

# ELK GROVE VILLAGE

## Community Revitalization Master Plan

REDEVELOPMENT SITES



CONCEPT ALTERNATIVES - 4.11.24



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 **OPPORTUNITY  
ALLIANCE, LLC**



# ELK GROVE VILLAGE

## Community Revitalization Master Plan

# REDEVELOPMENT SITES

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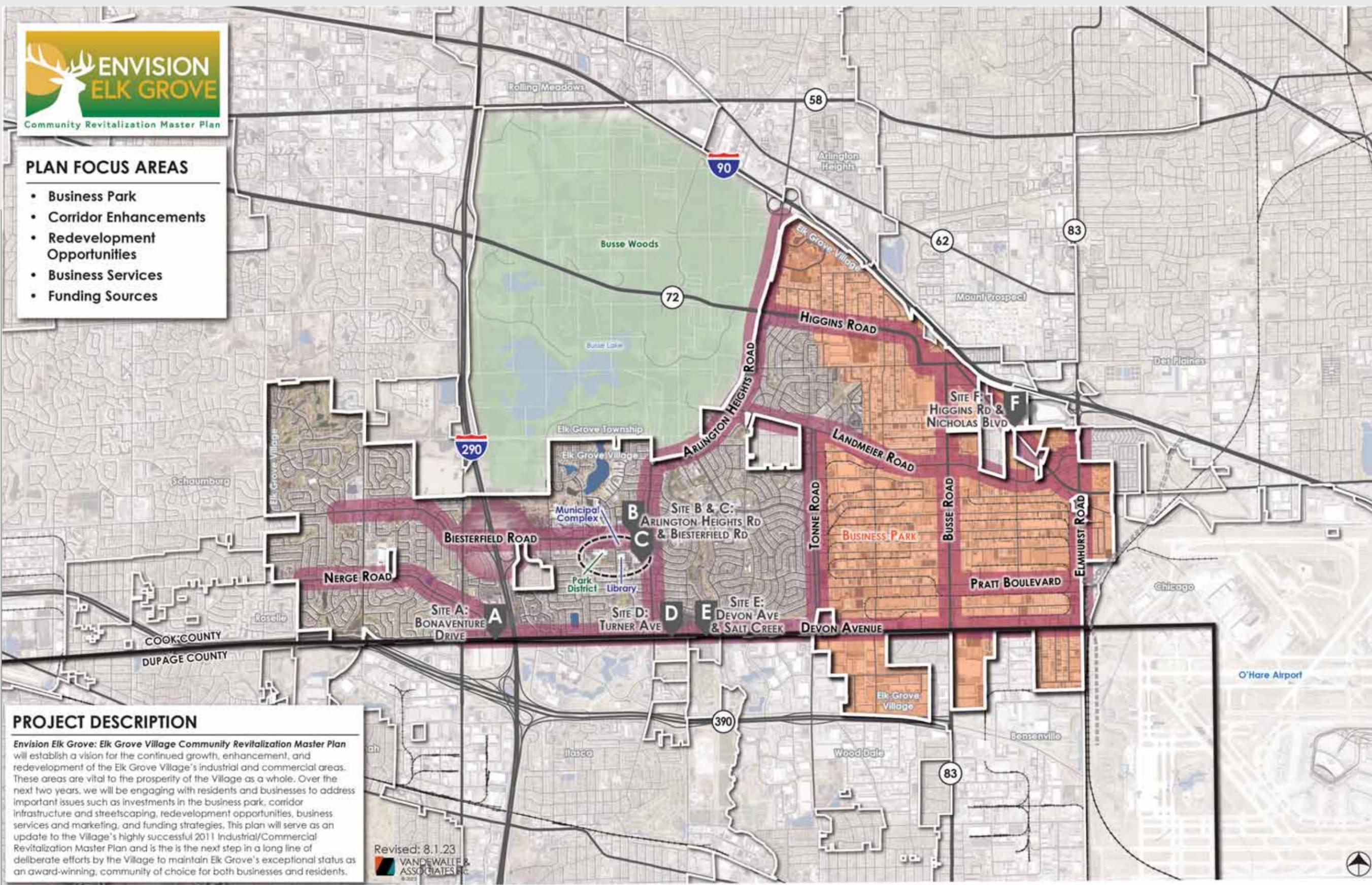
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**PLAN FOCUS AREAS**

- Business Park
- Corridor Enhancements
- Redevelopment Opportunities
- Business Services
- Funding Sources



**PROJECT DESCRIPTION**

*Envision Elk Grove: Elk Grove Village Community Revitalization Master Plan* will establish a vision for the continued growth, enhancement, and redevelopment of the Elk Grove Village's industrial and commercial areas. These areas are vital to the prosperity of the Village as a whole. Over the next two years, we will be engaging with residents and businesses to address important issues such as investments in the business park, corridor infrastructure and streetscaping, redevelopment opportunities, business services and marketing, and funding strategies. This plan will serve as an update to the Village's highly successful 2011 Industrial/Commercial Revitalization Master Plan and is the next step in a long line of deliberate efforts by the Village to maintain Elk Grove's exceptional status as an award-winning, community of choice for both businesses and residents.

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## INTRODUCTION

This document presents a vision of a possible future in the form of concept alternatives for the six redevelopment sites. A concept (sometimes called a conceptual plan) is an illustration of a possible future redevelopment. For most of the sites, multiple concept alternatives are provided that present distinct development options. The concepts and alternatives are intended to convey development ideas and goals, rather than highly specific development plans.

For each site, the Village has identified development objectives that should be reflected in that site's future redevelopment. These objectives are based on existing site conditions, market potential, public input, and other Village goals. The concept alternatives are intended to meet those development objectives, though the degree to which they do so may vary. Together, these concept alternatives present a vision to guide future decision making and to shape development as opportunities may become available.



# SITE A: BONAVENTURE DRIVE



## Development Objectives

- Incorporate a mix of uses:
  - ⦿ Mixed-use or commercial at the corner of Nerge Road and Devon Avenue
  - ⦿ Up to 5 stories of residential to the north (multi-family/senior-friendly)
  - ⦿ Opportunity for uses to the east that would benefit from Interstate visibility (i.e., hotel), 6+ stories
- Improve visual connection with commercial development on the west side of Nerge Road and improve traffic safety by realigning site access across from existing drive on the west side of Nerge Road
- Provide pedestrian connections at Devon Avenue to connect to commercial uses on the west side of Nerge Road
- Connect to future multi-use paths along Devon Avenue and Nerge Road
- Encourage development that capitalizes on visibility from I-290 and upgrades the site's overall appearance as viewed from the roadway

## Concept Alternatives

This section presents three concept alternatives for Site A. All achieve the site's development objectives in different ways. Notable variations include the land use on the southwest corner of the site, recommendations for the existing motel, and the configuration of Bonaventure Drive.

### ALTERNATIVE 1

This alternative includes a freestanding commercial building at the corner of Devon Avenue and Nerge Road, with surface parking at the rear. A new north-south roadway connects Bonaventure Drive to Devon Avenue, with right-in-right-out only access on Devon Avenue. Just east of this new roadway is a site for a restaurant (or other commercial use), which provides surface parking at the rear and good visibility from Devon Avenue. The existing motel and parking lot remain in place at the site's southeast corner. The northern portion of the site includes a five-story multi-family building oriented to the stormwater pond and a five-story multi-family building close to the existing five-story Willow Crossing Apartments. These multi-family buildings include both under-building and surface parking. A four-story multi-family building with under-building parking is located south of the intersection of Bonaventure Drive and Nerge Road. Interior sidewalks connect to the existing sidewalk to provide continuous pedestrian access to planned sidepath trails on Devon Avenue and Nerge Road.

At the northwest corner of the site is an existing restaurant and parking lot. This alternative reflects the least degree of change over current conditions, as Bonaventure Drive and the existing motel remain in their current locations.

ALTERNATIVE 1: ESTIMATED SITE DATA	
Retail/Commercial Space	28,000-42,000 sq ft
Residential Space	196,000-294,000 sq ft
Residential Units	165-245

### ALTERNATIVE 2

In Alternative 2, Bonaventure Drive is relocated south to align with the existing driveway on the west side of Nerge Road. This relocated road provides right-in-right-out only access on Devon Avenue. This alternative includes a freestanding commercial building at the corner of Devon Avenue and Nerge Road, with surface parking at the rear. On the south side of the site is a restaurant (or other commercial use) with surface parking at the rear and with good visibility from Devon Avenue. A five-story multi-family building is located at the site's southeast corner. The northern portion of the site includes a five-story multi-family building oriented to the stormwater pond, a four-story multi-family building close to Bonaventure Drive near the center of the site, and a five-story multi-family building close to the existing five-story Willow Crossing Apartments. All four multi-family buildings include both under-building and surface parking. Interior sidewalks connect to the existing sidewalk to provide continuous pedestrian access to planned sidepath trails on Devon Avenue and Nerge Road.

At the northwest corner of the site is an existing restaurant with open space, public art, and expanded surface parking made possible by the relocation of Bonaventure Drive. As compared to Alternative 1, this alternative reflects a greater degree of change over current conditions, as it involves redevelopment of the existing motel and the relocation of Bonaventure Drive.

ALTERNATIVE 2: ESTIMATED SITE DATA	
Retail/Commercial Space	28,000-42,000 sq ft
Residential Space	233,000-349,000 sq ft
Residential Units	195-290

### ALTERNATIVE 3

Like Alternative 2, Alternative 3 includes the relocation of Bonaventure Drive to the south to align with the existing driveway on the west side of Nerge Road as well as multi-family residential development on the north side. Unlike Alternative 1, Alternative 3 envisions a new, six-story hotel on the southeast corner of the site. This location has excellent visibility from I-290 and could alternatively serve as an office headquarters if the market for office space improves. This alternative depicts Bonaventure Drive ending in a cul-de-sac that does not provide access to Devon Avenue.

This alternative includes a high-density mixed-use building at the corner of Devon Avenue and Nerge Road. This building includes one level of commercial close to the street with an attached five-story residential tower above, set back from the street. To the east is a five-story multi-family building with substantial visibility from Devon Avenue. Both buildings include under-building parking, with a shared structured parking area located between them, providing surface parking for commercial tenants atop an underground parking deck for use by residents.

North of Bonaventure Drive is an existing restaurant with an expanded outdoor dining area to the north and parking relocated to the south, utilizing space created by the relocation of Bonaventure Drive. To the east of the restaurant are two multi-family buildings: a five-story building located along Bonaventure Drive and a four-story building near the existing five-story Willow Crossing Apartments. Both multi-family buildings include under-building and surface parking. An internal sidewalk and path network encircles the stormwater pond, connecting to Willow Crossing Apartments and to the existing sidewalk and planned sidepath trails on Devon Avenue and Nerge Road. As compared to Alternative 1, this alternative reflects a greater degree of change over current conditions, as it involves redevelopment of the existing motel, higher-density mixed use development, and the relocation of Bonaventure Drive.

ALTERNATIVE 3: ESTIMATED SITE DATA	
Retail/Commercial Space	27,000-40,000 sq ft
Hotel Spaces	103,000-154,000 sq ft
Hotel Rooms	170-250
Residential Space	339,000-509,000 sq ft
Residential Units	235-355





**SITE A: BONAVENTURE DRIVE**  
Concept Alternative 1



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**SITE A: BONAVENTURE DRIVE**  
Concept Alternative 2



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**SITE A: BONAVENTURE DRIVE**  
Concept Alternative 3



Revised: 2.21.24



WAREHOUSING/LOGISTICS





# SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD

## Development Objectives

- Create a walkable village center with a mix of uses, creating a community identity
  - o Residential or mixed-use buildings – 3-5 stories
- Improve pedestrian connections and safety
- Connect site to existing civic campus (municipal, library, park, school district)
- Extend Clock Tower Plaza/Village Green through the site and enhance community gathering space
- Organize future development around new internal streets
- Maintain solar access and avoid a "canyon" effect with tall buildings along public streets
- Tie north and south sides of the site together
- Anticipate phased redevelopment as property becomes available

## Concept Alternative

This section presents a generalized concept alternative for Site B & C. A phased approach is anticipated for the redevelopment of this large site.

### RESIDENTIAL

On the northwest portion of the site, there is an opportunity to convert existing retail to multi-story residential. New residential development can provide built-in customers for commercial uses within the site and can also help offset the high costs of redevelopment. This area should include a new interior street and future pedestrian walkways and sidewalks. Building entrances should be oriented to the streets and sidewalks. Parking should be provided under or behind the buildings.

The northernmost portion of the site has potential for redevelopment as a two- to three-story residential development with parking behind or under the buildings. A private street should provide maintained access to the Boardwalk Condominiums to the west.

### INFILL OPPORTUNITY

The existing Elk Grove Town Center parking lot presents an opportunity for infill development. A primary feature of this concept involves the extension of Clock Tower Plaza and the Village Green eastward through the entire site, creating a continuous stretch of open space from the Jack A. Claes Pavilion to Arlington Heights Road. This area is envisioned as a lively and dynamic community gathering space where residents, visitors, and employees can gather at all times of the day and into the evening. Serving as

the Village's "Main Street," it will be a pedestrian zone with a combination of paved surfaces, landscaping and greenspace, and opportunities for other amenities and furnishings such as decorative lighting, seating, outdoor dining and entertainment, public art, and water features. The integration of these features will create a dynamic activity area that provides visual interest and multiple areas for gathering, creates a compelling sense of place, and promotes activity throughout the site. To increase pedestrian access to this Open Space/Plaza and connect it to the surrounding area, a continuous north-south pedestrian connection should be provided, starting from the Classic Cinemas Elk Grove Theater in the south, continuing through the Open Space/Plaza, and connecting to Biesterfield Road.

Minimal changes are envisioned to the Municipal Complex in order to continue to hold outdoor events at that location. There is potential to improve pedestrian connections and upgrade some parking areas to become multipurpose plazas that function well for both parking and special events.

Two-story mixed-use buildings could be located on the expanded Open Space/Plaza, with entrances oriented to the plaza. Parking should be provided behind the buildings and be screened by landscaping from the pedestrian zones. New streets with sidewalks are incorporated to ensure safety of people walking, bicycling, and driving throughout the development.

Pedestrian crossing enhancements where Commercial Drive crosses Biesterfield Road are included to promote biking and walking within and across both sides of the site. Public art as a gateway feature is located at the highly visible Biesterfield Road and Arlington Heights Road intersection to create a sense of place and arrival.



### **BIESTERFIELD ROAD MIXED-USE**

Along both sides of Biesterfield Road there is potential for mixed-use development, particularly for buildings with first-floor commercial uses and second-floor residential units. The upper stories of these buildings may be stepped back from the street, increasing the upper-story setback, to reduce the apparent bulk of the buildings as viewed from the street. Parking should be provided under buildings and at the rear of buildings where possible. The existing surface parking is reserved for the multi-tenant retail building anchored by Jewel-Osco, which is expected to remain. New interior streets with sidewalks should be provided on the north side of Biesterfield Road.

### **LONG-TERM REDEVELOPMENT**

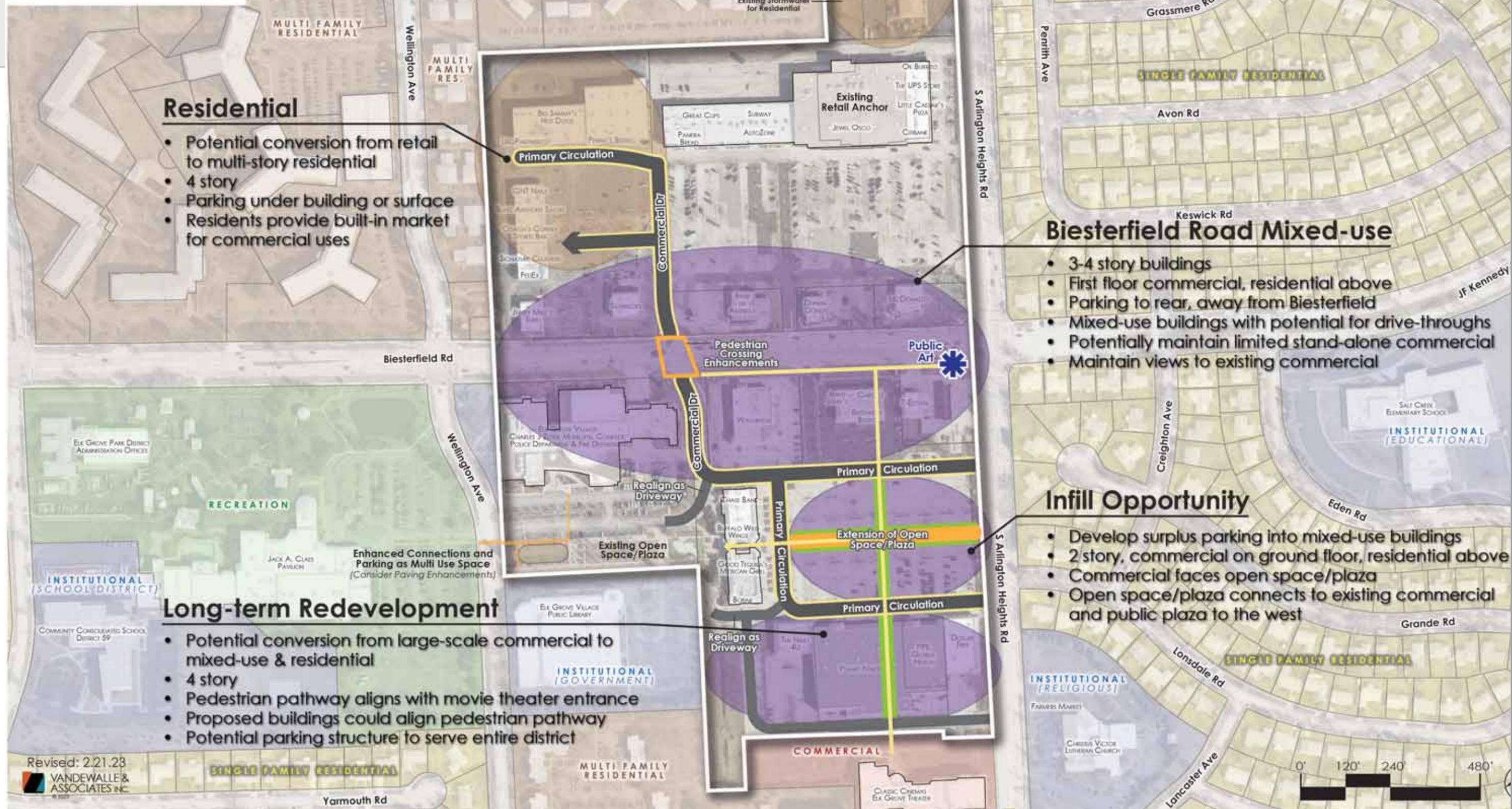
On the southernmost portion of the site, there is potential to convert the use from large-scale retail to mixed-use and residential, increasing the variety of uses, promoting higher development densities, and making better use of available land. A pedestrian pathway running north-to-south should connect the Open Space/Plaza to the movie theater entrance. Buildings should be aligned with and oriented to this pedestrian pathway. There is potential for a parking structure in this location, which could serve the greater area. This subarea may be a longer-term implementation effort due to anticipated high redevelopment costs.

ESTIMATED SITE DATA	
Retail/Commercial Space	63,000-95,000 sq ft
Residential Space	420,000-625,000 sq ft
Residential Units	370-550



Community Revitalization Master Plan

**SITE B & C: ARLINGTON HEIGHTS ROAD & BIESTERFIELD ROAD**  
Concept



**Residential**

- Potential conversion from retail to multi-story residential
- 4 story
- Parking under building or surface
- Residents provide built-in market for commercial uses

**Residential**

- 2-3 story buildings
- Parking under building or surface
- Potential commercial adjacent to the shopping center to the south

**Biesterfield Road Mixed-use**

- 3-4 story buildings
- First floor commercial, residential above
- Parking to rear, away from Biesterfield
- Mixed-use buildings with potential for drive-throughs
- Potentially maintain limited stand-alone commercial
- Maintain views to existing commercial

**Infill Opportunity**

- Develop surplus parking into mixed-use buildings
- 2 story, commercial on ground floor, residential above
- Commercial faces open space/plaza
- Open space/plaza connects to existing commercial and public plaza to the west

**Long-term Redevelopment**

- Potential conversion from large-scale commercial to mixed-use & residential
- 4 story
- Pedestrian pathway aligns with movie theater entrance
- Proposed buildings could align pedestrian pathway
- Potential parking structure to serve entire district

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# SITE D: TURNER AVENUE

## Development Objectives

- Incorporate a mix of uses:
  - ⦿ Limited amount of commercial at the southwest corner of site
  - ⦿ Residential or mixed-use building up to 5 stories at corner
- Locate higher-density residential and greater building heights along Devon Avenue
- Transition density and height downward toward existing single-family neighborhood
- Promote homeownership opportunities by encouraging small-scale multi-family formats that are appealing for homeownership (townhomes, duplexes, four-unit buildings, etc.)
- Create pedestrian-friendly areas between the buildings and the street
- Position residential uses close to Devon Avenue to capitalize on views of Community Athletic Fields
- Improve pedestrian safety and crossings at Devon Avenue and enhance pedestrian connections to the Community Athletic Fields and to Salt Creek
- Install gateway features on both sides of Arlington Heights Road north of Devon Avenue
- Retain fence and buffering adjacent to existing residential neighborhood

## Concept Alternatives

This section presents three concept alternatives for Site D. While each alternative achieves the Village's desired development objectives, there are key variations between Alternatives 1 and 2, primarily in the amount of commercial development recommended at the southwest corner, the amount of residential, and the format and layout of small-scale multi-family housing. Alternative 3 is a variation on Alternative 2 that includes a pedestrian bridge over Devon Avenue. All three alternatives retain the current alignment of Turner Avenue within the site. All three alternatives identify an opportunity for gateway features such as public art or an architectural element on both sides of Arlington Heights Road north of Devon Avenue.

### ALTERNATIVE 1

Alternative 1 includes a freestanding commercial building at the corner of Arlington Heights Road and Devon Avenue. This building features pedestrian areas along the street edges of both roadways, activating the corner and anchoring it with an engaging use that changes the relationship between the site and the public right-of-way. Surface parking is located to the building's north. To the north and east are three three-story multi-family buildings with a significant greenspace area for resident use. These buildings include both under-building parking and surface parking designed to minimize the visual impact of parking.

The northern portion of Site D is immediately adjacent to the backyards of existing single-family homes. For this reason, lower density development is recommended along the site's northern and eastern borders to ensure a gentle land use transition and compatibility with the surrounding area. This alternative includes duplexes and townhome buildings on the north and east sides of Turner Avenue, which gradually transition residential density between the multi-family development and the surrounding single family neighborhood.

The driveways for the duplex buildings take access directly from Turner Avenue. The townhomes are rear loaded, meaning the garages take access from a shared rear drive, separate from Turner Avenue. This allows for on-street parking and directs vehicle activity to the rear. The townhome buildings shown in this alternative have four to six units each, but the number of units could vary depending on the final layout of the site. The land along Newport Avenue could be reserved for single-family lots, consistent with the single-family development to the north and east. Open space areas for residents are provided along the north side of Turner Avenue. Existing sidewalks are maintained along both sides of Turner Avenue and

along the length of Devon Avenue, and the site would be integrated with the planned off-street sidepath along Devon Avenue.

ALTERNATIVE 1: ESTIMATED SITE DATA	
Retail/Commercial Space	6,000-10,000 sq ft
Residential Space	117,000-175,000 sq ft
Residential Units	100-150

## ALTERNATIVE 2

Like the previous alternative, Alternative 2 has commercial development at the corner, multi-family along Devon Avenue, and smaller-scale multi-family north of Turner Avenue; however, Alternative 2 is more intensely developed. Instead of several freestanding buildings along Devon Avenue, it includes a mixed-use development with a commercial component connected to three five-story multi-family buildings with under-building parking. All three buildings surround a shared structured parking area, which serves the commercial and residential tenants onsite. Additional surface parking serving the commercial tenants is located to the northwest of this development. The buildings are oriented to the street, and pedestrian areas are provided between the buildings and the street.

Two- and three-story townhome development is located on the north and east sides of Turner Avenue. This alternative shows five townhome buildings with four to seven units per building. The number of units could vary depending on the final layout of the site, and the smaller townhome buildings could be arranged in different four-unit configurations. The townhomes are rear loaded, meaning the garages take access from a shared rear drive, separate from Turner Avenue. This allows for on-street parking on Turner Avenue and focuses vehicle activity to the rear. One townhome building is oriented to Arlington Heights Road, while the other townhomes are oriented to Turner Avenue. Like Alternative 1, sidewalks are maintained along both sides of Turner Avenue and along Devon Avenue, and the site would be integrated with the planned off-street sidepath along Devon Avenue.

ALTERNATIVE 2: ESTIMATED SITE DATA	
Retail/Commercial Space	14,000-21,000 sq ft
Residential Space	270,000-406,000 sq ft
Residential Units	205-310



## ALTERNATIVE 3

This alternative is a variation on Alternative 2. All of the components are the same, but the multi-family building immediately west of Turner Avenue is reduced in size to accommodate a footprint for a pedestrian bridge. As a pedestrian overpass of Devon Avenue, this bridge will provide a safer, grade-separated connection to Community Athletic Fields and to Site E (Devon Ave & Salt Creek). The graphic on page 14 depicts Alternative 3 along with Alternative 1 for Site E.

ALTERNATIVE 3: ESTIMATED SITE DATA	
Retail/Commercial Space	14,000-21,000 sq ft
Residential Space	234,000-350,000 sq ft
Residential Units	175-265

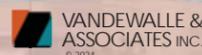


**SITE D: TURNER AVENUE**

Concept Alternative 1



Revised: 2.21.24



COMMERCIAL  
CASEY'S

COMMERCIAL  
SPEEDWAY

COMMUNITY ATHLETIC FIELDS





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# SITE E: DEVON AVENUE & SALT CREEK



## Development Objectives

- Provide pedestrian access into the site and along Salt Creek
- Anticipate a phased redevelopment approach based on timing of Devon Avenue replacement
- Provide a grade-separated pedestrian pathway under a reconfigured Devon Avenue or over Devon Avenue with a pedestrian bridge
- Connect to existing Community Athletic Fields parking lot to the west
- Connect to existing and planned trail network
- Include potential future trail connections, including a new trail along Salt Creek to the north
- Incorporate passive recreation projects (kayak, fishing, trails, accessibility, etc.) that can be phased and potentially grant funded

## Concept Alternatives

Site E includes land on either side of Salt Creek and on the north and south sides of Devon Avenue. The north side is not accessible from Devon Avenue, while the south side can be accessed via the driveway to a golf course maintenance building. There is no direct connection between the north and south sides of the site (except by boat), as the Devon Avenue road deck is too low.

Both alternatives illustrate the potential to provide safer connections between Site E, Community Athletic Fields, and Site D (Turner Avenue) for bicycles and pedestrians. Future sidepaths along Devon Avenue and enhanced crosswalks at signalized intersections with Devon Avenue provide street-level pedestrian access between all three sites. Additionally, both alternatives include a grade separated crossing of Devon Avenue, providing a safe, car-free connection to Community Athletic Fields for people walking and biking.

### ALTERNATIVE 1

Alternative 1 illustrates the enhanced connectivity and access that could be possible through a pedestrian bridge over Devon Avenue connecting Site D: Turner Avenue on the north side of Devon Avenue and Community Athletic Fields on the south side. This alternative is oriented to providing safe access between Community Athletic Fields and the neighborhood north of Devon Avenue, including the new residential development envisioned for Site D. On Site D, the bridge is connected to the existing and future pedestrian network. On the other end of the bridge, pedestrian paths connect the bridge to the existing parking lots in Community Athletic Fields. Further engineering will be necessary to determine the feasibility of a pedestrian bridge, consider existing features such as the cell tower, utility poles, and topography, and determine the exact footprint and design of the bridge. The Alternative 1 graphic also illustrates Alternative 3 for Site D: Turner Ave.

This alternative also includes connections through the wooded areas on the east side of Salt Creek, with connections to the adjacent neighborhood, the existing path around a stormwater pond in an industrial area (in Wood Dale), a planned path in the ComEd right-of-way, and to a possible future greenway trail continuing north along Salt Creek.

### ALTERNATIVE 2

This alternative for Site E illustrates the enhanced connectivity and access that could be possible through the reconstruction of Devon Avenue over Salt Creek. A new, elevated roadway would allow for direct pedestrian access from street level on Devon Avenue down to the wooded area below. It would also provide a pedestrian connection along the creek under Devon Avenue, connecting the north and south sides of the site. The roadway replacement also creates an opportunity to install decorative lighting or interpretive features in the design of the new roadway. Reconstruction should be planned in concert with the construction of a planned off-street sidepath along the north side of Devon Avenue.

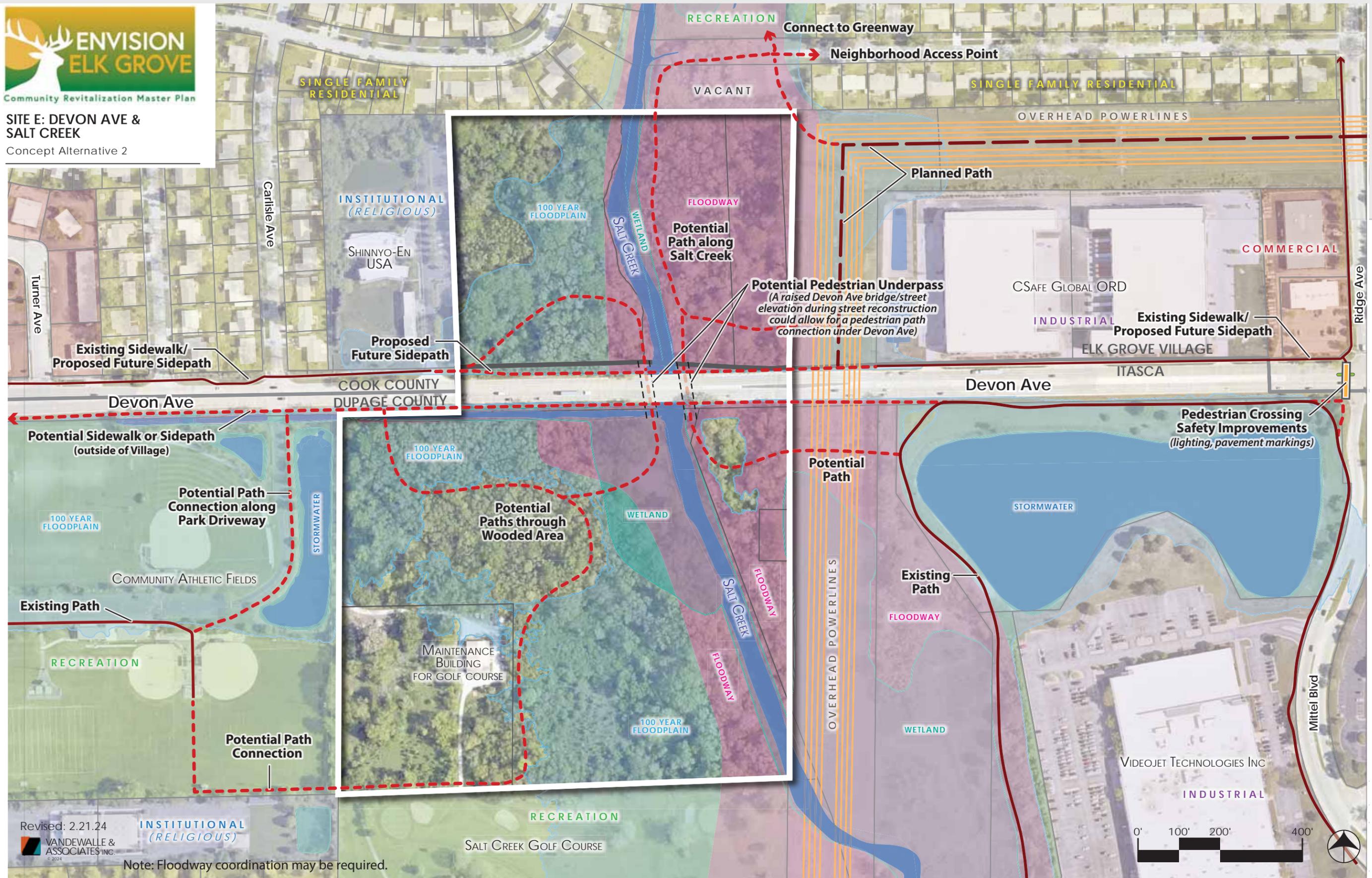
This planned sidepath will improve pedestrian access to Community Athletic Fields from Devon Avenue at street level. Below street level, trails through the wooded areas on the west side of Salt Creek connect to Community Athletic Fields, further connecting the two areas. These trail connections, located on the northern and southern ends of the Community Athletic Fields property, connect to new and existing paths within the Community Athletic Fields. The trail is designed to work with existing grades and avoid the 100-year floodplain.

Like Alternative 1, this alternative also includes connections through the wooded areas on the east side of Salt Creek, with connections to the adjacent neighborhood, the existing path around a stormwater pond in an industrial area (in Wood Dale), a planned path in the ComEd right-of-way, and to a possible future greenway trail continuing north along Salt Creek.



**SITE E: DEVON AVE & SALT CREEK**

Concept Alternative 2



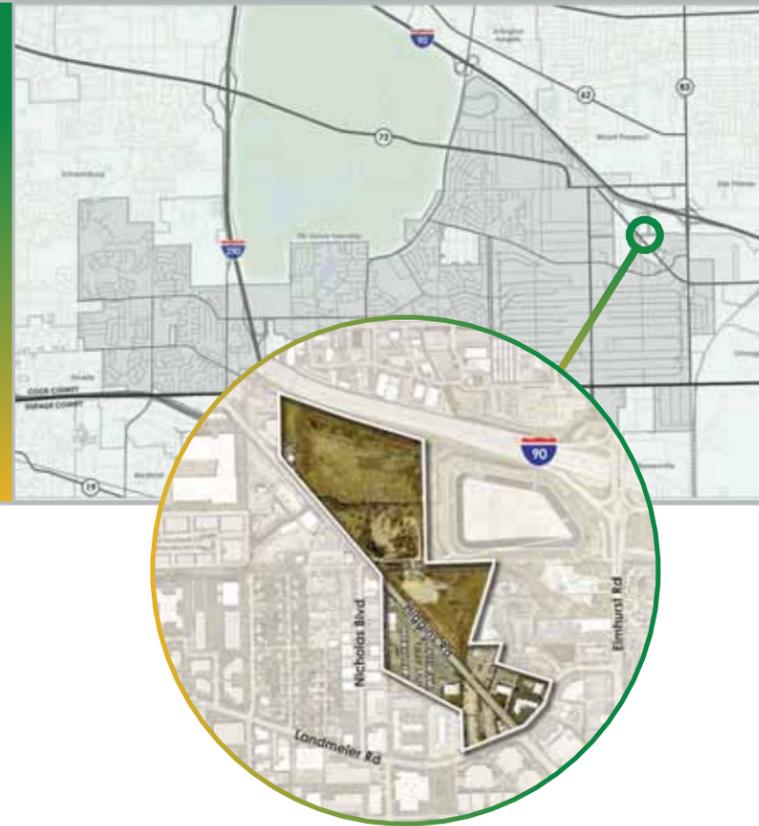
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INSTITUTIONAL (RELIGIOUS)

Note: Floodway coordination may be required.

# SITE F: HIGGINS ROAD & NICHOLAS BOULEVARD



## Development Objectives

- Utilize MWRD lands as a recreation amenity for Village residents
- Activate the MWRD site and focus on uses that will bring people into the space
- Establish the area along Higgins Road as an industrial gateway for the Village
- Incorporate uses that would benefit from visibility from the intersection of Landmeier and Higgins Roads
  - Office
  - Potential for 6+ stories
- Incorporate light industrial uses with typical industrial building heights
- Add sidewalk and streetscape improvements along both sides of Higgins Road
- Provide landscaped parkway or berm adjacent to the street and landscaping within industrial sites

## Concept Alternatives

This section presents two different concept alternatives for Site F. The Recreation alternative provides recreation options for undeveloped lands owned by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). The Industrial alternative provides for industrial corridor redevelopment for the area northwest of the intersection of Higgins and Landmeier Roads.

### RECREATION ALTERNATIVE

This alternative is designed to provide a recreational amenity for Village residents and increase use of the currently overgrown and vacant site. This alternative includes many recreational features intended to increase use of the site as a park.

#### NORTHERN SECTION:

- Looped trails throughout the site, switchbacks in steep areas and boardwalk in wetland areas
- Observation deck with view of O'Hare and downtown Chicago
- Scenic overlooks
- Disc golf course (holes 7-18)
- Playgrounds including a nature-inspired playground with water features
- Native prairie
- Parking lot

#### SOUTHERN SECTION:

- Dog park – areas for small dogs and large dogs
- Disc golf course (holes 1-6)
- Sledding hill and warming shelter
- Exercise steps built into the slope
- Native prairie
- Parking lot
- Food truck park serving park users and area employees

In addition, this alternative should improve the appearance of street frontage along Higgins Road by clearing overgrown vegetation, incorporating new plantings, and adding trails within the park alongside Higgins Road.

### INDUSTRIAL ALTERNATIVE

This alternative includes light industrial redevelopment along Higgins Road. Several buildings ranging from 22,000 to 75,000 square feet in size are shown along Higgins Road, but actual building sizes could vary. Throughout the site, access drives from Higgins Road are consolidated and shared among industrial buildings. Surface parking and loading areas are intentionally separated, with parking at the front and sides of the buildings and loading areas located at the rear. No outdoor storage or outdoor activities, other than loading, are anticipated. This alternative retains the existing multi-tenant commercial building at the intersection of Landmeier and Higgins. This alternative also includes sidewalk and streetscape improvements along Higgins Road. Buildings should be set back a sufficient distance from the street to allow for a landscaped parkway or berm, which will soften the appearance of the large buildings as viewed from Higgins Road. New development would be designed to include landscaping around buildings and parking areas as well.

INDUSTRIAL ALTERNATIVE: ESTIMATED SITE DATA	
Industrial Space	220,000-320,000 sq ft



Community Revitalization Master Plan

**SITE F: HIGGINS & NICHOLAS**  
Concept Recreation Alternative



**DISC GOLF**



**BOARDWALK**



**SLED HILL WARMING SHELTER**



**NATURE-INSPIRED PLAYGROUND**



**PLAYGROUND**



**DOG PARK**



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