center
Senior Center
Leisure Center

The 1981 Comprehensive Plan recommended closure of certain elementary schools due to declining enrollment; this has been accomplished. However, District 64 has experienced an increase in enrollment in recent years. A study of demographic trends in the district was commissioned in 1993 and verified this trend as one that could last for up to a decade in response to national demographic trends and regional mobility. Once the children of "baby boomers" grow up, however, the upward trend may level off.

During the 1992-93 school year, District 64 initiated a program, called Planning Together for Tomorrow, to research new trends and educational programs in order to develop a District "vision". An architect was retained to prepare plans for facility improvement. The City and both school districts should work together closely to perpetuate the legacy of excellent education in the community.

Parks and Recreation:

Subsequent to the City's 1981 Comprehensive Plan, the Park Ridge Recreation and Park District prepared an Open Space Master Plan in 1985. Much of this plan has already been implemented, and the balance of the plan remains valid.

Important additions to the local park and recreation system have been the new Community Center which replaced the former YMCA. The facilities are "state-of-the-art".

Like schools, the park and recreation system of Park Ridge is a major asset. Not only are facilities adequate to serve the overall population, but their distribution contributes to the livability of each neighborhood in the community. In addition, the Cook County Forest Preserves on the west edge of the City provide yet another environmental and leisure asset. It is recommended that these two open space systems be linked by a network of walking and biking trails.

Community Character

Today's citizens of Park Ridge are the beneficiaries of a long standing legacy of concern for the overall visual character of the community. From its earliest days the built and landscaped environment in Park Ridge has been developed with particular attention to aesthetics. The Master Plan of 1926, prepared by Walter Burley Griffin and A. Cushing Smith, placed high priority on urban design (Figure 9). Several of the boulevards we see today are the result of that plan.

The form of any settlement is determined by its basic pattern, its central places, its major corridors, its neighborhoods, and its edges. Park Ridge illustrates each. For example, the basic pattern of the City is a grid system of streets not unlike its neighbor to the east--Chicago--on which are superimposed diagonal transportation routes. Its central places are three: the Central Business District (Uptown), South Park, and to a lesser degree Dee Park (formerly Crossroads).

Its major corridors are Northwest Highway and Touhy Avenue, followed by Dempster Street, Oakton Street, Devon Avenue, Talcott Road and Higgins Road. Its neighborhoods are generally circumscribed by arterial streets. Most of the western edge is accented by the forest preserve. The Kennedy Expressway makes up the southern edge of the community. Edges on the north and east are less obvious.

Embellishments to urban form put the finishing touches on the visual character. These include architecture, landscape and ornamentation, such as public art. In composition these elements create or enhance gateways, vistas, and focal points to create a "sense of place".

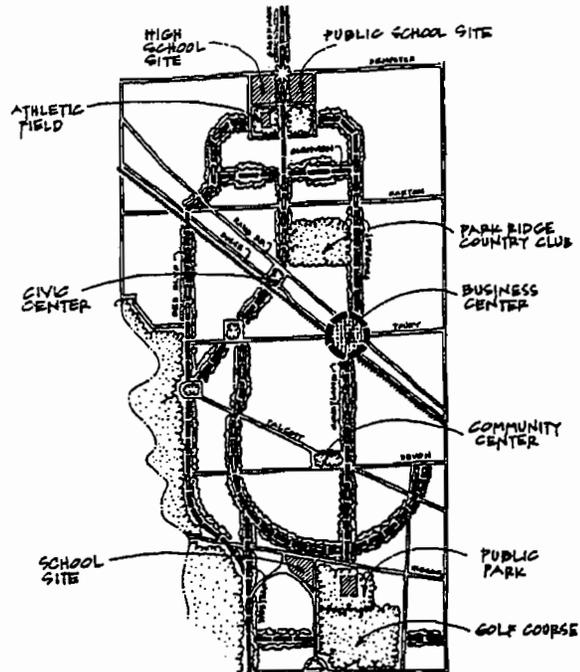


Figure 9 Master Plan of 1926

Key features of "the Park Ridge character" are:

- tree cover
- boulevards
- pleasant residential scale
- diverse architecture
- gas lights
- landmarks, such as the Pickwick Theater, Library, City Hall, First Chicago/NBD Bank, and numerous churches
- village green (Hodges Park)
- historic residences and subdivisions

This legacy is vulnerable. Modern developments and improvements do not always respect their surroundings, and poor maintenance can accelerate deterioration.

All communities can be divided into three types of spaces which contribute to their character: public use space, public view space, and private space. In "traditional" communities like Park Ridge, community character depends largely on the design of public use spaces (street rights-of-way, parks, school sites, and civic building). Therefore, the following public actions are recommended:

1. Enhance the appearance of community edges, especially the Higgins Road edge.
2. Highlight gateways to Park Ridge, especially at Cumberland, Touhy, Dempster, and Northwest Highway.
3. Maintain an urban forestry program, including tree lined streets.
4. Enhance all boulevards.
5. Expand the use of historic street lights in business districts.
6. Effectively landscape all public parking facilities.

7. Maintain historic street markers
8. Pursue design excellence in all public buildings.
9. Manage public signage in a manner compatible with its surroundings.
10. Highlight landmark buildings, focal points, and vistas.

Public view spaces are usually privately owned, but visible to the general public. These include not only the perimeter yards and facades of commercial buildings, but the same for residences of all types. They are often no less important than public spaces, but are more difficult to influence. Persuasion and regulation are both required if Park Ridge is to maintain its unique character.

Subsequent to the 1981 Comprehensive Plan, the City of Park Ridge created an Appearance Commission to review the design of new construction. Still needed to supplement the existing Appearance Code are more detailed design guidelines for each area of the community. Some of these guidelines are in the 1989 Urban Design Guidelines, and additional guidelines are contained in this Comprehensive Plan. Still more need to be prepared.

The City of Park Ridge should be diligent about its commitment to property maintenance, landscaping and urban forestry, design excellence in public buildings, and public signage. The City should set the standard if it wants the rest of the community to do the same.

A continuing program of design education should be formulated and carried out, with its focus on the private sector. It is preferable to encourage excellence, rather than to regulate mediocrity.

The 1981 Comprehensive Plan delineated six residential neighborhoods in the City, each served at that time by an elementary school. Later in the 80's, certain schools were closed and attendance areas were modified. Therefore, the 1996 Comprehensive Plan delineates new boundaries for several of the six neighborhoods (Figure 11). Furthermore, this Comprehensive Plan update includes the unincorporated area north of Dempster Street as a seventh neighborhood; this area was not included in the 1981 Plan.

Ballard - Church

The incorporated portion of this area includes the North Campus of Lutheran General Hospital, a multi-family residential area east of it, and a single-family residential area north of Ballard Road. Unincorporated portions of this neighborhood include commercial uses at the intersections of Potter Road with Dempster Street and Ballard Road, a substantial area of medium to high density multi-family residences, and single-family residences in the northeast part of the neighborhood. Elementary School District 63 provides a school for the area. Parks and recreational facilities in general are inadequate.

The unincorporated portion of this area is by some standards overcrowded. Building conditions and site maintenance vary from good to unsatisfactory. Furthermore, major public roads are experiencing increased traffic and congestion at intersections, and they are generally unattractive. Although the majority of this area is under the authority of Cook County, it is strategically important for it to be included in the Park Ridge Comprehensive Plan in order to provide the City with policies for dealing with the County.

In 1993 Lutheran General Hospital developed a long range plan for its facilities. The plan envisions most of the physical expansion of the Hospital to be located on the North Campus in the vicinity of the existing Nessel Pavilion. A parking structure and a larger storm water detention facility have recently been added. A pedestrian bridge over Dempster Street connecting the North and South Campuses has been proposed. A children's clinic has also been recently completed on the South Campus.

Specific recommendations for this neighborhood are as follows.

Land Use:

1. Annex selected areas which are compatible with Park Ridge.
2. Preserve single-family residential areas and maintain or reduce the density of multi-family residential areas.
3. Manage hospital development through the zoning process, and cooperate with the hospital in pursuit of improved zoning regulations if appropriate.

Housing:

1. Encourage Cook County to inspect multi-family housing, enforce existing codes, and consider improved codes to enhance these areas where appropriate.

Transportation:

1. Improve Church Street, Ballard Road, and Potter Road.
2. Provide a collector street between Ballard Road and Dempster Street.

Community Facilities:

1. Provide a neighborhood park.
2. Improve stormwater management.

Community Character:

1. Improve roadway maintenance and landscaping.
2. Encourage better property maintenance.
3. Encourage Lutheran General Hospital to effectively landscape its street frontages.
4. Network with Cook County for improved conditions.

Northwest Park

This neighborhood is named after the park at the intersection of Dee Road and Glenview Avenue, adjacent to which is the Franklin Elementary School. Woodland Park is also located in this neighborhood.

The two largest users of land in this neighborhood are Lutheran General Hospital and Maine East High School, both located on Dempster Street. High school representatives do not foresee any change in that property. However, the campus plan for Lutheran General Hospital envisions building expansion on the present site.

The extreme northeast corner of this neighborhood (generally the southwest corner

of Dempster and Greenwood) is currently occupied by a commercial complex including retail stores, gasoline stations, and a fast food restaurant. A supermarket and a drug store recently moved from the retail building to other locations and the future tenant mix appears to be in transition.

The southern portion of this neighborhood exhibits a mixture of residential and non-residential uses in the corridor formed by Northwest Highway and Busse Highway. Most of this corridor will be discussed in a subsequent chapter of this Comprehensive Plan.

At the extreme northwest corner of this neighborhood is a site formerly occupied by the Methodist Publishing House. This property is currently being redeveloped for multiple family residences.

This neighborhood contains the highest proportion of multi-family residences of any neighborhood. Also located in this area are the Resurrection Nursing Pavilion and the Beau Ridge Townhomes north of Oakton Street, and the St. Matthews Lutheran Home for the Aged at Weeg Way and Western, and Fire Station No. 2 at Oakton and Greenwood.

Recommendations for this neighborhood include the following.

Land Use:

1. Maintain the Retail and Office designation for properties along Dempster Street east of Lutheran General Hospital.
2. Enhance the Dee Park (formerly known as Crossroads) business district and its relationship to the neighborhood.

3. Consider redevelopment of business uses at northwest corner of Northwest Highway and Western for moderate density multi-family residences in keeping with the character of the area.

Housing:

1. Encourage additional multi-family residences in the vicinity of the Dee Road Metra station.

Transportation:

1. Relocate the Dee Road Metra station area and improve parking facilities.
2. Improve pedestrian safety conditions in the vicinity of Lutheran General Hospital.

Community Facilities:

1. Establish a new park in the triangle bounded by Dee Road, Busse Highway and Oakton Street.

Community Character:

1. Accentuate landscaping at the Dempster Street/Greenwood Avenue entrance to Park Ridge.
2. Work with Lutheran General Hospital to improve landscaping and overall image of the Dempster Street Corridor.

Northeast Park

The largest user of land in this neighborhood is the Park Ridge Country Club. Also included are Hinkley Park, Field Elementary School, the Park Ridge Youth Campus, several of the City's fine boulevards, St. Andrews Lutheran School, and St. Paul of the Cross School. The Central Business District and a portion of

the Busse Highway corridor are located in this neighborhood, but are the subjects of a separate chapter of this Comprehensive Plan.

The balance of the area is predominantly single-family residential, including some of the community's oldest and most historic homes.

Recommendations for this neighborhood include the following.

Land Use:

1. Preserve single family residential areas and historic homes.
2. Reduce land use conflicts where business and institutional areas are adjacent to residential uses.
3. If the Park Ridge Country Club or the Park Ridge Youth Campus uses terminate, the properties should be used for open space and single family residential purposes, respectively.
4. The single family residences located at the southeast corner of Greenwood Avenue and Northwest Highway should only be redeveloped as a unit and not as single parcels for moderate density multi-family residential or office uses.

Housing:

1. Consider additional multi-family residences along Northwest Highway.

Transportation:

1. No significant change recommended.

Community Facilities:

1. No significant change recommended.

Community Character:

1. Prepare appearance guidelines for the Central Business District by the Appearance Commission.
2. Provide additional historic gas lights in portions of this area within or adjacent to the Central Business District, especially along Northwest Highway.
3. Maintain and add street trees along arterials and collector streets where appropriate.
4. Preserve boulevards, such as Ashland Avenue and Berry Parkway.
5. Accentuate the entrance to Park Ridge on Touhy Avenue.

Maine Park

The Maine Park neighborhood is located southwest of the Union Pacific railroad tracks and is served by Metra stations at Dee Road and in the Central Business District, a short distance to the east. It is predominantly a single-family residential neighborhood, except for multi-family residences along its southern boundary at Touhy Avenue. Maine Park, Oakton Park, the Cook County Forest Preserve, and Carpenter School provide the area with excellent public facilities. Also contributing to the residential ambiance are Murphy and Park Lakes developments.

The City of Park Ridge Public Works facility is located at Elm Street and Greenwood Avenue, and numerous businesses are located in the southeast corner of the area adjacent to the Central Business District.

Recommendations for this neighborhood include the following:

Land Use:

1. Preserve the single family character of this neighborhood.
2. Over the long run, phase out non-residential uses on Cedar Street in the vicinity of Grace and Clifton, and consider these properties for multi-family residential use.
3. Consider multi-family residential uses along Touhy Avenue west of Chester Avenue to Lincoln Avenue.

Housing:

1. No significant change recommended.

Transportation:

1. Reduce traffic congestion on Greenwood Avenue.

Community Facilities:

1. Improve the Public Works facility and mitigate its impacts; possibly relocate certain activities.

Community Character:

1. Accentuate the west entrance to Park Ridge at Touhy Avenue.
2. Improve the appearance of commercial uses to remain along Touhy Avenue.

Centennial Park

This is also a stable, predominantly single-family residential neighborhood containing multi-family residences along Dee Road and Touhy Avenue. Included in this area are the Town of Maine Cemetery, Washington Elementary School, Lincoln Junior High School, Maine South High School, the Park

Ridge Community Center, the Senior Center, Centennial Park, and the Cook County Forest Preserve. A limited number of business uses are located on Touhy Avenue in the northeast corner of this neighborhood.

Recommendations for this neighborhood include the following.

Land Use:

1. Preserve single family residential areas.
2. Consider multi-family residential uses rather than business along Touhy Avenue west of Chester Avenue to Greenwood Avenue.

Housing:

1. Encourage development of additional multi-family residences along Touhy Avenue east of Greenwood.

Transportation:

1. No significant change recommended.

Community Facilities:

1. No significant change recommended.

Community Character:

1. Accentuate the western entrance to Park Ridge on Touhy Avenue.
2. Maintain and enhance boulevard landscaping on Devon Avenue.

Hodges Park

Like the Northeast Park neighborhood, the Hodges Park neighborhood contains a portion of the Central Business District and some of the most historic single-family homes and subdivisions in the community. The curvilinear subdivision southeast of the City Hall is a unique departure from the original city grid system of streets and complements the community character.

Located in this neighborhood are Roosevelt School, Hodges Park, Cumberland Park, Ridge Park, and Rotary Park, giving it extraordinary open space features. At its southern boundary is the South Park Business District, which is discussed in detail in the next chapter. In addition, several businesses are located at the intersection of Devon Avenue and Canfield Road, an eastern entrance to Park Ridge.

Recommendations for this neighborhood include the following.

Land Use:

1. Reduce land use conflicts where business and institutional uses are adjacent to residential uses.
2. Preserve the unique mixture of single family and multiple family residential dwellings immediately south of City Hall.
3. Preserve single family residential areas.

Housing:

1. Consider additional multi-family residences at the edge of the Central Business District (Uptown) and South Park Business Districts.

Transportation:

1. No significant change recommended.

Community Facilities:

1. No significant change recommended.

Community Character:

1. Prepare appearance guidelines for the Central Business District and the historic areas of this neighborhood.
2. Accentuate the east entrance to Park Ridge on Devon Avenue.

South Park

This neighborhood occupies the entire sector of the City south of Devon Avenue. Although the predominant use is single family residential, the area exhibits considerable diversity at its edges. In the northeast corner is the South Park Business District; along Higgins Road is a corridor of mixed business and multi-family residential uses; and on the west edge is the Cook County Forest Preserve.

The area is well served by the Mary Seat of Wisdom School, Fire Station No. 1, a City Water Reservoir and Pumping Station, South Park, Southwest Park, Brickton Park and Jaycee Park.

The Cumberland Avenue interchange with the Kennedy Expressway acts as the southern entrance to the City. The commercial corridor abutting the Kennedy Expressway in the City of Chicago contains a major concentration of jobs and other activities. Park Ridge residents and businesses benefit from proximity to these commercial uses, but the South Park neighborhood is vulnerable to traffic generated therefrom.

Several of the City's fine boulevards are located in this neighborhood.

Recommendations for this neighborhood include the following.

Land Use:

1. Consider annexation of the VFW property at the northwest corner of the intersection of Higgins Road and Canfield Road.
2. Preserve the single family character of established areas.
3. Reduce land use conflicts where business and institutional uses are adjacent to residential uses.
4. The Edison Park Home property should be developed for single family residential purposes.
5. Consider office uses on the garden center property on Higgins Road, perhaps with a mixture of accessory retail or service uses.

Housing:

1. Enhance existing multi-family residences and provide off street parking in the vicinity of Higgins Road.
2. Consider additional multi-family residences in the vicinity of the South Park Business District along Talcott Road.

Transportation:

1. Encourage efforts to reduce non-residential traffic in residential areas, especially near the Higgins Road and Canfield Road intersection.
2. Provide offstreet parking facilities and remove parking in the parkway of Higgins Road.

3. Improve pedestrian connections to the Cumberland Avenue CTA rapid transit station.

Community Facilities:

1. No significant change.

Community Character:

1. Maintain and add street trees along arterials and collector streets where appropriate.
2. Maintain boulevards and enhance their landscaping.

3. Accentuate the Talcott Road and Cumberland Avenue entrances to the City.

4. Improve the appearance of business properties, including the restoration of parkways in front of businesses to a landscaped condition where possible.

5. Work with the City of Chicago and the Illinois Department of Transportation to enhance landscaping of the Kennedy Expressway interchange ramp area.

The City of Park Ridge recognizes the importance of encouraging physical development in a manner that will protect the beauty and aesthetic quality of the community while promoting a viable economic environment.

The "special districts" of Park Ridge (Figure 12) support the community's quality of life in several ways. They provide jobs and business services for local residents; they account for a substantial portion of the City's tax base and revenue; they are the seat of local government, civic, and cultural activities; they accommodate a large number of multi-family residences; and they enhance the community's overall "sense of place". In other words, they are vital to the character of Park Ridge.

These areas are constantly in transition, more so than a single family neighborhood. Because they are strongly influenced by external factors, such as economic trends and market shifts created by supply and demand, they are vulnerable to change. Some persons feel that they can be a threat to nearby residential neighborhoods, if only because of the traffic they generate. In any case, these special districts exhibit both problems and opportunities that deserve special attention.

Lutheran General Hospital

Lutheran General Hospital and its related health care activities are located on a 64-acre campus divided by Dempster Street west of Greenwood Avenue. The Hospital is the City's largest employer and is a major asset to the community. It is one of the largest hospitals in the Chicago area and will continue to grow.

Any facility of this magnitude, however, especially one that continues to grow on a limited site, also generates real or perceived problems, e.g. traffic, building mass, off campus parking, waste disposal, etc. Therefore, it is incumbent upon the City and Advocate Health Care (the Hospital's parent organization) to cooperate in long-range planning and problem solving.

The multi-story Hospital is located on a twenty-two acre parcel (the South Campus) on the south side of Dempster Street, between Luther Lane and Western Avenue. Abutting the south property line are single family detached houses fronting on Weeg Way. West of Luther Lane is the eight acre West Campus which accommodates administrative and hospital related health care facilities. In addition, the Hospital owns a one acre parcel on Carol Street which is utilized for multiple family residences. All of these properties are zoned R-4 Multiple Family Residential.

North of Dempster Street the 28-acre North Campus accommodates the Nessel Health Center for out-patient services and the majority of hospital related parking. The City of Park Ridge owns a small parcel in the southwest corner of this campus for a water tower. The campus also provides for storm-water drainage and detention. This area is zoned O-1 Planned Development.

The Hospital also owns multi-family residential properties on both sides of Parkside Avenue. At the intersection of Parkside Avenue and Ballard Road another private organization has proposed a senior citizen congregate care facility that has not yet been constructed.

In 1993 the Hospital completed and presented to City officials a preliminary long-range campus master plan. It envisioned limited facility expansion on the South and West campuses and major facility expansion on the North Campus. The plan also envisioned that the North and South Campuses would be connected by an enclosed pedestrian bridge over Dempster Street to improve pedestrian safety and reduce congestion. Stormwater detention facilities would be expanded on the North Campus and landscaped to beautify the campus.

No official approval of these plans was requested by the Hospital and no approval was granted by the City. Cooperative planning continues, to be guided by the following recommendations (Figure 13).

Land Use:

1. The South Campus should continue to accommodate the Hospital, but because it already represents the highest density use of the entire campus, expansion should be limited.
2. Hospital related uses should continue to be allowed on the South Campus, but expansion should be limited to maintain a moderate density.
3. Property abutting Dempster Street east of Western Avenue should remain commercial to enhance the tax base of the City.
4. The North Campus may accommodate expanded health care facilities, related parking, and stormwater detention. Long-range expansion of the North Campus in the direction of Parkside Avenue would be considered, and long-range expansion of the North Campus in the direction of Robin Drive would be encouraged.
5. Areas presently zoned R-1 Single Family in the City of Park Ridge should be preserved and buffered from the health care campus to the extent possible.

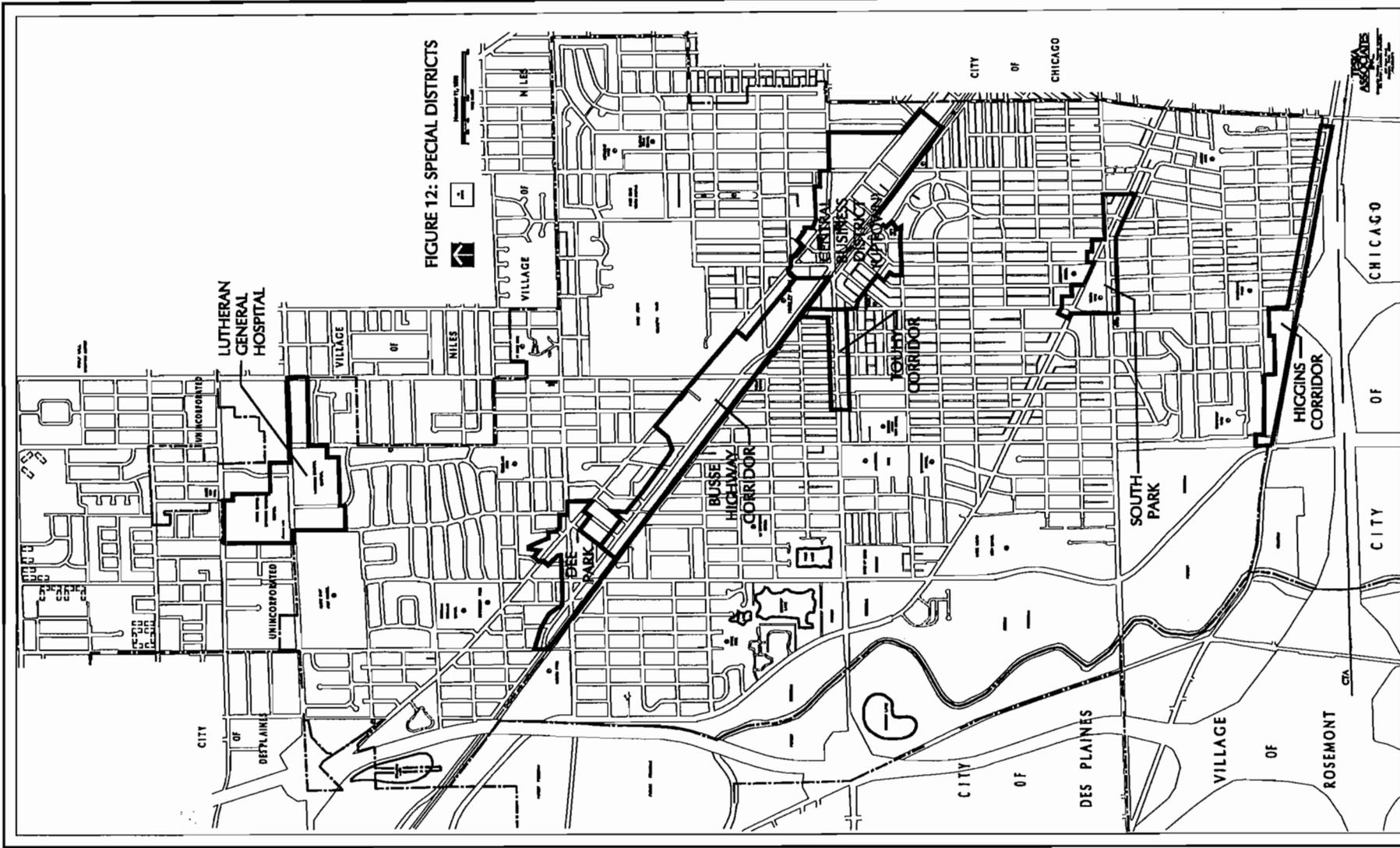


FIGURE 12: SPECIAL DISTRICTS

CITY OF PARK RIDGE, ILLINOIS SPECIAL DISTRICTS MAP



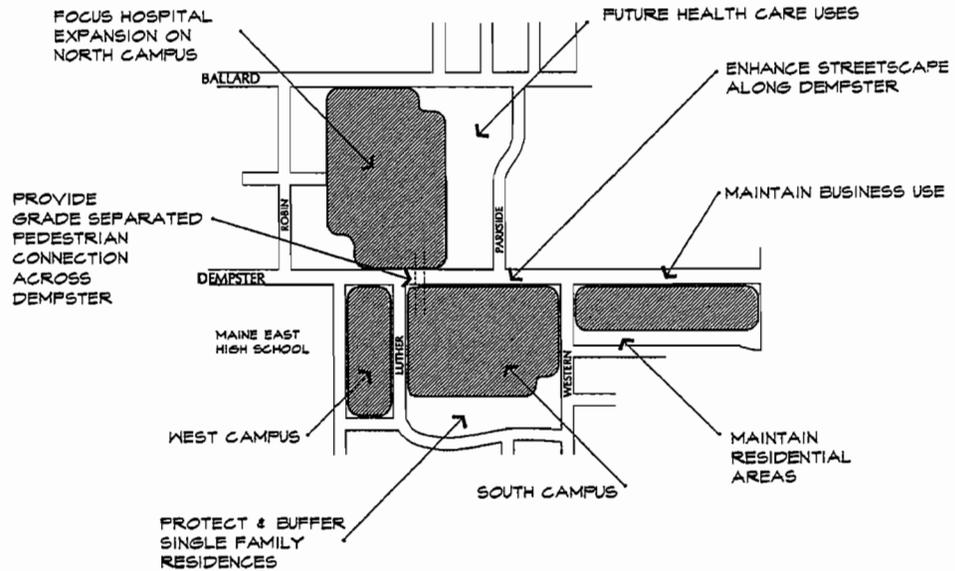


Figure 13 Proposed Hospital Master Plan

Housing:

1. A variety of housing for independent senior citizens, persons requiring health care assistance, and Hospital employees should be encouraged in the immediate vicinity of the campus.

Transportation:

1. The capacity of Dempster Street should be protected by prohibiting additional access points, improving traffic control, and reducing pedestrian crossings at grade.
2. A grade-separated pedestrian connection between the North and South Campuses should be encouraged to improve pedestrian safety.
3. Hospital related parking on local streets in adjacent single family neighborhoods should be prohibited.
4. Through-traffic on Luther Avenue should be discouraged.

5. Convenient bus service and shelters should be provided along Dempster Street.

Community Facilities:

1. The City's water tower should be maintained.

Community Character:

1. Continuous sidewalks, grass parkways, and a tree-lined corridor along the full length of Dempster Street should be established.
2. Open spaces and landscaping throughout the health care campus should be enhanced.
3. Landscape buffers for all single family residences abutting the campus should be provided.
4. Harmonious architecture for all buildings on the health care campus should be maintained.

5. Lighting throughout the campus should be effectively utilized and controlled to attractively highlight key features, including entrances, and to mitigate adverse impacts on adjacent residential areas.
6. The visual impact of parking lots and structures should be minimized.

Dee Park District

The Dee Park district (formerly known as the Crossroads district) is a post World War II business district largely oriented to automobile traffic along Oakton Avenue, Northwest Highway, and Busse Highway. To a certain degree it serves many of the daily needs of the Northwest Park and Maine Park neighborhoods. However, neither its function nor its form are well defined.

An element in the district is the Dee Road commuter rail (Metra) station. This is one reason that there are numerous multi-family residences in the area, including the 72-unit Gallery development at Busse Highway and Bouterse Avenue. Businesses in the area include a mixture of convenience retail stores, fast food restaurants, gasoline stations, auto maintenance shops, and offices. The privately owned Jeanine Schultz school on Oakton Street occupies a former public elementary school.

Generally, the area is divided by arterial streets and traffic, and exhibits a diverse but not particularly attractive appearance.

Recommendations for this special district include the following (Figure 14).

Land Use:

1. Predominant land uses in the district should be multi-family residences and retail and service businesses which serve the needs of adjacent neighborhoods.
2. The compatibility between uses within the district and the compatibility of the district with adjacent neighborhoods should be improved.

Housing:

1. The development of additional multi-family residences should be encouraged in proximity to the commuter rail station along Oakton Street and Busse Highway.
2. If the Jeanine Schultz School use terminates, the property should be redeveloped for a mixed use development, including additional multi-family residences, convenience businesses and a small children's park.

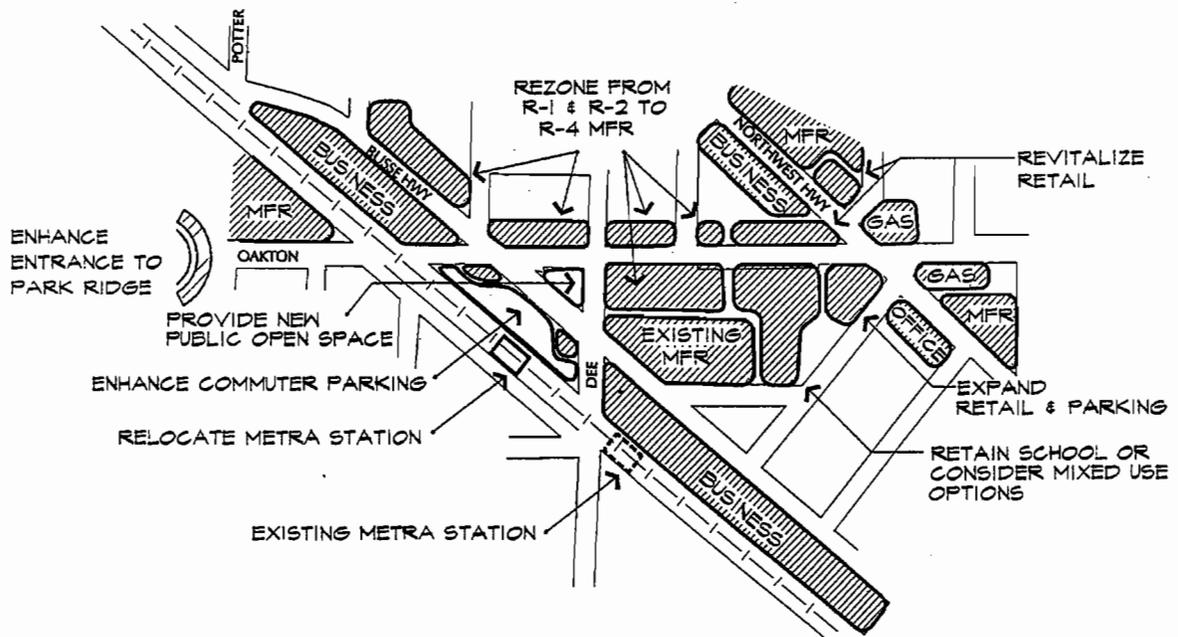


Figure 14 Dee Park District - Recommendations

Transportation:

1. Traffic management should be improved without widening arterial streets, by enhancing channelization and signalization and by controlling curb cuts.
2. The Dee Road commuter rail (Metra) station should be relocated to the northwest, between Oakton Street and Dee Road. This site is larger and has better access. If the properties become available, the two businesses located on the block should be acquired to enhance the area and provide additional commuter parking. In the event the station is not relocated, the existing station should be upgraded and remodeled.
3. Public off-street parking facilities should be constructed in selected locations to support local businesses.

4. Pedestrian facilities and crosswalks should be improved throughout the district to improve access from adjacent neighborhoods, and to encourage walking between multiple destinations rather than driving.

Community Facilities:

1. Encourage Jeanine Schultz school to remain at its present location.
2. Provide a new public park as a focal point for the entire district within the triangle formed by Oakton Street, Busse Highway, and Dee Road.

Community Character:

1. Return grass to parkways and plant trees along Oakton.
2. Provide places for people to sit.

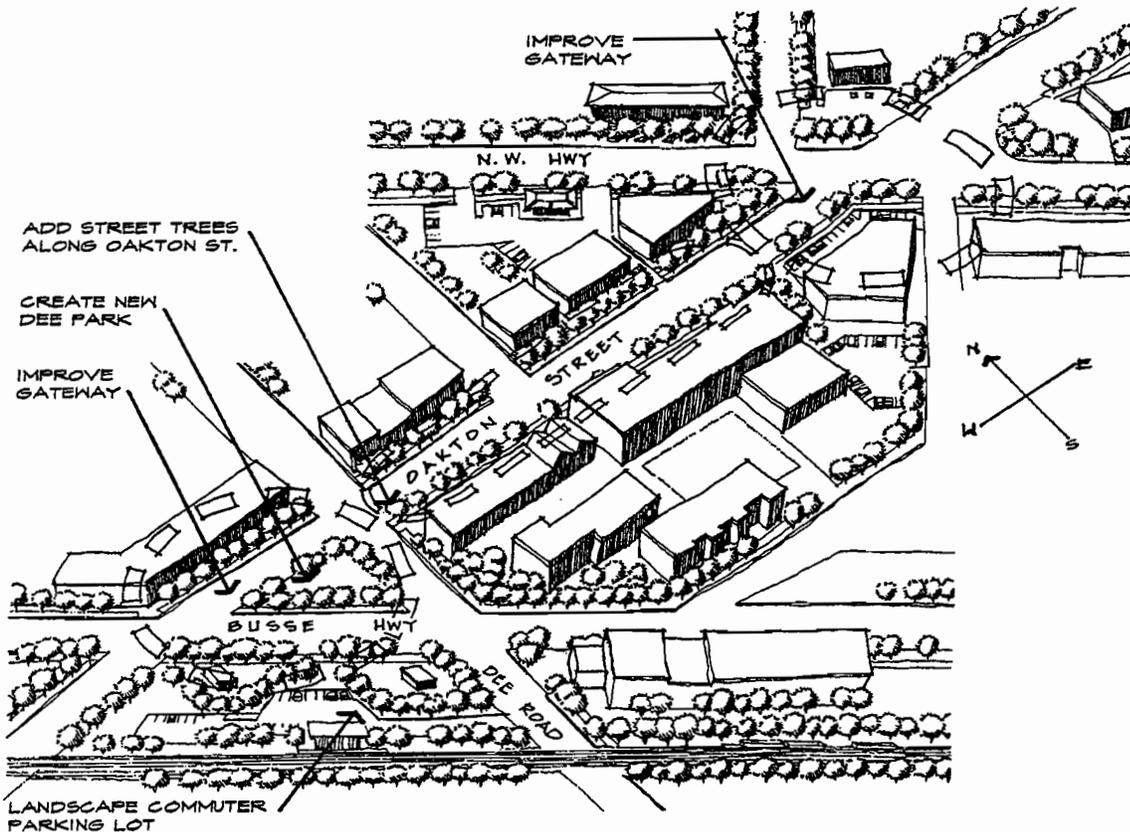


Figure 15 Urban Design Potential for Dee Park

3. Consider installation of traditional Park Ridge gas light fixtures at selected locations, e.g. the new park and the Metra station.
4. Implement a program of attractive banners along arterial streets.
5. Encourage landscaping of parking lots and screen them from public view.
6. Encourage the coordinated remodeling of business properties and signage in the district.
7. Establish design guidelines for the Appearance Commission to apply to new construction (Figure 15).

Management:

1. Establish a Dee Park property owners and tenants association to address common goals and objectives.
2. Consider a special service area for this district to finance physical improvements and special services, e.g. marketing or maintenance.

Busse Highway Corridor

The Busse Highway corridor is part of a larger Busse Highway/Northwest Highway corridor, extending from the Dee Park district to the Central Business District. The Northwest Highway corridor is predominantly residential, except for its southwest side between Western and Elm, which is predominantly retail and office. The Busse Highway corridor, by contrast, is predominantly commercial, except for its northeast side between Rowe and Western, which is multi-family. The interior of the Busse Highway/Northwest Highway corridor between Rowe and Western is single family residential, complemented by attractive boulevards.

Between Busse Highway and the Union Pacific railroad tracks is a mixture of commercial uses, ranging from professional and general business offices to fast food restaurants, utilities, and auto repair. Levels of property maintenance and appearance vary from excellent to unsatisfactory. In addition, the number of curb cuts is excessive.

On the northeast side of Busse Highway, from Elm Street to Western Avenue business uses tend to be fewer and occupy larger sites, such as the Village Green Shopping Center and an auto dealership. Several multi-family buildings northwest of Western Avenue have historically been zoned for business (B-1), although unlikely that they will ever be utilized for business.

Recommendations for this corridor include the following (Figure 16).

Land Use:

1. Maintain and enhance general business uses between Busse Highway and the railroad.
2. Enhance residential uses on the northeast side of Busse Highway between Rowe and Western Avenue, and consider rezoning selected properties from B-1 to R-4.
3. Strengthen retail shopping northeast of Busse Highway between Western Avenue and Greenwood Avenue and at the northwest corner of Busse Highway and Greenwood Avenue.
4. The single family residences located at the southeast corner of Greenwood Avenue and Northwest Highway should only be redeveloped as a unit and not as single parcels for moderate density multi-family residential or office uses.
5. The north side of Elm Street between Northwest Highway and Busse Highway should remain single family residential.

Housing:

1. Develop additional multi-family residences at selected locations between Busse Highway and Northwest Highway.

Transportation:

1. No significant change recommended.

Community Facilities:

1. No significant change recommended.

Management:

1. Facilitate coordination between property owners.

Community Character:

1. Continue City's tree planting program to fill voids in Busse Highway parkways and to enhance both sides of Greenwood.
2. Encourage landscaping of private parking facilities and screen them from public view.
3. Prepare design guidelines for application by the Appearance Commission.

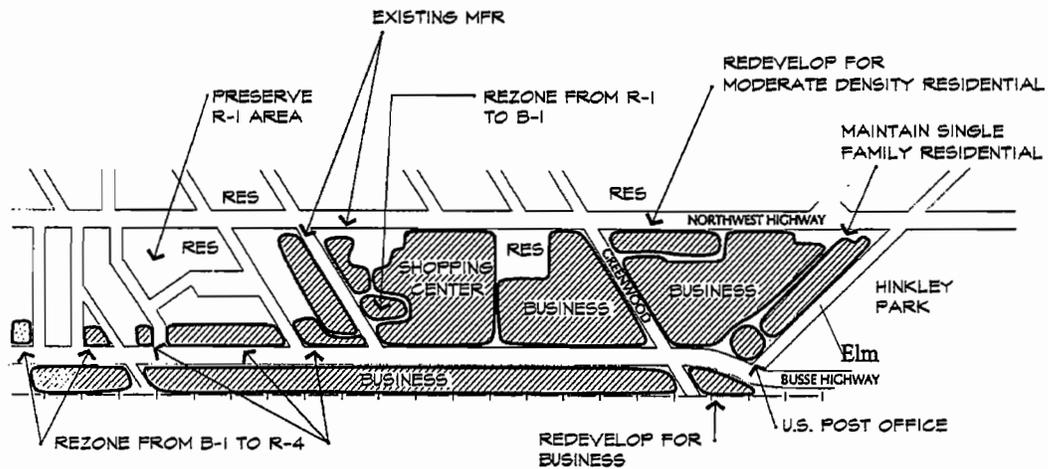


Figure 16 Busse Highway Corridor - Recommendations

South Park District

This is a traditional neighborhood convenience business district composed of historic buildings dating to the early 20th century and more contemporary post World War II buildings. Adjacent to the district is Roosevelt Elementary School and the South Park recreational complex.

Traffic volumes at the Devon/Talcott/Courtland intersection are heavy, causing some congestion during peak hours. This intersection is hostile to pedestrians and has lost much of its former character because of street widening. Nevertheless, the landscaped median in Devon Avenue west of this intersection enhances the character of the district.

There has been considerable private investment in this district in recent years, providing evidence of a strong market demand from adjacent neighborhoods.

Recommendations for this district include the following (Figure 17).

Land Use:

1. Maintain and strengthen the well defined boundaries and image of this district.
2. Emphasize the neighborhood supporting function of local businesses.

Housing:

1. Consider rezoning properties on the south side of Talcott east of Crescent to encourage development of multi-family residences.

Transportation:

1. Improve and enhance by landscaping the intersection of Devon/Talcott/Courtland.
2. Provide additional public offstreet parking.
3. Improve sidewalks and crosswalks; reconstruct sidewalk along south side of the shopping center.

Community Facilities:

1. Add landscaping in the front yard of the City's Water Pumping Station on Talcott to screen the rear of the shopping center.

Community Character:

1. Encourage the preservation and rehabilitation of the "flat iron" building at the intersection of Talcott and Devon; add street trees on the north side of the building.
2. Landscape front of the office building in the northeast corner of the Devon/Courtland intersection.
3. Preserve and enhance boulevard landscaping on Devon Avenue.
4. Extend gas lights along Devon Avenue and Talcott Road.
5. Replace paved parkways with grass and restore sidewalks.
6. Add street trees along Devon, Talcott and Prospect.

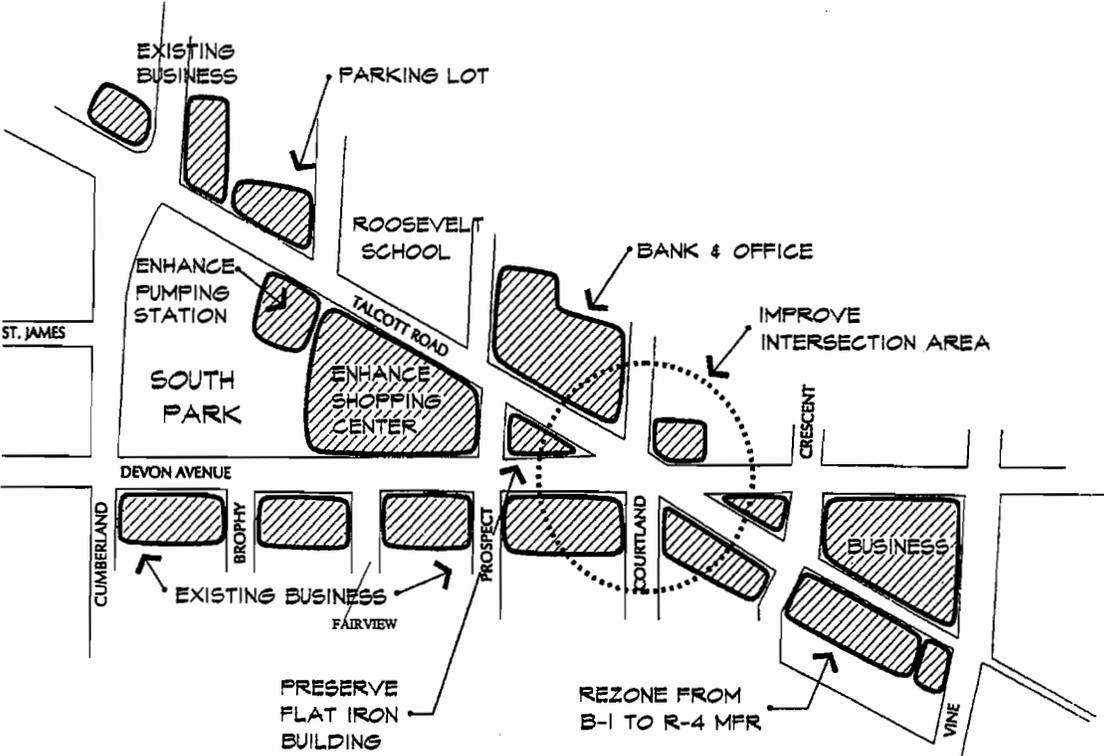


Figure 17 South Park District - Recommendations

- 7. Landscape parking lots and screen from public view.
- 8. Maintain an active and tasteful banner program.
- 9. Redesign Prospect between Talcott and Devon to widen and landscape sidewalks and provide diagonal parking; route traffic one way southbound.
- 10. Prepare design guidelines for application by the Appearance Commission (Figure 18).

Management:

- 1. Strengthen organization of and participation in the South Park Merchants Association (SPMA).
- 2. Coordinate the SPMA with the Park Ridge Economic Development Corporation.
- 3. Consider a special service area to finance improvements and programs in this district.

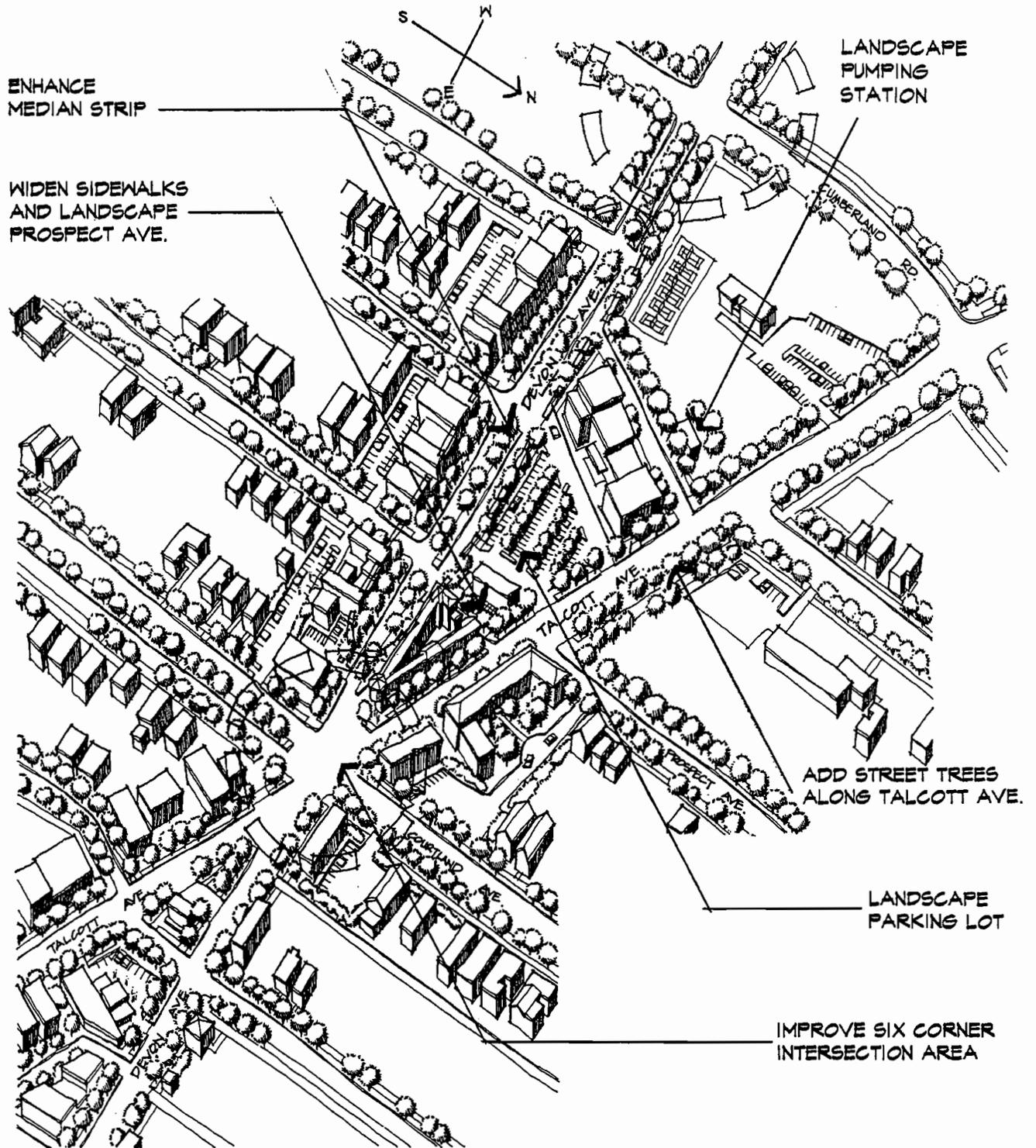


Figure 18 Urban Design Potential for the South Park District

Higgins Road Corridor

Higgins Road is the boundary between the City of Park Ridge and the City of Chicago. Therefore, it is not surprising to observe significant differences in land use and development standards on each side of the street. Nevertheless, both sides are influenced by the proximity of the Kennedy Expressway and development related to it and O'Hare International Airport.

At the east end of the corridor is the unincorporated VFW property at Canfield Road. Throughout the balance of the corridor east of Cumberland Avenue is a mixture of small retail, office, and service businesses, and multi-family residences between Vine and Ashland. These parcels are zoned general commercial and are only one-half block deep. Because they are constrained and frequently lack adequate off-street parking, many automobiles park in the parkways and over the sidewalks. Curb cuts are frequent, and curbs and parkways are not well maintained. On the other hand, certain new buildings have installed attractive landscaping, highlighting the disparate character of the corridor.

West of Cumberland, properties abutting Higgins Road are generally larger and deeper, providing a more planned environment. Included in this section of the corridor is the shopping center at Cumberland, the new O'Hare Corporate Center opposite the Marriott Hotel, and the Big Ten Conference Headquarters at Dee Road. East of the Big Ten property is a garden center, the function, appearance and odors of which are inappropriate at this location. This site has potential for redevelopment.

Traffic is heavy and fast moving in this section of Higgins Road. Pedestrian facilities are inadequate.

Recommendations for this corridor include the following (Figure 19).

Land Use:

1. Consider annexation of the VFW property.
2. Emphasize clusters of compatible land uses.
3. The garden center property at the western end of the corridor should be redeveloped for a planned office complex. Accessory retail and service uses could also be considered as part of the development.

Housing:

1. Conserve adjacent residential neighborhoods.

Transportation:

1. Consider cul-de-sacs or one-way traffic on north-south minor streets near Canfield Road to discourage through traffic from by-passing the intersection at Higgins Road.
2. Prohibit CTA commuter parking in Park Ridge.
3. Consider additional off-street parking facilities; eliminate some on-street parking along Higgins Road.
4. Improve pedestrian sidewalks and crosswalks along Higgins Road.

Community Facilities:

1. No significant change recommended.

Community Character:

1. Reclaim parkways; construct curbs and sidewalks; and landscape.
2. Install street trees throughout the corridor to established a landscaped edge for Park Ridge.
3. Encourage the Illinois Department of Transportation and the City of Chicago to landscape the Cumberland interchange area.
4. Accentuate the southern entrance to Park Ridge; consider a landscaped median in Cumberland Avenue.
5. Encourage private property owners to screen parking lots from public view.
6. Consider a banner program.
7. Prepare design guidelines for application by the Appearance Commission.

Management:

1. Encourage informal coordination among property owners and businesses.

Central Business District (Uptown)

The Uptown district is the traditional "Central Business District" (CBD) of Park Ridge. Its economic and civic vitality as well as its physical image, expresses the community's "sense of place" and quality of life. Fortunately, the CBD has represented the community well for over 100 years. Buildings such as the NBD Bank, the Library, the Pickwick Theater, City Hall, and several churches are recognized as local landmarks. Landscaped open spaces, gas lights, and tree lined streets are complementary to the overall image.

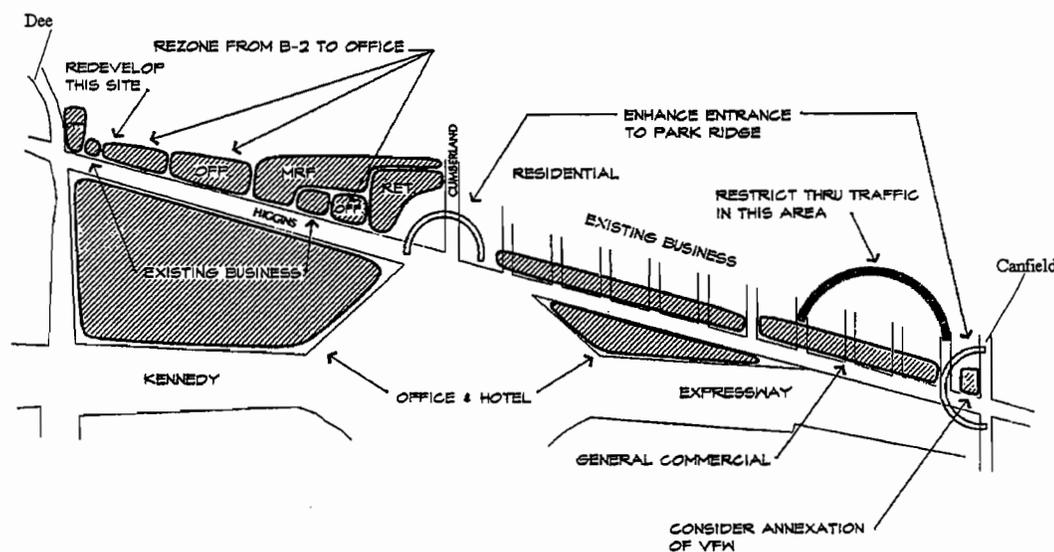


Figure 19 Higgins Road Corridor - Recommendations

The CBD is a composite of several areas divided by major arterials and the Union Pacific railroad (Metra) tracks. An area east of Washington Avenue (zoned office) has all of the attributes of a high quality suburban office park. Several hundred employees work there. The area east of Prospect Avenue and north of the railroad tracks is the historic "core" of the CBD. During the 1980s it was revitalized with the Summit shopping center and condominiums, the new Pickwick Plaza, public parking facilities in the block north of Northwest Highway, and enhanced landscaping. The area functions well, but has not yet achieved its ultimate potential.

North of Touhy and west of Prospect is one of the oldest parts of the district. Its businesses are diverse, including a major concentration of automobile dealers and maintenance facilities. The Summit Square retirement community is located here also. Hinkley Park abuts the area to the northwest.

The Library and Metra commuter station occupy the triangle between Touhy Avenue, Prospect Avenue, and the railroad tracks. Further improvements are being planned in this area.

South of the railroad and east of Prospect is a handsome "village green" setting. This area includes a church, the City Hall, and a limited number of retail shops that are housed in a traditional building surrounding Hodges Park, which is accented with gas lights. Views of this area from north of the railroad tracks deserve protection.

West of Prospect and south of the railroad tracks is another area of business which accommodates several important functions, including commuter parking, but is not cohesive, except along Courtland Avenue and Main Street. The westerly part of this area south of Touhy and east of Cumberland

includes several older homes and businesses that represent an under utilization of this accessible site overlooking a park.

Traffic at the six-corner intersection (Prospect, Touhy and Northwest) is heavy throughout the day and experiences substantial congestion during the rush hours. Unfortunately, there are few options for even minor improvements. Radical improvement would destroy the character of the CBD only to accommodate through traffic which does not support the district or the community.

Recommendations for this district include the following (Figure 20).

Land Use:

1. This district is defined to include the Central Business District as described in the 1981 Comprehensive Plan plus areas east of Washington Avenue devoted to office or institutional uses.
2. The CBD should continue to exhibit a wide variety of compatible uses uniquely suited to a "downtown" location and which benefit from an interchange of people, ideas, and business. Retail businesses or heavy traffic generating service businesses should be encouraged for first floor store fronts.
3. Additional multi-family residential development should be encouraged, especially around the edges of the CBD, and the concept of an "urban village" should apply to the entire area.
4. Over the long run, a higher density, mixed use "core" should be developed east of the NBD Bank in the block between Touhy Avenue and Northwest Highway.

5. Automobile dealers should be encouraged to remain north of Touhy Avenue as long as possible. If they decide to relocate, however, the area should be redeveloped as a multi-family residence supported by convenience retail and service businesses as the properties are within walking distance of the downtown railroad station and Hinkley Park.
6. The area bounded by Touhy, Main, Prairie, Garden and Cumberland should also be redeveloped for a compatible mixture of uses, possibly with multi-family residences overlooking Cumberland Park and offices adjacent to Touhy Avenue.
7. Retail, restaurant, and entertainment activities should be strengthened throughout the CBD, especially in proximity to Pickwick Plaza.
8. A year-round program of events should be scheduled for Pickwick Plaza.

Housing:

1. Preserve nearby single family neighborhoods.
2. Encourage development of additional multi-family residences.

Transportation:

1. Provide additional public parking facilities, including structures, at appropriate locations.
2. Improve major arterial intersections, including pedestrian crosswalks.

Community Facilities:

1. Maintain the City Hall and Public Library at their present locations.

Community Character:

1. Prepare design guidelines for use by the Appearance Commission.
2. Preserve the Hodges Park environment; add gas lights on the north side of Vine Street.
3. Enhance Pickwick Plaza and extend streetscape improvements along Northwest Highway north of Touhy and in other locations.
4. Add street trees and gas lights to selected locations.
5. Establish a coordinated program of facade rehabilitation.
6. Rehabilitate the Union Pacific railroad overpass and embankment.
7. Enhance the western entrance to the CBD at the intersection of Touhy and Cumberland.

Touhy Avenue Corridor

The Touhy Avenue corridor from Cumberland Avenue to Lincoln Avenue includes a mixture of multi-family residential and commercial uses, many of them auto oriented. The latter includes a grocery store, restaurant, fast food outlets, gasoline stations, and convenience shops.

With certain exceptions, the appearance of sites, buildings, and signage is not of the same high standard as in the Central Business District. Although many of these businesses provide a service needed by passing motorists, some are incompatible with their neighbors and with surrounding residential areas.

Recommendations for this corridor include the following (Figure 22).

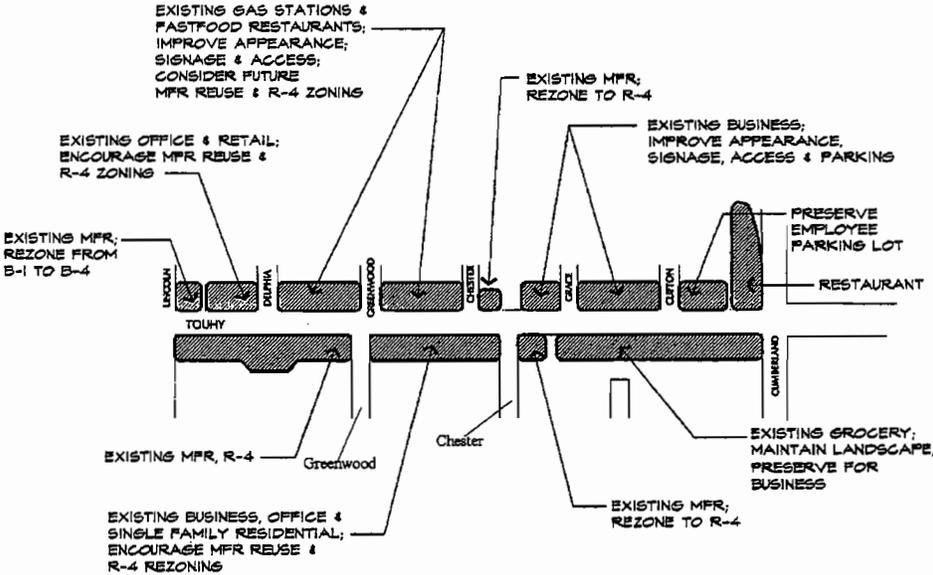


Figure 22 Touhy Avenue Corridor - Recommendations

Land Use:

1. Permitted uses in this corridor should directly support the Central Business District and adjacent residential neighborhoods, not simply passing traffic.
2. Multi-family residences should be encouraged west of Chester; certain properties should be rezoned from business to multi-family residential.
3. If the existing use for the parcel on the south side of Touhy between Cumberland and Chester should change, alternate uses should include retail and service uses.

Transportation:

1. Improve safety at pedestrian crossings and control curb cuts.

Community Facilities:

1. No significant change recommended.

Community Character:

1. Prepare design standards for application by the Appearance Commission.
2. Encourage voluntary landscaping of business properties and improvement of signage and property maintenance.
3. Maintain the existing street and parkway trees, and add more trees along this corridor.

Planning in Park Ridge does not end with the adoption of the Comprehensive Plan. The Plan is not an end in itself. Rather, it is the beginning of a process of continuing implementation whereby the Plan serves as a guide for public and private decisions affecting the future of the community. This requires that both City officials and residents be familiar with and generally support the major tenets of the Plan. It is important, therefore, that the Plan be well publicized, understood and supported by the entire community. On the other hand the Plan is not static. It must be re-examined periodically and updated as conditions and community aspirations change.

The following is a set of guidelines for maintaining the planning process in Park Ridge as a dynamic function of municipal government:

Updating the Plan

1. The Planning and Zoning Commission should annually evaluate the relevance and success of the Plan and recommend needed revisions to the Mayor and City Council.
2. A monitoring system should be established for use in annually evaluating and updating the Plan. The system should consist of:
 - a data base containing factors indicative of change in the community;

- an information storage, processing and retrieval system capable of use with automated data processing equipment, including a digitized base map,
- criteria to evaluate "significant change" or "deviation from the Plan", warranting Comprehensive Plan amendment;
- a scheduled annual review process for analyzing trends indicative of change, and an examination of this information in light of criteria referred to above; and
- specific procedures for instituting Plan amendments.

Citizen Involvement

1. Establish a formal procedure for involving Park Ridge citizens in the City's planning process on an ongoing basis.
2. The Planning and Zoning Commission should annually hold a public workshop meeting to:
 - review the recommendations of the Comprehensive Plan;
 - give a status report on actions under way to implement Plan proposals;
 - receive from the public additional Plan recommendations and suggestions for implementation.

Organization and Administration

1. Prepare and annually update an implementation program design. Such a program shall identify and define each planning and community development activity to be carried out during a particular fiscal year, the individual responsibilities of the staff in each activity, and the specific involvement of the Planning and Zoning Commission where appropriate. Upon approval by the commission, the implementation program design shall form the basis of the annual budget of the Department of Community Preservation and Development.
2. Amend the City's Zoning Ordinance and Map to achieve greater consistency with the Comprehensive Plan.
3. Prepare design guidelines to be applied by the Appearance Commission.
4. Refine the systems and procedures for receipt, review and approval of all zoning, land development and building activities for private and public construction projects.
5. Obtain designation of the Planning and Zoning Commission and staff as the official clearinghouse for all studies, plans and any funding applications affecting the City from a planning or community development standpoint.
6. The Planning and Zoning Commission and staff should actively participate in the City's capital improvements programming and budgeting process to assure that proposed capital projects are consistent with the objectives and policies of the Comprehensive Plan, and the plan recommendations involving capital projects are implemented. The

commission and staff should not necessarily prepare the annual update of the capital improvements program, but should review and make recommendations to the Mayor and City Council on appropriate items in cooperation with those city agencies traditionally responsible for capital improvements program preparation.

7. Achieve greater inter-governmental cooperation with Park Ridge's Park and Recreation District, school districts, Maine Township, Cook County, the cities of Chicago and Des Plaines, the villages of Niles and Rosemont, regional organizations such as the Northwest Municipal Conference, the Northeastern Illinois Planning Commission, Mass Transit District, and appropriate state and federal agencies.

Public Information

1. Prepare a summary brochure of this Comprehensive Plan and distribute it widely throughout the community.
2. Develop a system of responding quickly to public questions, problems and suggestions regarding planning and community development. Such a system might include:
 - an informational brochure on how to apply for zoning, building, subdivision and other development oriented permits and approvals; and,
 - a series of newspaper articles containing answers to frequently raised questions regarding planning and development matters.

GUIDELINES FOR CONTINUING PLANNING

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3. Establish within the Office of the Department of Community Preservation and Development a planning and community development library to serve the needs of the city. Such a library should:
 - provide technical resource data, information, documents and books for use by the Planning and Zoning Commission and staff in preparing for their work; and
 - provide a central information and document file for convenient use by other city departments, outside governmental agencies, students and the general public.
4. Conduct regular press conferences and periodically publish newsletters to inform citizens of planning and community development issues, and of proposed changes and revisions to the Comprehensive Plan.

The Plan is not an end in itself. Rather, it serves as a guide for public and private decisions affecting the future of the community.

**PARK RIDGE PLANNING AND
ZONING COMMISSION**

Frank R. Donato, Chairman
R. Donald Johnson, Secretary
Bill Aumiller
Philip H. Mitchell
Thomas Provencher
Jack Kinnel
William Harrington
Joanne Lemmer

Richard Carpenter, Retired
J. Lynn Metzger, Retired
Rubin Pelzer, Retired
Donald Sitkiewicz, Retired

CITY COUNCIL LIAISONS

Maureen Strauts
Paul Hansen

John English, Retired

**DEPARTMENT OF
COMMUNITY PRESERVATION
AND DEVELOPMENT**

Randall Derifield, Director
Joel Strassman, Associate Planner
Pat Rowley, Secretary

In addition to the Department of Community Preservation and Development, the support and cooperation of the following are appreciated:

Gerald Hagman, City Manager
Steven Lutz, Assistant City Manager
Paul Keller, City Attorney
Joseph Saccomanno, Director of Public Works
Robert Colangelo, Director of Public Safety
Diane Lembesis, Director of Finance

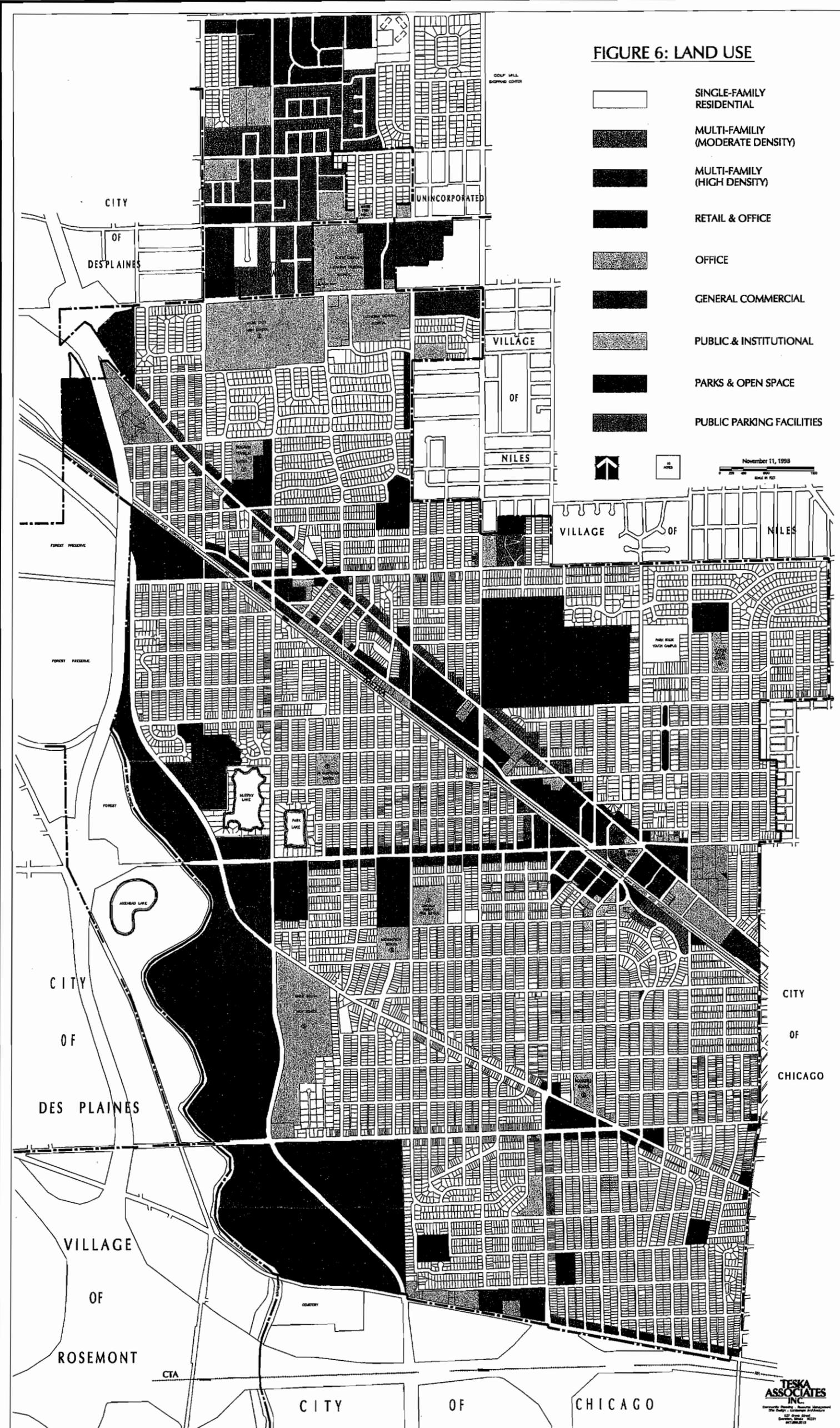


FIGURE 6: LAND USE

-  SINGLE-FAMILY RESIDENTIAL
-  MULTI-FAMILY (MODERATE DENSITY)
-  MULTI-FAMILY (HIGH DENSITY)
-  RETAIL & OFFICE
-  OFFICE
-  GENERAL COMMERCIAL
-  PUBLIC & INSTITUTIONAL
-  PARKS & OPEN SPACE
-  PUBLIC PARKING FACILITIES

November 11, 1998

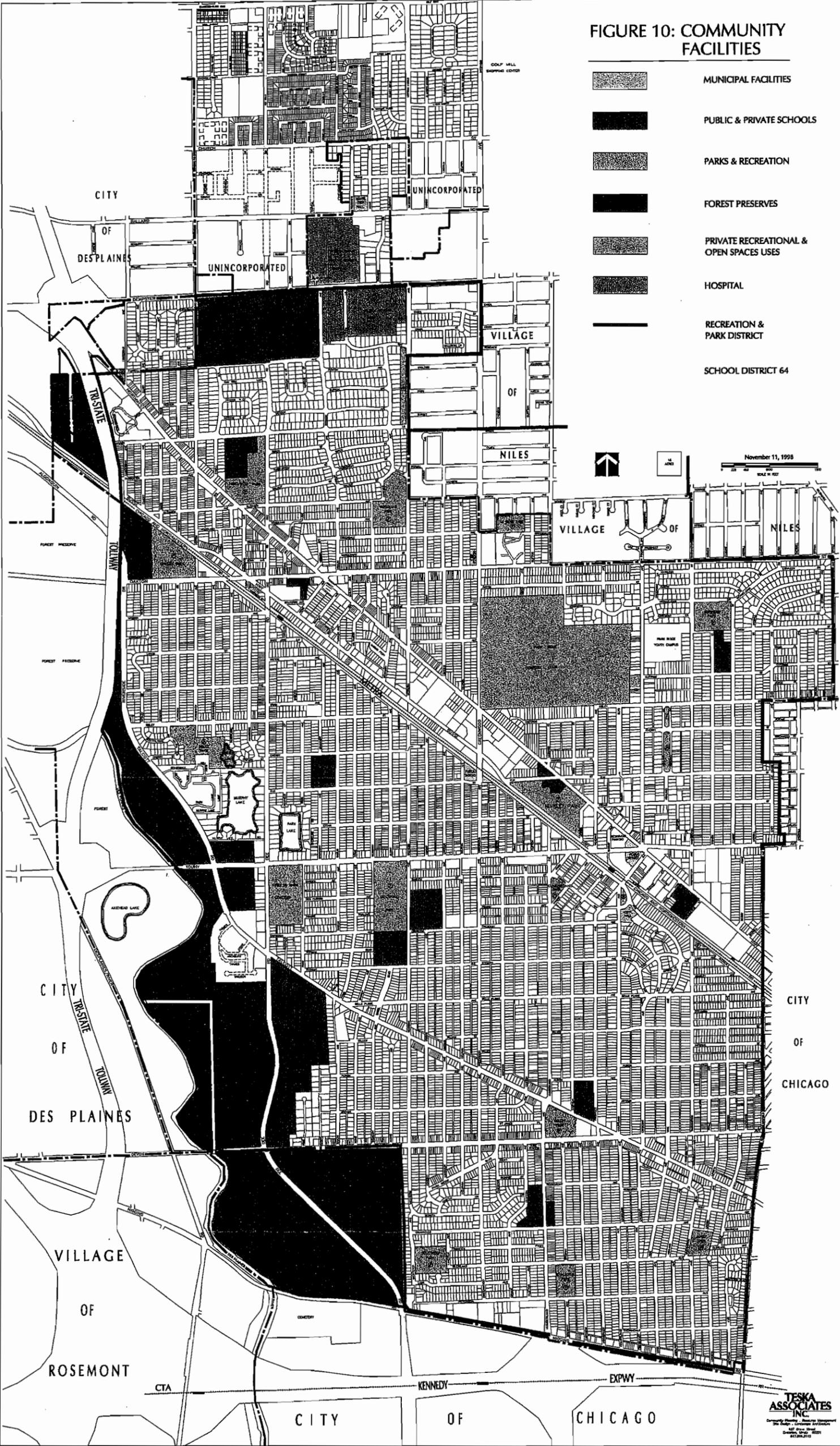
CITY OF PARK RIDGE, ILLINOIS

LAND USE PLAN

TESKA ASSOCIATES INC.
1111 North Dearborn Street, Suite 200
 Chicago, Illinois 60610
 312.329.2200

FIGURE 10: COMMUNITY FACILITIES

-  MUNICIPAL FACILITIES
-  PUBLIC & PRIVATE SCHOOLS
-  PARKS & RECREATION
-  FOREST PRESERVES
-  PRIVATE RECREATIONAL & OPEN SPACES USES
-  HOSPITAL
-  RECREATION & PARK DISTRICT
-  SCHOOL DISTRICT 64



CITY OF PARK RIDGE, ILLINOIS

COMMUNITY FACILITIES PLAN

TESKA ASSOCIATES INC.
 Community Planning and Urban Design
 300 North Dearborn Street
 Suite 1000
 Chicago, Illinois 60610
 312.329.2100