

*City of Highland Park*

Neighborhood  
Strategic  
Plan

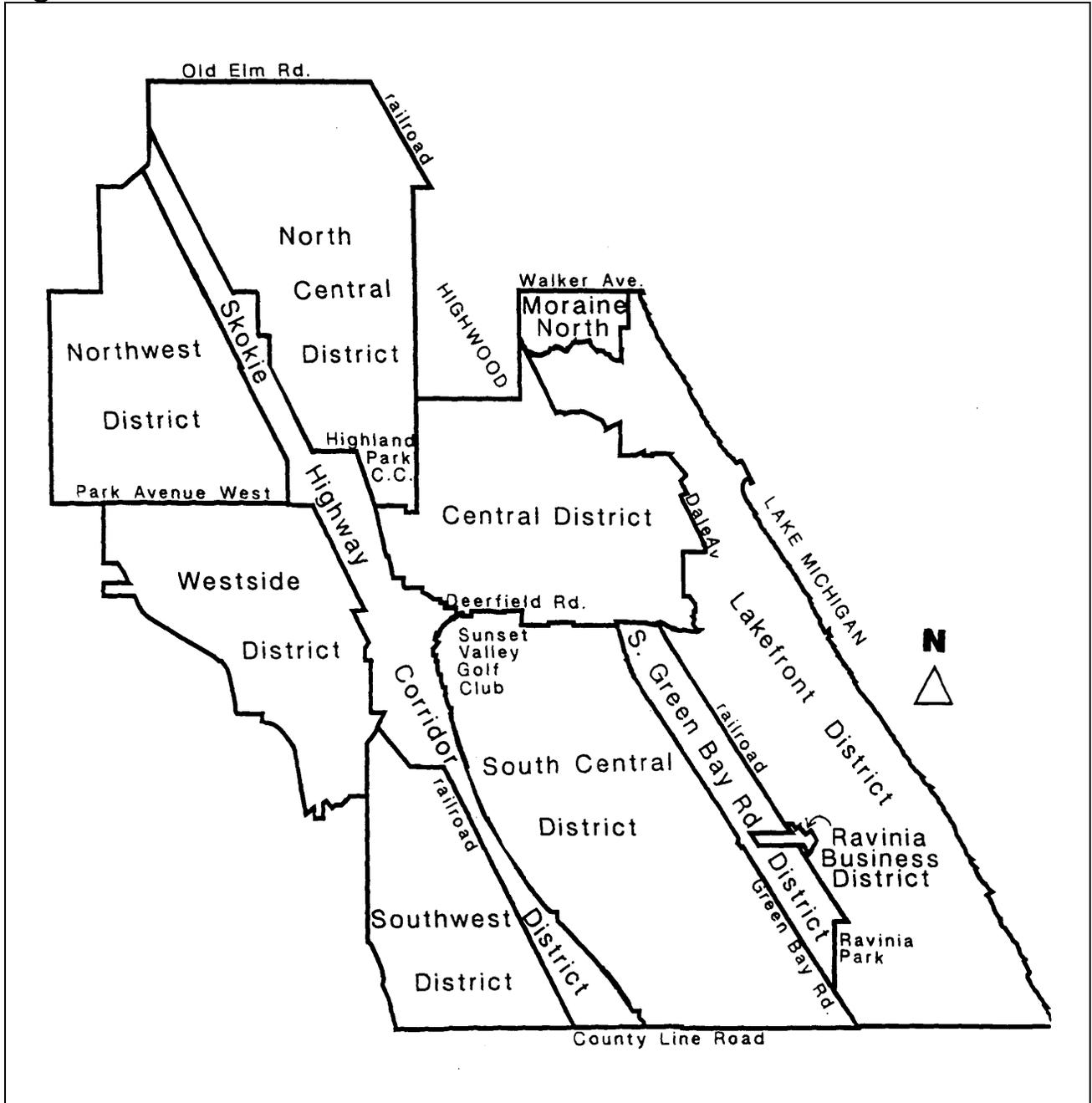
**NORTHWEST  
DISTRICT**

Approved September 11, 2000

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Figure 1 NEIGHBORHOOD PLANNING DISTRICTS



## INTRODUCTION

### Purpose

The Master Plan is the document that guides land use and community development decisions in Highland Park. The Northwest District (the “District”) is one of 11 Districts that were created for the purpose of updating the City of Highland Park Comprehensive Master Plan of 1977 (see **Figure 1**). As part of the City’s overall approach to the Master Plan, updated Citywide planning goals and objectives were adopted by the City Council in 1997. These goals and objectives address a broad range of citywide issue areas including:

- Shaping the Physical Future of Highland Park;
- Maintaining and Improving a Strong Economy;
- Improving Our Community and Ourselves; and,
- Government’s Role and Responsibilities.

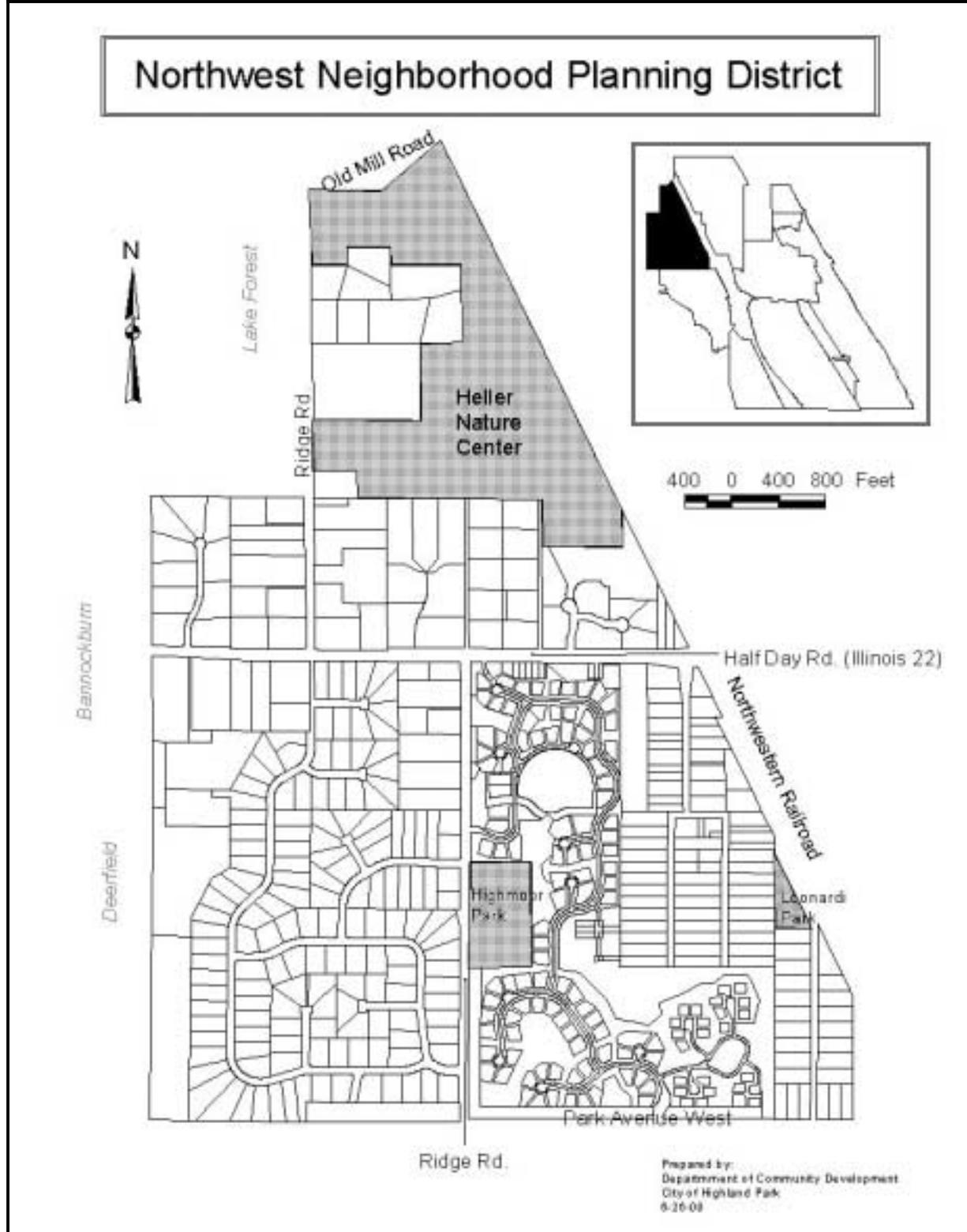
With the neighborhood-planning process, the City’s intent is to involve residents in preparing the Strategic Plans for their local District. As a result, resident and property owner input on neighborhood conditions and issues form the basis for the recommendations contained in this Strategic Plan. A positive byproduct of the planning process is the interaction and dialogue between the residents of the District on matters of public policy that are infrequently discussed.

The Northwest District Neighborhood Strategic Plan (the “Plan”) includes a **Vision Statement** describing positive qualities and broad District planning objectives that should be considered in the future. The Plan identifies **Issues and Recommendations** on a broad range of concerns related to land use and community development. Finally, **Action Steps** assigning responsibilities for implementing recommendations within a specified timeframe to certain individuals or groups are set forth.

### District Boundaries and Features

The Northwest District is bounded by the Union Pacific railroad tracks on the east, Park Avenue West on the south, and the city limits on the west and north (see **Figure 2**). The District lies to the west of Route 41, or the Skokie Valley Highway, which, as a major arterial carrying through traffic, serves as a physical and psychological barrier to the eastern portion of Highland Park. The district is primarily residential in nature. Also located in the district are the large natural areas of Heller Nature Center and Highmoor Nature Preserve. The large expanses of woods and prairie and the spacious residential lots give the district a distinctive natural, open quality.

Figure 2 NORTHWEST NEIGHBORHOOD PLANNING DISTRICT



### **Neighborhood Planning Process**

The Northwest District planning process began in June of 1999 with a survey mailed to approximately 404 District households. The survey requested input on a range of issues including positive and negative aspects of the neighborhood; existing character of the neighborhood; residential development including new homes and additions; design review of single family homes; historic preservation; infrastructure improvement needs for roads, sidewalks, storm sewer; parks; trails; and environmental concerns. District residents or property owners returned approximately 33 surveys.

Approximately 16 District residents attended a kick-off meeting on June 23, 1999. During that and subsequent meetings, attended generally by 5-10 people, residents identified neighborhood strengths and concerns and evaluated recommendations to include in the Plan. Monthly articles in "*The Highlander*" informed and encouraged residents to participate in planning meetings. Prior to each neighborhood planning meeting, all households in the District were mailed a notice of the impending meeting. Before the Plan was finalized, a District-wide mailing urged all residents to comment on the draft plan. The draft plan was made available to anyone requesting a copy for his or her review.

A Plan Commission liaison and Community Development Department staff organized and facilitated the planning meetings. Other City Departments and agencies including the City Manager's office, Public Works, Police, and the Park District presented additional background information on specific discussion topics.

At the fourth and fifth District meetings, Community Development staff presented a draft Plan based on the meeting discussions and written comments from residents. District residents and property owners were asked to provide comment on the draft plan before it was submitted to the Plan Commission for a public hearing to amend the Master Plan. Ultimately, the Plan seeks to balance local and neighborhood-wide interests so that it accurately reflects the long-range vision of the residents of the District.

### **History of the Northwest District**

The Northwest district experienced development more slowly than other portions of Highland Park, and consequently, its history is distinct from the eastern half of the City. Although railroad development encouraged growth on both sides of the City, the first development efforts on the Northwest side were initiated 75 years after beginning on the east side of town. In 1916, Samuel Insull bought the Chicago and Milwaukee Electric Railroad along the Lake Michigan shoreline and installed a line on the west side of town to handle freight shipping and long distance

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commuters traveling between Chicago and Milwaukee. Service on the new rail line, which began operation in 1926, prompted the subdivision of large tracts of land previously used for summer residences, “gentlemen’s farms,” and other agrarian purposes. The first recorded subdivision on the west side of Highland Park was J.S. Hovland’s North Shore Acres. Presently known as Highmoor Road and Shady Lane, the subdivision was platted in 1919 in a then-unincorporated area of Highland Park. By 1926, almost all the land on the west side within the City’s present boundaries was annexed to Highland Park.

Despite convenient rail access, northwest Highland Park retained its rural character since little of the subdivided land was developed. As with the rest of the City, the Depression slowed development, and efforts towards new development did not begin until well after World War II. For most of the Northwest district, in particular, development did not take place until the 1970’s. With the development of former farmland for the large-scale Hybernia subdivision in the 1980’s and 1990’s, the District assumed the residential character existing there today. Most larger tracts of land in the District have already been subdivided and improved, but there remains some potential for smaller subdivisions, and recent developments such as Hybernia continue to be built-out.

The slower development of the Northwest district allowed for spacious lots and a diversity of housing stock which continue to dominate its character today.

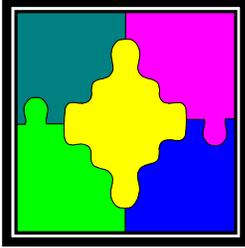
**NORTHWEST DISTRICT VISION STATEMENT**

The Northwest District is a quiet residential district comprised of an architecturally diverse housing stock. The district features large expanses of natural areas, mature trees, and spacious, well-maintained private lots. The residents of the district take pride in the appearance of their neighborhood and support and encourage the preservation of the clean, green, open character of the area. Natural areas should remain undeveloped and protected. Recreational opportunities in and near the district should be expanded whenever possible. Neighborhood integration and pedestrian and bicycle safety should be enhanced by the improvement of physical linkages both within the neighborhood and to other areas of the city.

## ISSUES AND RECOMMENDATIONS

### Current Land Use and Zoning

The entirety of the District is zoned for single-family residential use. No multiple-family, commercial, or industrial zoning is found in the neighborhood. The district predominantly consists of single-family detached homes and undeveloped parkland. No institutional uses other than parks are located in the district. Sparkling Spring, a bottler of spring water, is the only commercial use found in the district and is located on Park Avenue West near Skokie Valley Road.



The Northwest District is generally divided into two main zoning districts (see **Figure 3**). The portion of the District north of Half Day Road is zoned R2 Country Home Single Family, requiring 80,000 square feet per lot. South of Half Day Road is zoned R3 Low Density Single Family, which requires 40,000 square feet per lot. A small portion of the district on the western City limits is located in the flood plain of the North Branch of the Chicago River and is zoned R1 Country Estate, with a minimum lot size of 130,680 square feet.

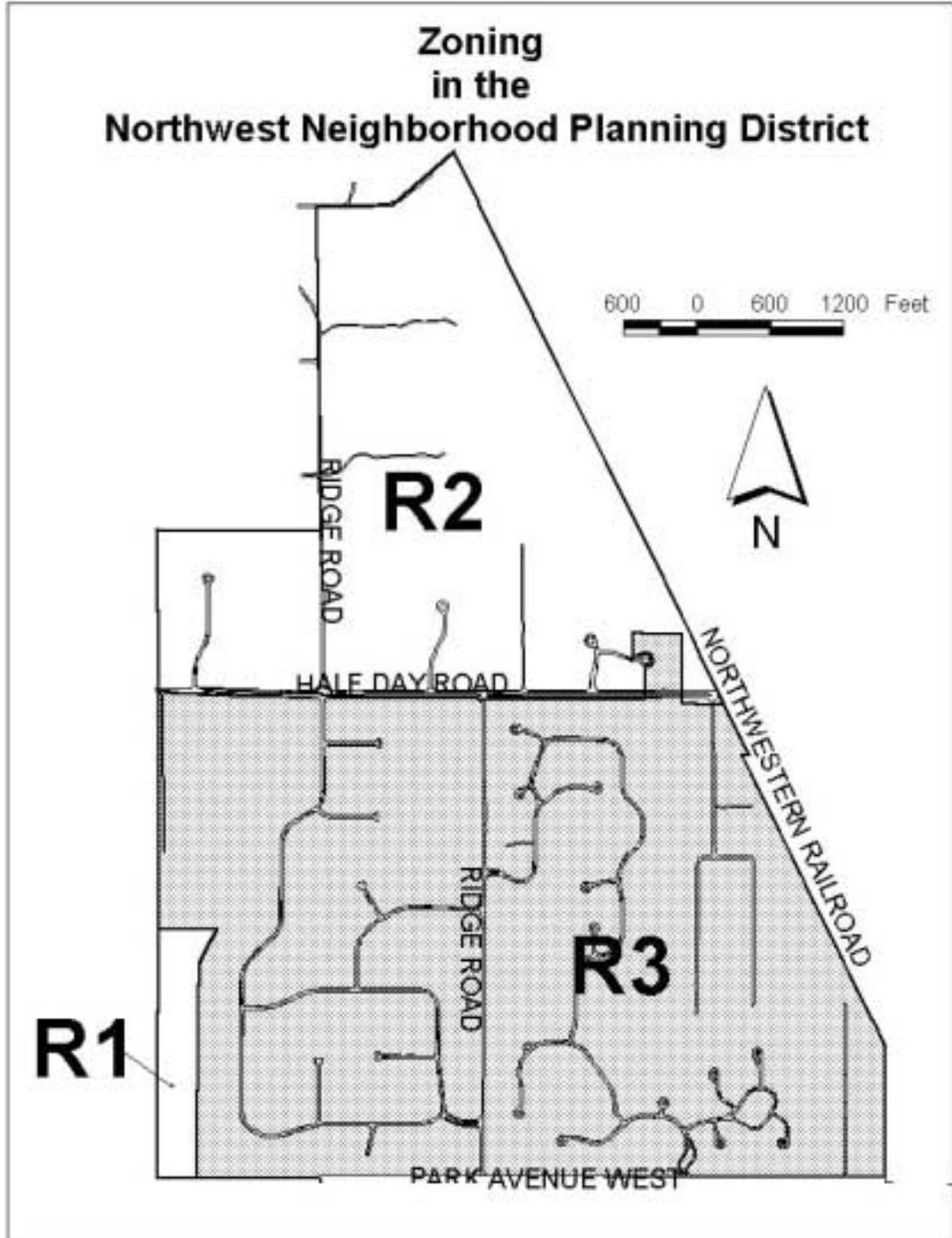
The zoning districts in the Northwest District provide for the least dense residential development in the City of Highland Park. The minimum lot sizes of approximately one and two acres per dwelling unit required in the district engender a spacious, open character. The country charm and seclusion afforded by the large lot size is cherished by district residents.

Most of the district has already been developed into residential subdivisions. There are a few parcels remaining, however, that could be further subdivided into several lots or more. Although the residents of the district do not advocate any zoning changes, residents do wish to maintain the established character of their neighborhoods. Residents would like to ensure that any additional development in the district meets the minimum requirements of the Zoning and Subdivision Ordinances and is sympathetic to the existing character of the neighborhood.

### ***Recommendations***

- ✓ *Maintain the low-density land use and zoning in the Northwest District as it exists at the present time.*

Figure 3 ZONING IN THE NORTHWEST DISTRICT



## **New Development**



In 1999, in response to City-wide concern about the bulk and character of new development in the City, the Planning Division of the Department of Community Development began to measure the problem and formulate a series of recommendations to address the issue. As part of the research phase of the study, public comment was solicited via survey questionnaires distributed to government officials and residents. In April of 2000, the Residential Bulk and Character Study was presented to the Plan Commission. Plan Commission discussion of City-wide bulk and character issues is currently on-going.

Some of the residential development concerns addressed in the bulk and character survey included:

- Oversized homes and building additions
- Houses out of scale with surrounding homes
- House size out of proportion with lot size
- Demolition of homes that contribute to neighborhood character.

Results of the bulk and character study indicate that the bulk and character issues that are of concern to many Highland Park residents outside the District are not a major concern in the Northwest District. Responses to the Northwest District survey and district planning meeting input support this conclusion.

Northwest District residents describe the character of the homes in their neighborhood as architecturally pleasing and cite the eclectic mix of styles old and new as one of the District's major assets. The general satisfaction of District residents in regard to the bulk and character of homes may be attributed to the spacious lot size required in the district, resulting in little negative impact on neighboring homes.

While resident input from the surveys and neighborhood meetings indicated no clear consensus regarding the design review of new homes, residents feel that the City should continue to ensure that new homes are in compliance with zoning regulations such as floor area ratio, maximum height, and required setbacks.

### ***Recommendations***

- ✓ *Control development and design in the district to the extent that it meets the minimum requirements of the Zoning and Subdivision Ordinances.*

***In some cases, (new construction) threatens historic resources as pressure increases to tear down older, more modest structures for larger, luxury new homes. Yet, the character of some of the older buildings and older subdivisions represent a period of growth in the community that is distinct from the east side and in many cases worth preserving. There is a sense by some residents that this overall character is being lost.***

*-West Highland Park  
Reconnaissance Survey,  
Historic Preservation  
Consultants (2000)*

## **Historic Preservation**

As new construction fills in formerly undeveloped areas, older structures are sometimes threatened. The character of some of the older homes and subdivisions represents a period of growth that is in many cases, according to the West Highland Park Reconnaissance Survey 2000, distinct from the east side of the City and worth preserving. In addition, as cited in many resident surveys, the diversity of housing stock existing in the District is one of its major assets.

The West Highland Park Reconnaissance Survey was recently completed. This survey was commissioned by the Historic Preservation Commission to identify architecturally or historically significant resources that could be nominated as local historic landmarks or historic districts. No buildings in the Northwest District are currently protected by local landmark designation.

The survey identified eleven significant buildings within the Northwest District boundaries. These buildings would be eligible for listing as individual local landmarks. Several may also be eligible for listing on the National Register of Historic Places.

### ***Recommendations***

- ✓ *Encourage the preservation of historically significant homes on the west side of Highland Park to preserve the history, diversity, and character of the District.*

## Transportation



### **OBJECTIVES OF GREENWAYS PLAN**

***To provide connected routes, trails, and sidewalks linking all neighborhoods, parks, schools, and shopping areas to each other and adjacent communities; to coordinate with other public and private agencies in promoting safe access within Highland Park and nearby communities by creating a regional network of routes; and to ensure access for recreational and utilitarian trips in making land use and transportation planning decisions.***

***-City of Highland Park  
Greenways Plan***

### ***Sidewalks and Bikepaths***

Maintaining and expanding a safe and efficient network of sidewalks and bikepaths is important to residents of the Northwest District. Because of the strictly residential nature of the Northwest District, many destinations sought by Northwest District residents for shopping, errands, and recreation are located outside of the district. Nearby destinations often visited by district residents include the Bannockburn Green shopping center on Half Day Road in neighboring Bannockburn, Cuniff Park to the east of the district across Route 41, Olsen Park to the south (in the Westside Planning District), and the Skokie Valley Trail. District residents would like to see additional sidewalks and other improvements in the district to increase safe pedestrian and bicycle access to these destinations.

Highland Park residents are active pedestrians and cyclists. Because of this interest, the City has engaged in planning and implementing projects to support these pursuits as a function of the Master Plan process. The *City of Highland Park Greenways Plan*, adopted in 1995, is a part of the Master Plan update presently ongoing. Sidewalk and bicycle path issues are addressed in the City's Greenways Plan.

Although many of the improvements recommended in the *Greenways Plan* have already been implemented, there are still several areas in which residents feel sidewalk connections are necessary, specifically on Half Day Road and Ridge Road, where sidewalks are intermittent.

There is considerable neighborhood support for the development of a sidewalk connection westward on Half Day Road to the Bannockburn Green shopping center located on Half Day at Waukegan Road. Within the next several years, the Illinois Department of Transportation plans to provide this connection by linking the existing sidewalk on the north side of Half Day Road to the Prairie Wolf Slough trail system, which permits access to the shopping center. The connection will be completed by means of a pedestrian underpass at the existing bridge over the North Branch of the Chicago River.

District residents are in close proximity to the Skokie Valley Trail in the Commonwealth Edison right-of-way located adjacent to the Union Pacific Railroad. Northwest District residents can access the trail at Park Avenue West. Although ComEd maintains an access gate to its right-of-way at the Half Day Road overpass, ComEd does not currently permit public access to the trail at this location. The City is negotiating with the utility to permit public access to the trail. At which time the utility permits public entry to the trail at this site, the City plans to construct a ramp to facilitate access from the street.

The *Greenways Plan* proposes the construction of a bridge over Skokie Valley Road at both Park Avenue West and Half Day Road. The City will be receiving State funding to construct an overpass at Park Avenue West. With construction costs prohibitive and an overpass located in close proximity, an additional bridge at Half Day Road does not seem feasible in the foreseeable future. However, because District residents must cross the busy highway to reach such north-side destinations as schools, residents would encourage exploration of ways to facilitate a safer crossing at Half Day Road, including a future pedestrian overpass.

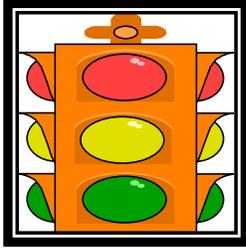
***Recommendations***

- ✓ *Enhance physical linkages within the District and to other areas of the City by completing the recommended improvements in the City Greenways Plan in the Northwest District including:*
  - *Completion of the sidewalk on the west side of Ridge Road north of Half Day Road*
  - *Completion of the sidewalk on the west side of Ridge Road south of Half Day Road*
  - *Completion of the sidewalk on Half Day Road west of Tennyson Lane*
  - *Completion of the sidewalk on the north side of Half Day Road west of Skokie Valley Road*
  - *Completion of sidewalks on Park Avenue West*
- ✓ *Complete the trail from the Prairie Wolf Slough to Deerfield High School as recommended in the Greenways Plan.*
- ✓ *Enhance the safety of pedestrians and bicyclists crossing Half Day Road at its intersections with Ridge Road by increasing the time available for crossing the street.*
- ✓ *Enhance the safety of pedestrians and bicyclists crossing Ridge Road to and from the Highridge Subdivision at Keats and Churchill Lanes.*
- ✓ *Work with Commonwealth Edison to provide access to the Skokie Valley Trail at the Half Day Road overpass*
- ✓ *Explore ways for safer pedestrian and bicycle access to schools and amenities on the north side of the City by facilitating a safer crossing of Skokie Valley Road, including a future pedestrian overpass across the highway at Half Day Road.*
- ✓ *Monitor and ensure that public sidewalks are maintained in a usable condition.*
- ✓ *Ensure that sidewalks are passable when residences are under construction.*

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- ✓ *Continue to explore the installation of sidewalks on residential streets such as Highmoor Road and Shady Lane.*
  
- ✓ *Explore the possibility of the expansion of PACE bus service to the area.*



### ***Traffic Safety***

Two of the City's major east-west arterial roads, Half Day Road and Park Avenue West, run through the Northwest District. Ridge Road, although it jogs, is fairly narrow, and has a lower traffic capacity, carries a significant number of vehicle trips per day and serves as the major north-south route for residents on the west side of the City. Ridge Road is also used as an alternate north-south thoroughfare for motorists trying to avoid travel on Skokie Valley Road. Because pedestrians and bicyclists must often share the road with automobile traffic due to the intermittent sidewalks on both Ridge and Half Day Roads, District residents have identified a need for slower speeds on both streets. Residents indicated that the police patrols and speed enforcement on Ridge Road have been very effective in keeping speeds down.

Most residential streets within the district generally do not experience much through traffic. The exception is the Highridge Subdivision's Tennyson-Churchill Lane loop, connecting Half Day and Ridge Roads. The subdivision experiences an increase in cut-through traffic during heavy travel times and construction projects that affect Ridge and Half Day Roads.

According to the City's traffic planning consultant, Barton-Aschman, in a presentation to the Traffic Commission, traffic calming is intended to restore streets to their intended functions by:

- Reducing vehicular speeds
- Discouraging through traffic
- Minimizing conflicts between road users
- Improving the neighborhood environment

The Public Works Department is undertaking a model study of traffic calming on a heavily-traveled local residential street. Should this experiment prove successful in achieving its intended goals, it may be used as a model for other locations around the City.

### ***Recommendations***

- ✓ *Continue strict enforcement of the speed limit on Ridge and Half Day Roads to provide safer pedestrian and bicycle transit and emphasize to the Illinois Department of Transportation the need to separate pedestrian and vehicular traffic to enhance safety.*
- ✓ *Implement traffic calming measures on Tennyson Lane and Churchill Lane to reduce speed and discourage cut-through traffic.*

### **Recreational Facilities**

The Northwest District is fortunate to have an abundance of undeveloped natural park areas, including Heller Nature Center, Highmoor Nature Preserve, and Leonardi Park, which contribute to the wooded character of the district. These parks include trail systems for walking and jogging. No active park facilities or tot lots are located within the district, however, forcing residents to travel to other areas of the City to use other types of park facilities.

Residents feel that the natural areas are an asset to the District and should remain undeveloped, but would also like to have active recreational opportunities closer to their homes.

#### ***Recommendations***

- ✓ *Preserve the existing passive parks.*
- ✓ *Encourage the Park District to determine where sites could be acquired and active recreational facilities could be located in the Northwest District.*
- ✓ *Expand the trail system in Highmoor Nature Preserve.*
- ✓ *Explore the possibility of a connection between the trail systems in the Hybernia subdivision and the Highmoor Nature Preserve.*
- ✓ *Work with Commonwealth Edison to provide access to the Skokie Valley Trail at the Half Day Road overpass (see Transportation and Public Safety/Sidewalks and Bikepaths).*
- ✓ *Enhance the safety and identification of pedestrian and bicycle routes to Olsen Park from the Northwest District.*
- ✓ *Ensure continued enjoyment and use of current “open space” and institutional uses such as parks by rezoning these areas to a new “public activity” zoning district.*



## **Open Space and Environment**

Northwest District residents expressed concern for preservation of the natural environment in the District. The greenery and open space provided by public areas, such as Highmoor Nature Preserve and Heller Nature Center, semi-private areas, such as the prairie lands in the Hybernia subdivision, and undeveloped private property, are appreciated by residents.

In their surveys and in District planning meetings, District residents noted the extent and quality of the existing trees in their area. Residents cited as a key positive attribute of the vicinity the many mature trees. Many residents observed that these mature trees support and enhance the character of the neighborhood and should be preserved whenever possible. In the Northwest District, as in other parts of the City, certain invasive plants and trees are problematic, however. District residents advocate City-wide education efforts to assist residents in the eradication of these invasive species.

Neighborhood appearance is very important to Northwest District residents. Litter and illegally dumped debris were identified as a concern. Ridge Road in particular was cited as an area of heavy littering which is visually unappealing. Regular parkway maintenance by residents and regular tree trimming by utility companies makes an impact on the appearance of the district. Residents support tougher enforcement of existing City Ordinances to ensure maintenance of the District's appearance.

### ***Recommendations***

- ✓ *Continue enforcement of the City's Tree Preservation Ordinance and discourage the removal of mature trees whenever possible.*
- ✓ *Implement City-wide resident education efforts to control buckthorn and other invasive trees and plants.*
- ✓ *Increase public education regarding mature tree maintenance on public and private property.*
- ✓ *Encourage Commonwealth Edison to undertake tree trimming on a more frequent basis and to consult with the City Forester prior to any trimming.*
- ✓ *Enforce parkway maintenance by homeowners to ensure that sidewalks remain passable.*

- ✓ *Enforce existing City Ordinances regarding littering and dumping and encourage residents to report violations.*
- ✓ *Preserve the existing passive parks (see Recreational Facilities).*
- ✓ *Encourage the utilization of the public easements that exist and the preservation of open lots in the Hybernia development as a connection between the Highmoor Nature Preserve and the Hybernia prairie lands.*
- ✓ *Ensure continued enjoyment and use of current “open space” and institutional uses such as parks by rezoning these areas to a new “public activity” zoning district (see Recreational Facilities).*

### **Miscellaneous Issues**

Because no mailbox is located in the Northwest District, residents must leave the District to post their mail. Residents would like the post office to site a mailbox in a convenient location within the district.

#### ***Recommendations***

- ✓ *Encourage the post office to locate a mail collection box in the Northwest District.*

**ACTION PLAN STEPS**

<b>Recommendations</b>	<b>Responsibility</b>	<b>Short-Term Action Steps 0 – 2 Years</b>	<b>Mid-Term Action Steps 2 - 5 Years</b>	<b>Long-Term Action Steps &gt;5 Years</b>
<b>CURRENT LAND USE AND ZONING</b>				
Maintain the low density single-family residential land use and zoning in the Northwest District as it exists at the present time.	<i>Community Development –Planning Division Plan Commission City Council</i>	Ongoing		
<b>NEW DEVELOPMENT</b>				
Control development and design in the district to the extent that it meets the minimum requirements of the Zoning and Subdivision Ordinances.	<i>Community Development –Planning Division –Building Division Plan Commission City Council</i>	Ongoing		
<b>HISTORIC PRESERVATION</b>				
Encourage the preservation of historically significant homes on the west side of Highland Park to preserve the history, diversity, and character of the District.	<i>Community Development –Planning Division Historic Preservation Commission City Council</i>	<ul style="list-style-type: none"> <li>• Historic Preservation Commission identification of historically significant structures</li> <li>• Nomination for landmark status and consent by owners</li> <li>• City Council approval</li> </ul>		
<b>SIDEWALKS AND BIKEPATHS</b>				
Enhance physical linkages within the District and to other areas of the City by completing the recommended improvements in the <i>Greenways Plan</i> in the Northwest District, including the completion of: <ul style="list-style-type: none"> <li>• sidewalks on the west side of Ridge Road north and south of Half day Road</li> <li>• sidewalks on Half Day Road west of Tennyson Lane</li> </ul>	<i>Public Works Dept.</i>			Develop sidewalk design and propose for inclusion in Capital Improvements Plan.

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<ul style="list-style-type: none"> <li>• sidewalks on Half Day Road west of Skokie Valley Road</li> <li>• sidewalks on Park Avenue West</li> </ul>				
Complete the trail from the Prairie Wolf Slough to Deerfield High School as recommended in the <i>Greenways Plan</i>	<i>Lake County Forest Preserve District</i>	Trail construction currently underway.		
Enhance the safety of pedestrians crossing Half Day Road at its intersections with Ridge Road by increasing the time available for crossing the street.	<i>Public Works Dept.</i>	Propose changes to Illinois Department of Transportation.		
Enhance the safety of pedestrians and bicyclists crossing Ridge Road to and from the Highridge Subdivision at Keats and Churchill Lanes.	<i>Public Works Dept. Traffic Commission</i>	Study existing conditions and propose recommendations .		
Work with Commonwealth Edison to provide access to the Skokie Valley Trail at the Half Day Road overpass.	<i>Public Works Dept.</i>	Discussions with ComEd currently in progress.		
Explore ways for safer pedestrian and bicycle access to schools and amenities on the north side of the City by facilitating a safer crossing of Skokie Valley Road, including a future pedestrian overpass across the highway at Half Day Road.	<i>Public Works Dept. Community Development – Planning Division</i>	Propose changes to Illinois Department of Transportation.	Ongoing.	
Monitor and ensure that public sidewalks are maintained in a usable condition.	<i>District Residents Public Works Dept.</i>	Ongoing		
Ensure that sidewalks are passable when residences are under construction.	<i>Community Development – Building Division</i>	Ongoing		
Continue to explore the installation of sidewalks on residential streets such as Highmoor Road and Shady Lane.	<i>Public Works Dept.</i>	Ongoing		
Explore the possibility of the expansion of PACE bus service to the area.	<i>Public Works Dept.</i>		Conduct feasibility study of service expansion.	

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<b>TRAFFIC SAFETY</b>				
Continue strict enforcement of the speed limit on Ridge and Half Day Roads to provide safer pedestrian and bicycle transit and emphasize to the Illinois Department of Transportation the need to separate pedestrian and vehicular traffic to enhance safety.	<i>Police Department Public Works Dept.</i>	Ongoing.		
Implement traffic calming measures on Tennyson Lane and Churchill Lane to reduce speed and discourage cut-through traffic.	<i>Public Works Dept. Traffic Commission</i>	Complete traffic calming study currently in progress.	Study existing conditions and propose recommendations	
<b>RECREATIONAL FACILITIES</b>				
Preserve the existing passive parks.	<i>Park District</i>	Ongoing.		
Encourage the Park District to determine where sites could be acquired and active recreational facilities could be located in the Northwest District.	<i>Park District Community Development –Planning Division</i>	Ongoing as additional recreation opportunities are considered.		
Expand the trail system in Highmoor Nature Preserve.	<i>Park District Community Development –Planning Division</i>	Ongoing as additional recreation opportunities are considered.		
Explore the possibility of a connection between the trail systems in the Hybernia subdivision and the Highmoor Nature Preserve.	<i>Park District Community Development –Planning Division Hybernia Homeowners Assn.</i>	Ongoing as additional recreation opportunities are considered.		
Work with Commonwealth Edison to provide access to the Skokie Valley Trail at the Half Day Road overpass (see Transportation and Public Safety/Sidewalks and Bikepaths).	<i>Public Works Dept.</i>	Discussions with ComEd currently in progress.		
Enhance the safety and identification of pedestrian and bicycle routes to Olsen park from the Northwest District.	<i>Public Works Dept.</i>	Study existing conditions and post signage, paint cross-walks, or take other necessary actions.		

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Ensure continued enjoyment and use of current “open space” and institutional uses such as parks by rezoning these areas to a new “public activity” zoning district.	<i>Community Development –Planning Division Plan Commission City Council</i>	Plan Commission Public Hearing and City Council adoption		
<b>OPEN SPACE AND ENVIRONMENT</b>				
Continue enforcement of the City’s Tree Preservation Ordinance and discourage the removal of mature trees whenever possible.	<i>Public Works Dept. –City Forester Environmental Commission Community Development –Planning Division –Building Division</i>	Ongoing		
Implement City-wide resident education efforts to control buckthorn and other invasive trees and plants.	<i>Public Works Dept. –City Forester Environmental Commission</i>	Develop and implement a resident education program.		
Increase public education regarding mature tree maintenance on public and private property.	<i>Public Works Dept. –City Forester</i>	Develop and implement a resident education program.		
Encourage Commonwealth Edison to undertake tree trimming on a more frequent basis and to consult with the City Forester prior to any trimming.	<i>Public Works Dept. –City Forester</i>	Discussions between ComEd and City Forester currently ongoing.		
Enforce maintenance of parkway by homeowners to ensure that sidewalks remain passable.	<i>Public Works Dept. Neighborhood Residents</i>	Ongoing		
Enforce existing City Ordinances regarding littering and dumping and encourage residents to report violations.	<i>District Residents Police Department</i>	Ongoing		
Preserve existing passive parks (see Recreational Facilities).	<i>Park District</i>	Ongoing.		
Encourage the utilization of the public easements that exist and the preservation of the open lots in the Hybernia development as a connection between the Highmoor Nature Preserve and the Hybernia prairie lands.	<i>Community Development –Planning Division Hybernia Homeowners Assn.</i>	Contact the Hybernia Homeowners Association.		

**City of Highland Park  
NORTHWEST DISTRICT**

<p>Ensure continued enjoyment and use of current “open space” and institutional uses such as parks by rezoning these areas to a new “public activity” zoning district (see Recreational Facilities).</p>	<p><i>Community Development –Planning Division Plan Commission City Council</i></p>	<p>Plan Commission Public Hearing and City Council adoption</p>		
<p><b>MISCELLANEOUS ISSUES</b></p>				
<p>Encourage the post office to locate a mail collection box in the Northwest District.</p>	<p><i>Community Development –Planning Division</i></p>	<p>Request that the Postal Service locate a mail box in the District.</p>		