



**WHEELING PLAN COMMISSION
THURSDAY, JUNE 27, 2019 6:30 P.M.**

**AGENDA FOR A REGULAR MEETING OF THE PLAN COMMISSION
Board Room - 2 Community Boulevard, Wheeling, Illinois**

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. CHANGES TO THE AGENDA**
- 5. CITIZEN CONCERNS AND COMMENTS**

*Municipal Code 2.03.060 Subjects of Orders of Business:

Citizen Concerns and Comments. Members of the public may address the Plan Commission with comments regarding only those issues that are relevant to the Plan Commission's agenda or topics that the Plan Commission has the authority, pursuant to the Village Code, to address. The chairperson or his or her designee shall strictly restrain comments to matters that are relevant to the Plan Commission business and shall not permit repetitious comments or arguments. Members of the general public who wish to address the Plan Commission must sign the request to speak form prior to the commencement of the public meeting. The persons submitting a petition, concern or other comment shall be allocated five minutes to present their points.

6. CONSENT ITEMS

- A) [Docket No. SCBA 19-21](#)
1900's Barber Parlor
522 W. Dundee Road
Appearance Approval of a Wall Sign

7. ITEMS FOR REVIEW

- A) [Docket No. PC 19-14](#)
Bucky's Mobile Mart
1515 E. Lake Cook Road
Minor Appearance Approval of Building Exterior Enhancements
- B) [Docket No. SCBA 19-20](#)
Bucky's Mobile Mart
1515 E. Lake Cook Road
Appearance Approval of Wall Signs
- C) [Docket No. 2019-14](#) (Petition continued from June 13, 2019)
242 W. Norman Fence Variance
242 W. Norman Lane

Variance to Permit a Six Foot Tall Opaque Fence within the Front Yard Setback

- D)** [Docket No. 2019-18](#) (Petition continued from June 13, 2019)
 Village of Wheeling
 Amendment to the Comprehensive Plan for the Station Area Plan

8. APPROVAL OF MINUTES – June 13, 2019 minutes to be forwarded

9. OTHER BUSINESS

10. ADJOURNMENT

THIS MEETING WILL STREAM LIVE AND TELEVISED ON WHEELING’S CABLE CHANNELS 17 & 99.
IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AUXILIARY AID SUCH AS A SIGN
LANGUAGE INTERPRETER, PLEASE CALL (847) 499-9085 AT LEAST 72 HOURS PRIOR TO THE MEETING

Public Hearing Information
Wheeling Plan Commission Meeting
June 27, 2019
(Attachment to Agenda)

2019-14 Marcin Czech, property owner, seeking a variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a six foot tall opaque fence within the front yard setback area, which restricts opaque fencing to a maximum height of four feet, for the property located at 242 W. Norman Lane.

2019-18 Village of Wheeling, seeking an Amendment to the Comprehensive Plan for the Village of Wheeling, Station Area Plan, to update the entirety of the Station Area Plan.

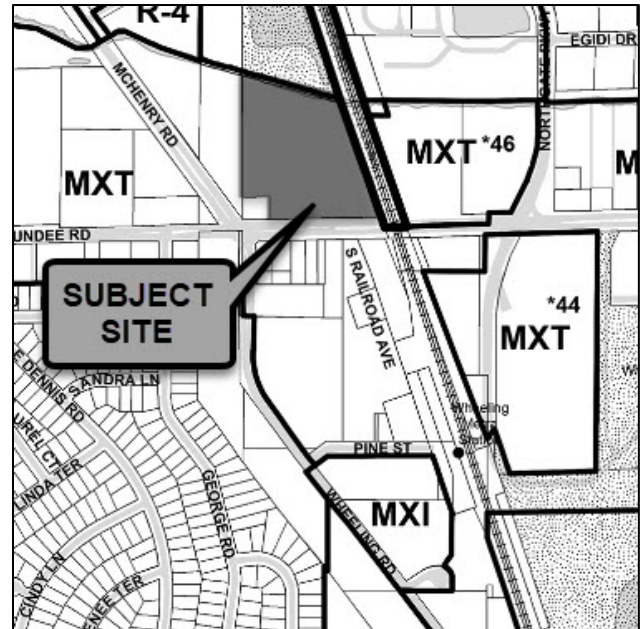
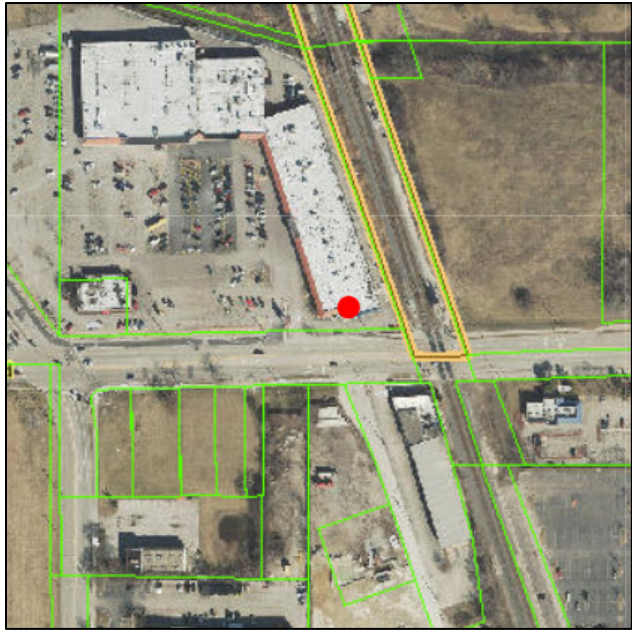
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. SCBA 19-21
1900's Barber Parlor, 522 W. Dundee Rd

MEETING DATE: June 27, 2019

REQUESTED ACTION: Appearance Approval of a Wall Sign

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Steven Abaraca, 1900's Barber Parlor
Existing Use of Property:	Vacant commercial retail space
Existing Zoning:	MXT, Transit Oriented Mixed Use District
Zoning History:	SCBA 05-30, Appearance approval of 2 wall signs (East-West Acupuncture), approved May 19, 2005.

SUMMARY OF REQUEST

The petitioner requests appearance approval for a new wall sign associated with a new barber parlor, 1900's Barber Parlor, located at 522 W. Dundee Rd.

SIGN ANALYSIS

The attached sign rendering and detail is provided to describe the proposed wall sign. The wall sign will consist of individual, internally illuminated, letters that will be mounted to a raceway and installed on the tenant façade facing Dundee Road. The sign will consist of stylized letters in red color.

The following table identifies permitted and proposed sign dimensions:

Permitted Wall Sign Area (max)	Proposed Sign Area
42 sq. ft.	30.69 sq. ft.

STAFF REVIEW

Staff Recommended Action: Staff recommends approval of the wall sign.

* * * * *

If the Plan Commission approves of the requested sign, an appropriate motion would be to:

Approve Docket No. SCBA 19-21 to permit the installation of a wall sign in accordance with the sign plan prepared by Right Way Signs (1 sheet total), received June 20, 2019, for 1900's Barber Parlor, located at 522 W. Dundee Road.

ATTACHMENTS:

[Photos of existing conditions \(staff\)](#)

[1900's Barber Parlor Sign Plan \(1 sheet total\)](#)



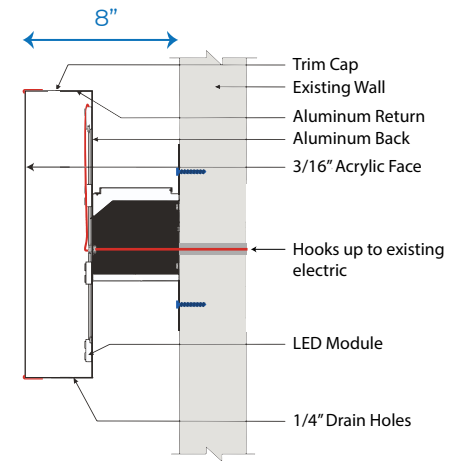
Existing conditions of subject unit (looking north)

**CLIENT**

1900's Barber Parlor

JOB ADDRESS

522 W. Dundee

CONTACT INFOSteven -
stevenabarca@yahoo.com

28' tenant frontage



SCBA 19-21

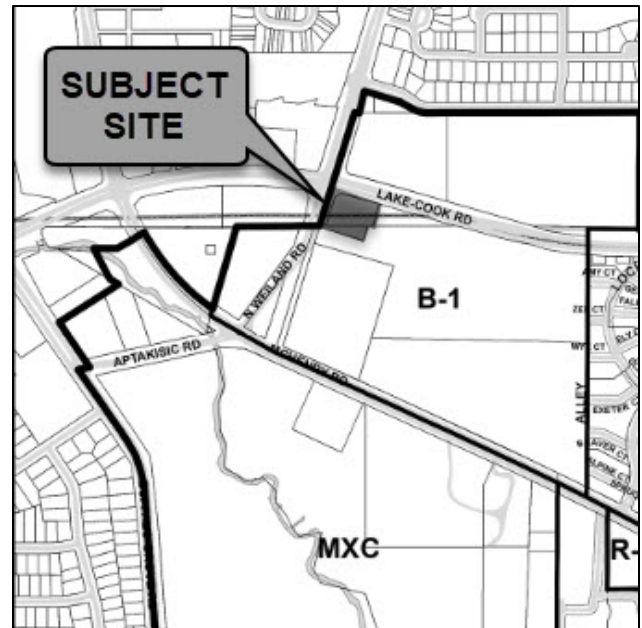
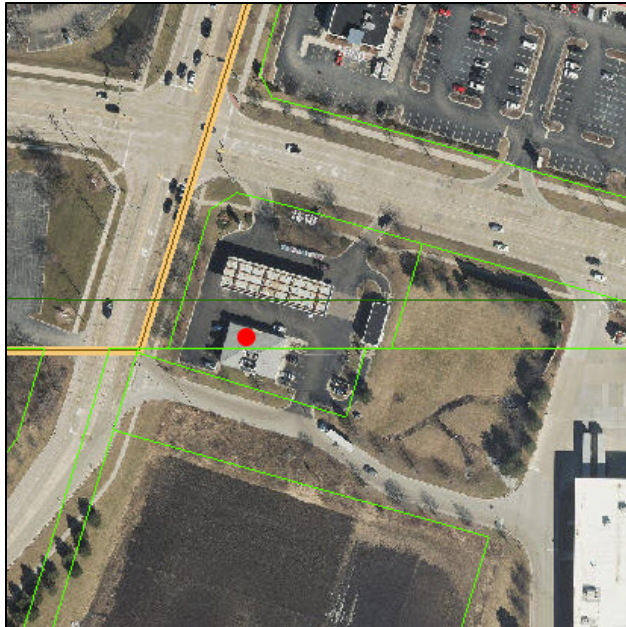
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No's. PC 19-14 & SCBA 19-20
Bucky's Mobile Mart, 1515 Lake Cook Road

MEETING DATE: June 27, 2019

REQUESTED ACTION: Minor Appearance Approval of Exterior Building Modifications
& Appearance Approval of Wall Signs

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant: Kolbrook Design Inc.

Property size: 0.89 acres (38,822.89 sq. ft.)
3,073 sq. ft. building

Neighboring Property Land Use(s): North: Commercial/Lake Cook Road
West: N. Weiland Road/Village of Buffalo Grove
South: Residential
East: Commercial

Existing Use of Property: Gas Station, convenience store, car wash

Existing Zoning: B-1, Planned Shopping Center District

Comprehensive Plan Designation: Commercial

Zoning History:
Ordinance No. 2690, Special use-site plan & appearance approval for automotive service station/mini-mart & car wash (Mobil), approved April 1, 1991.
Ordinance No. 2942, Special use-site plan & appearance approval for automotive service station & drive-thru restaurant (Mobil/Checkers), approved March 21, 1994.

Ordinance No. 2943, Variations for number of buildings on a lot & canopy setbacks, approved March 21, 1994.

AC 96-5, Site plan & appearance approval for service station, mini-mart & drive-thru car wash.

Ordinance No. 3128, Special use-site plan & appearance approval for automotive service station, mini-mart, & car wash (Mobil), approved May 20, 1996.

Ordinance No. 3249, Amend Ordinance No. 3128 to permit carry-out restaurant in Mobil station, approved November 17, 1997.

SCBA 06-58, Appearance approval of wall signs (car wash), approved October 12, 2006.

PC 11-33, Minor site plan & appearance approval for canopy, approved December 8, 2011.

SCBA 11-2, Appearance approval of face replacements for wall signs and freestanding signs, approved January 13, 2011.

SCBA 11-61, Appearance approval of freestanding sign and wall signs (Mobil), approved December 8, 2011.

SCBA 16-28, Appearance approval of a freestanding sign (Bucky's Mobil), approved November 17, 2016.

SUMMARY OF REQUESTS

The petitioner, Kolbrook Design Inc. contractor for Bucky's Mobile Mart, requests minor appearance approval for modifications to the exterior building elevations for both the convenience store and car wash buildings to reflect the current corporate building aesthetics for Bucky's Mobil Mart. The petitioner is also requesting appearance approval for two new wall signs.

SITE ANALYSIS

Site Plan: The existing site layout will remain unchanged. All proposed modifications will be to the exterior buildings of the convenience store and car wash.

Building Elevations: The attached elevation plans are provided to describe the proposed external building modifications. The most substantial elevation changes will occur on the front of the convenience store (north elevation facing Lake Cook Rd) to receive the Bucky's corporate branding elements, which is thematically more modern. New exterior fascia will be installed to create a more prominent storefront, including a new "tower" element at the corner of the north façade. Aluminum panels will be attached to the fascia and painted in a copper tone scheme. The "tower" will also be finished with aluminum panels painted white. The east, west, and south facades will receive minor modifications of a smaller fascia in a similar copper tone paint scheme. Staff was concerned with the use of field-painted metal panels, in order to assess the material, staff visited a Bucky's Mobile Mart in Highland Park with the same aluminum panels and color scheme (photos attached). Based on the field visit, staff does not have concerns regarding the painting of the panels in the field as the paint/panels did not display any peeling, chipping, or fading.

All four sides of the car wash building will receive the rebranding, with the top fascia being refinished in the same aluminum panels in the copper tone pattern.

Parking/Access: No changes are proposed to the existing parking lot or access to the property.

Landscaping: No additional landscaping is proposed.

Signage: New wall signs are proposed with the rebranding modifications, as depicted in the attached sign plans. The existing “Bucky’s” wall sign above the convenience store entrance (north elevation) will be removed and reinstalled over the new fascia. Two new wall signs are proposed for the new “tower” feature on the north elevation; a second “Bucky’s” sign in the corporate color scheme and a “WashnRun” wall sign. While typically only one wall sign is permitted on a building, the total sign area for the 3 wall signs does not exceed the maximum sign area permitted for the north elevation.

The following table identifies permitted and proposed sign dimensions:

Permitted Wall Sign Area (max)	Proposed Sign Area
105 sq. ft.	66.3 sq. ft. (total wall sign area) 33.6 sq. ft. (Bucky’s sign at convenience store entrance) 19 sq. ft. (second Bucky’s sign on “tower”) 13.7 sq. ft. (WashnRun)

The existing car wash wall sign (east elevation) will be removed and reinstalled following the installation of the new fascia. No changes are proposed to signage on the car wash building.

STAFF REVIEW

Fire Department Review: There are no Fire Department review comments.

Engineering Division Review: There are no Engineering Division review comments.

Staff Recommended Action: Staff recommends approval of the minor appearance approval and wall signs.

*** * * * ***

If the Plan Commission finds that the minor appearance of the building modifications and wall signs are acceptable, the appropriate motions would be to:

Approve Docket No. PC 19-14, granting minor appearance approval, as required under Title 19, Zoning, of the Wheeling Municipal Code and Chapter 19-12, Site Plan and

Building Appearance Approval Requirements, for Bucky's Mobile Mart, 1515 Lake Cook Road, in accordance with the following exhibits:

- Existing and Proposed Elevations, prepared by Kolbrook Design, dated June 7, 2019 (5 sheets total)
- Storefront Remodel plans, prepared by Omaha Neon Sign Co., Inc., dated December 18, 2018 (4 sheets total)

Approve Docket No. SCBA 19-20 to permit the installation of wall signs in accordance with sign plans prepared by Omaha Neon Sign Co., Inc., dated January 31, 2019, for Bucky's Mobile Mart, located at 1515 Lake Cook Road.

ATTACHMENTS:

[Photos of existing conditions \(staff\)](#)

[Survey](#)

[Existing and Proposed Exterior Elevations](#)

[Storefront Remodel Plans](#)

[Wall Sign Plans](#)

[Photos of Highland Park Bucky's Mobile Mart \(staff\)](#)



Existing conditions of mini mart (looking south)



Existing conditions of mini mart (looking east)



Existing conditions of mini mart (looking north)



Existing conditions of mini mart (looking west)



Existing conditions of mini mart (looking southwest)



Existing conditions of car wash (looking east)



Existing conditions of car wash (looking south)



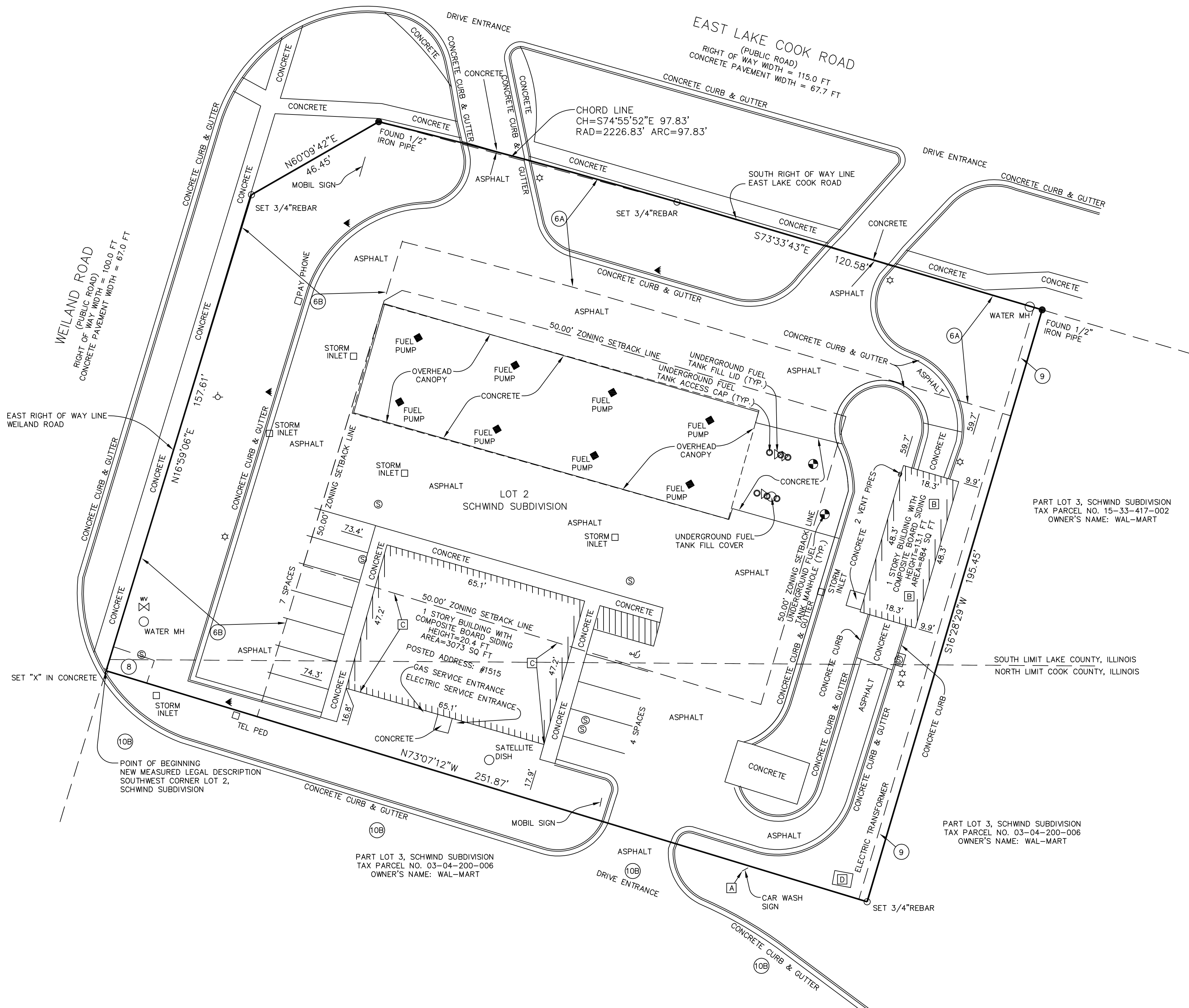
Existing conditions of car wash (looking southwest)

Survey Prepared By:
Sarko Engineering Inc.
847 Highway JG
Mount Horeb, WI 53572
Phone: 608-832-6297
Fax: 608-832-6349
Email: rsarko@mhtc.net

Surveyor's Drawing No.:	41532
Surveyor's Site Ref.:	WHEELING
Checked by: RFS	Drawn by: VS
GRAPHIC SCALE: 1" = 20'	

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

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PROJECT NAME: EXXON MOBIL MKA PROJECT No.: 1099-09-1813:075
ADDRESS: 1515 LAKE COOK ROAD CITY: WHEELING STATE: ILLINOIS



For Inquiries Concerning This Survey Contact MKA
National Coordinators of Land Survey Services

6593 Commerce Court- Warrenton, Virginia 20187
Phone: (540)428-3550 Fax: (540)428-3560
www.mkassociates.com

SEAL

STEVEN A. KOLBER

001-018028

STATE OF ILLINOIS

06/07/2019

Architect

kolbrook design

828 DAVIS ST. SUITE 300
EVANSTON, IL 60201
OFFICE: 847.492.1992 - FAX: 312.453.0699

Civil Engineer

Structural Engineer

Landscape Architect

Interior Architect

MEP Engineer

PROJECT:
MOBILE MART - WHEELING #439
Developer
1516 E. Lake Cook Rd.
Wheeling, IL 60156

DRAWING ISSUE

ID	Description	Date
FOR PERMIT		06/07/2019

Drawing Title

EXISTING
EXTERIOR ELEVATIONS

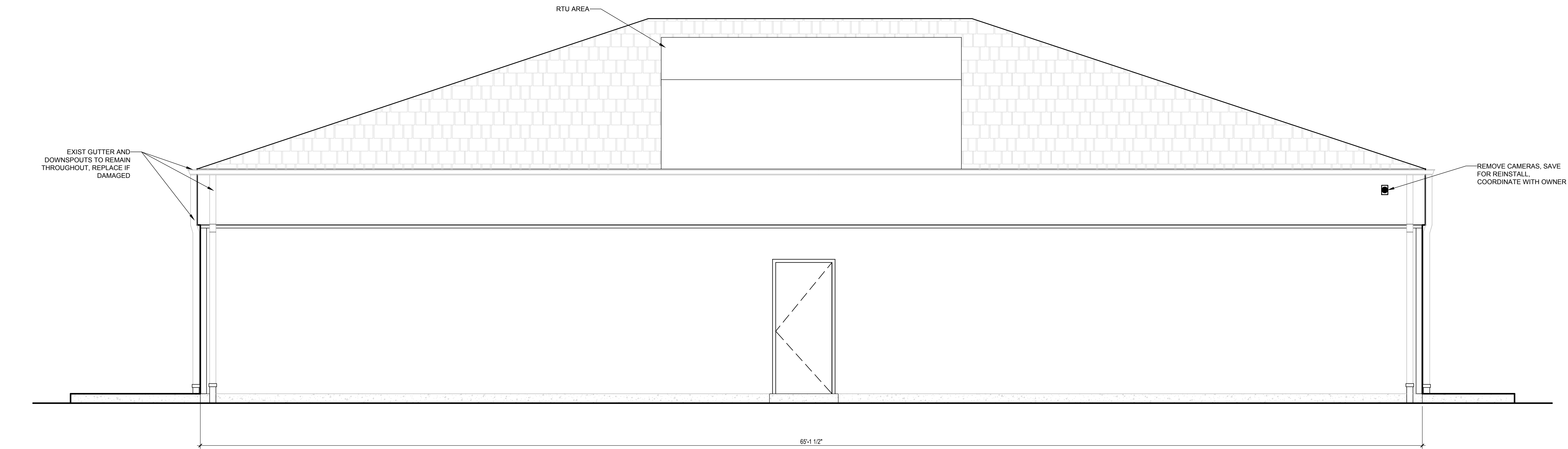
Drawing No.

A02-01

Kolbrook Job No.	1465.012	Consult. Job No.	-
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T.O. ROOF
= 120'-0"

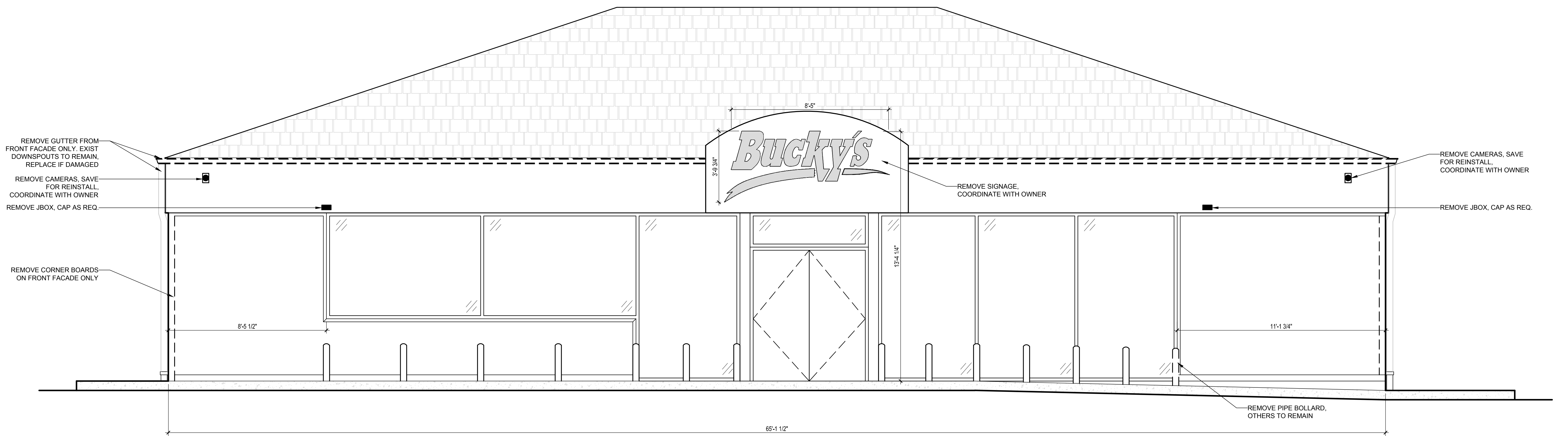
MAIN FLOOR
= 100'-6"



2 SOUTH ELEVATION
SCALE: 3/8" = 1'-0"

T.O. ROOF
= 120'-0"

MAIN FLOOR
= 100'-6"



1 NORTH ELEVATION
SCALE: 3/8" = 1'-0"

SEAL

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001-018028

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Interior Architect

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PROJECT:
MOBILE MART - WHEELING #439
1516 E. Lake Cook Rd.
Wheeling, IL 60155

Developer

DRAWING ISSUE

ID	Description	Date
	FOR PERMIT	06/07/2019

Drawing Title

EXISTING
EXTERIOR ELEVATIONS

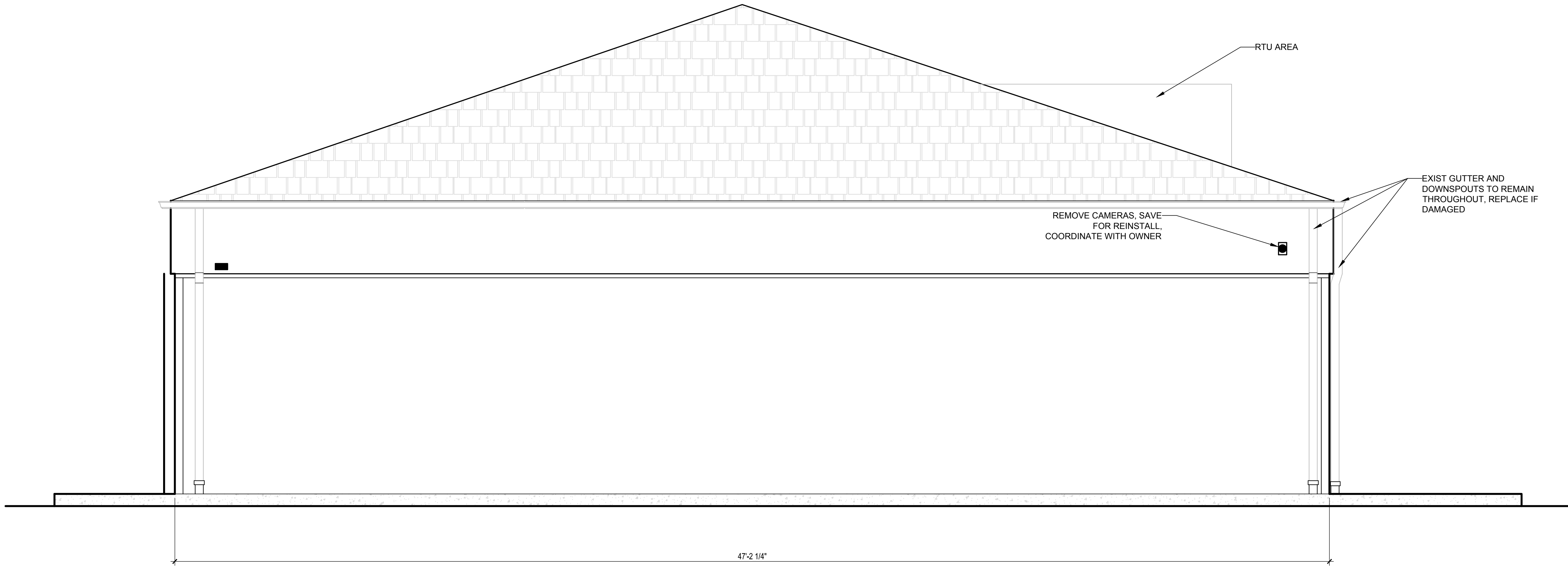
Drawing No.

A02-02

Kolbrook Job No.	1465.012	Consult. Job No.	-
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T.O. ROOF
= 120'-0"

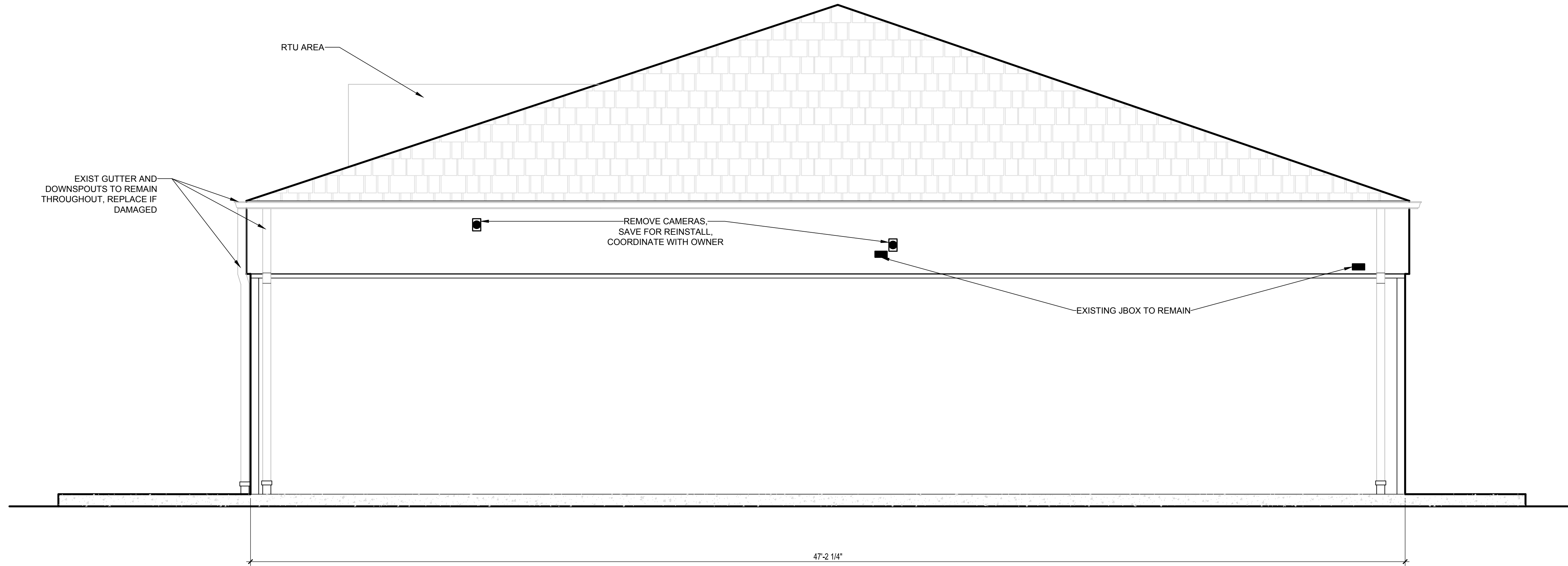
MAIN FLOOR
= 100'-6"



2 WEST ELEVATION
SCALE: 3/8" = 1'-0"

T.O. ROOF
= 120'-0"

MAIN FLOOR
= 100'-6"



1 EAST ELEVATION
SCALE: 3/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

SEAL

LICENSED ARCHITECT

STEVEN A. KOLBER

001-018028

STATE OF ILLINOIS

06/07/2019

Architect

kolbrook design

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EVANSTON, IL 60201
OFFICE: 847.492.1992 - FAX: 312.453.0699

Civil Engineer

Structural Engineer

Landscape Architect

Interior Architect

MEP Engineer

PROJECT: MOBILE MART - WHEELING #439

Developer

1516 E. Lake Cook Rd.
Wheeling, IL 60155

DRAWING ISSUE

ID	Description	Date
FOR PERMIT		06/07/2019

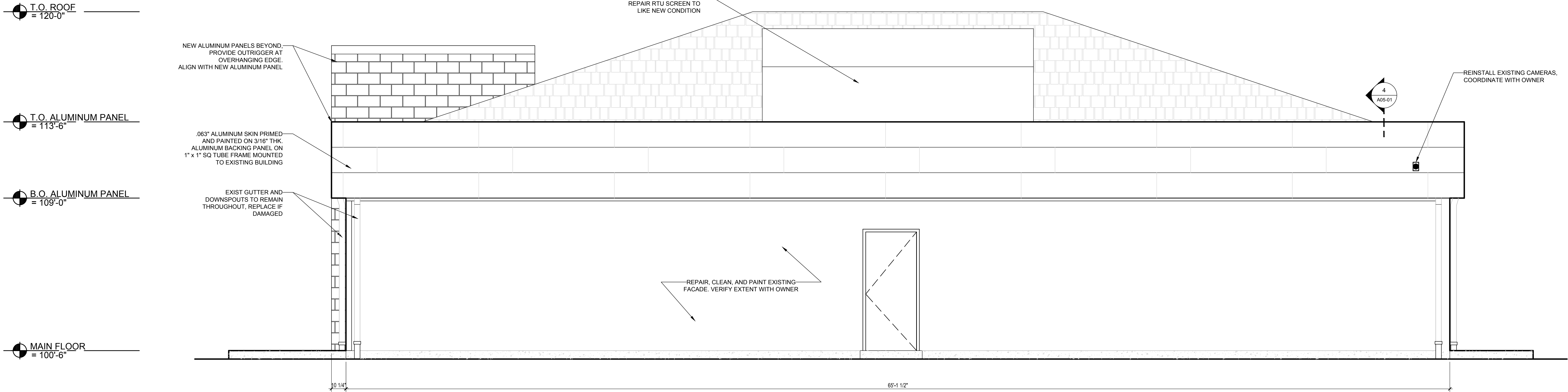
Drawing Title

PROPOSED
EXTERIOR ELEVATIONS

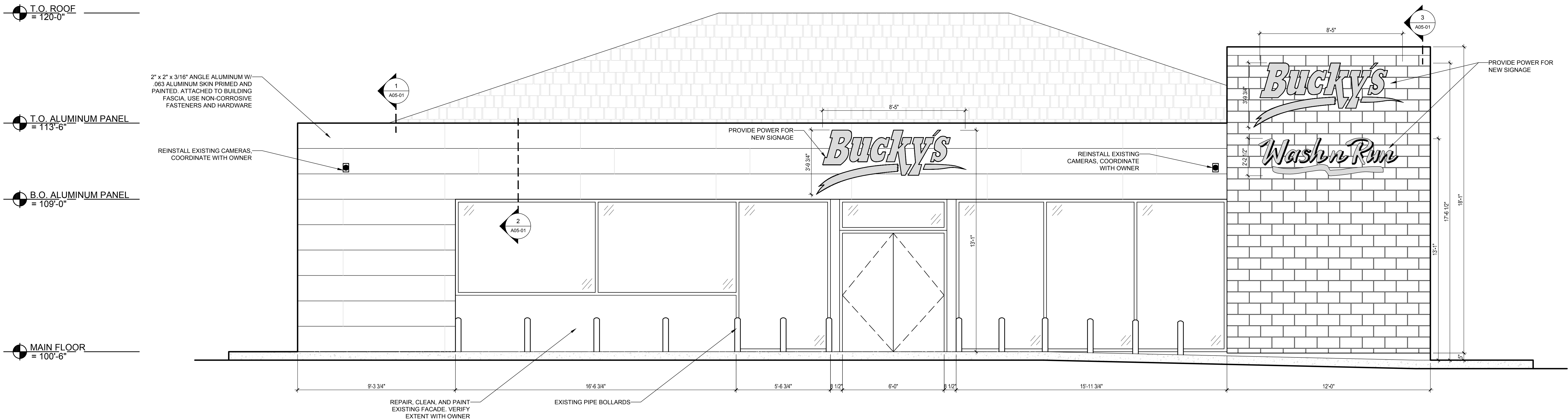
Drawing No.

A02-03

Kolbrook Job No.	1465.012	Consult. Job No.	-
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2 SOUTH ELEVATION
SCALE: 3/8" = 1'-0"



1 NORTH ELEVATION
SCALE: 3/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

SEAL

PROFESSIONAL ARCHITECT

STEVEN A. KOLBER

001-018028

STATE OF ILLINOIS

06/07/2019

Architect

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OFFICE: 847.492.1992 - FAX: 312.453.0699

Civil Engineer

Structural Engineer

Landscape Architect

Interior Architect

MEP Engineer

PROJECT:

MOBILE MART - WHEELING #439

Developer

1516 E. Lake Cook Rd.
Wheeling, IL 60155

DRAWING ISSUE

ID	Description	Date
	FOR PERMIT	06/07/2019

Drawing Title

PROPOSED
EXTERIOR ELEVATIONS

Drawing No.

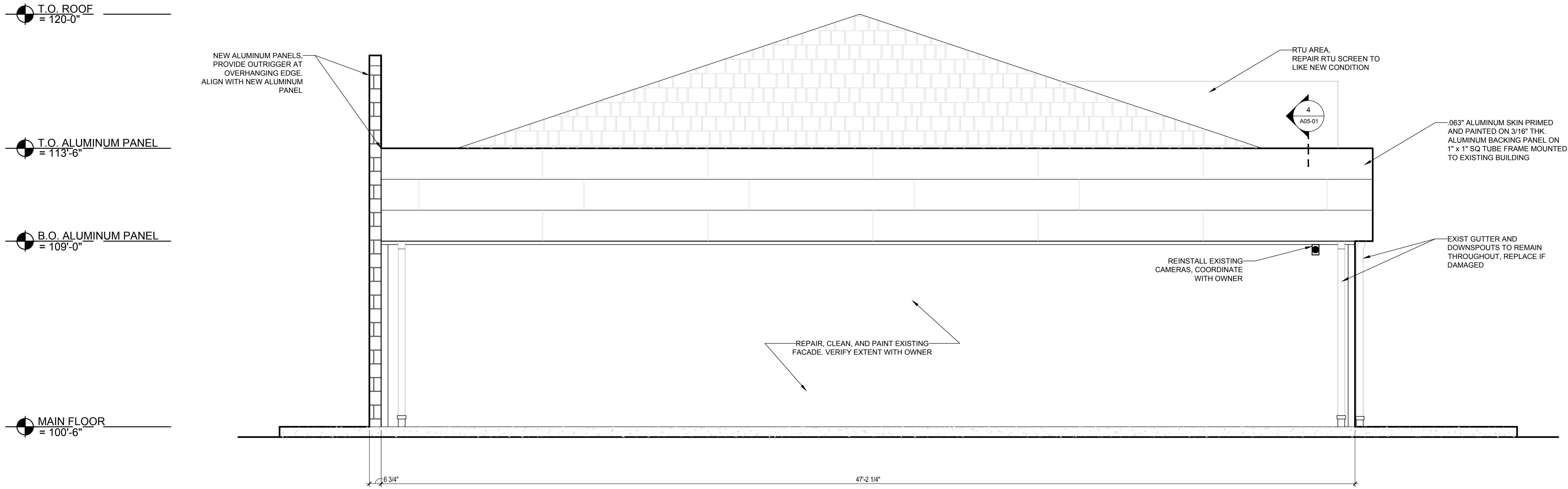
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Kolbrook
Job No.

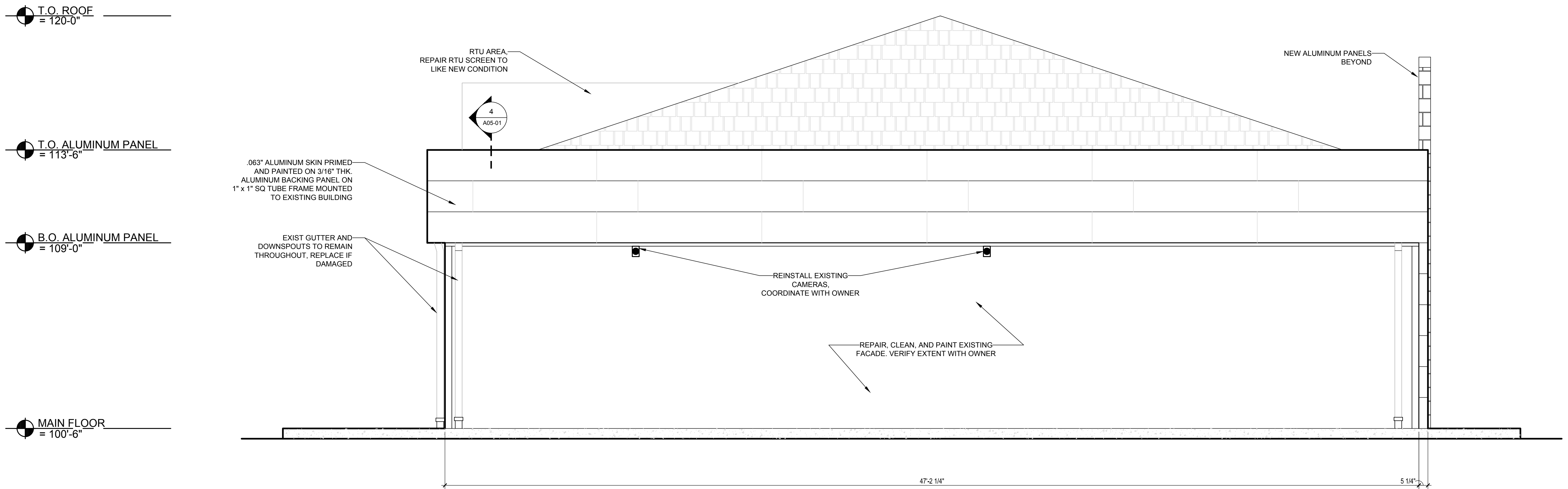
1465.012

Consult.
Job No.

-

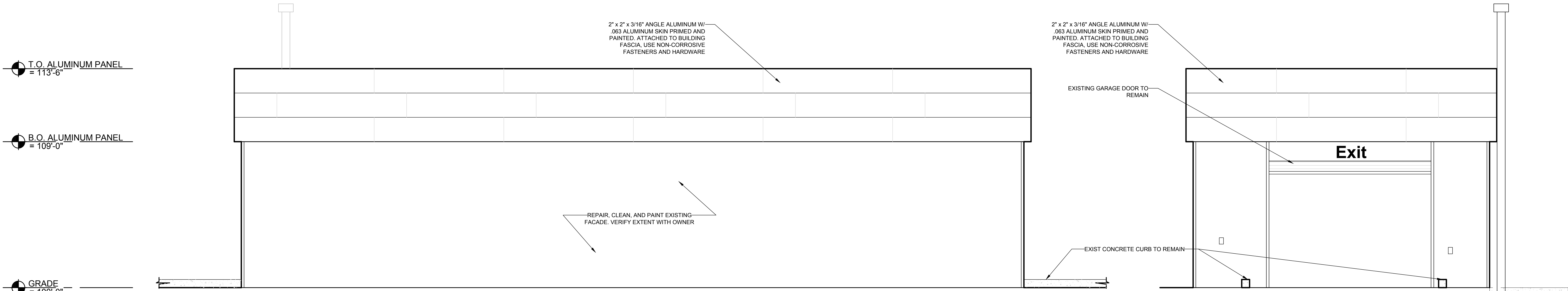


2 WEST ELEVATION
SCALE: 3/8" = 1'-0"



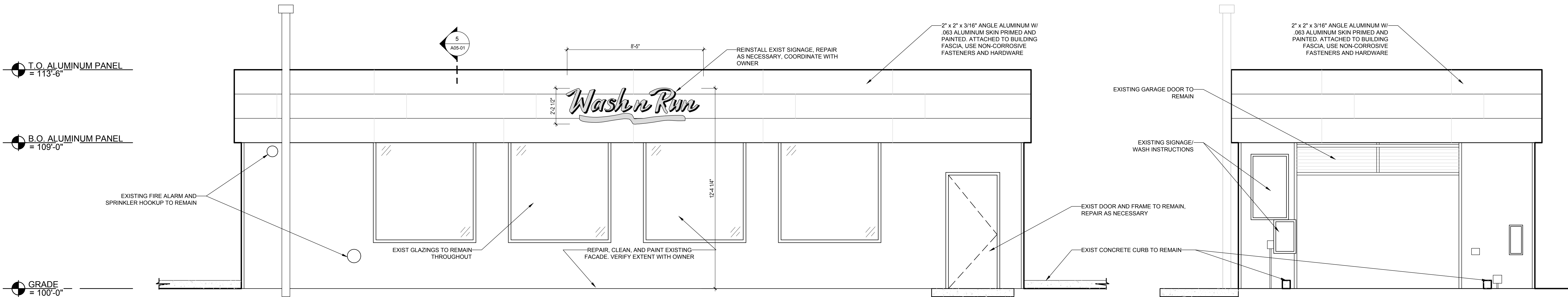
1 EAST ELEVATION
SCALE: 3/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart



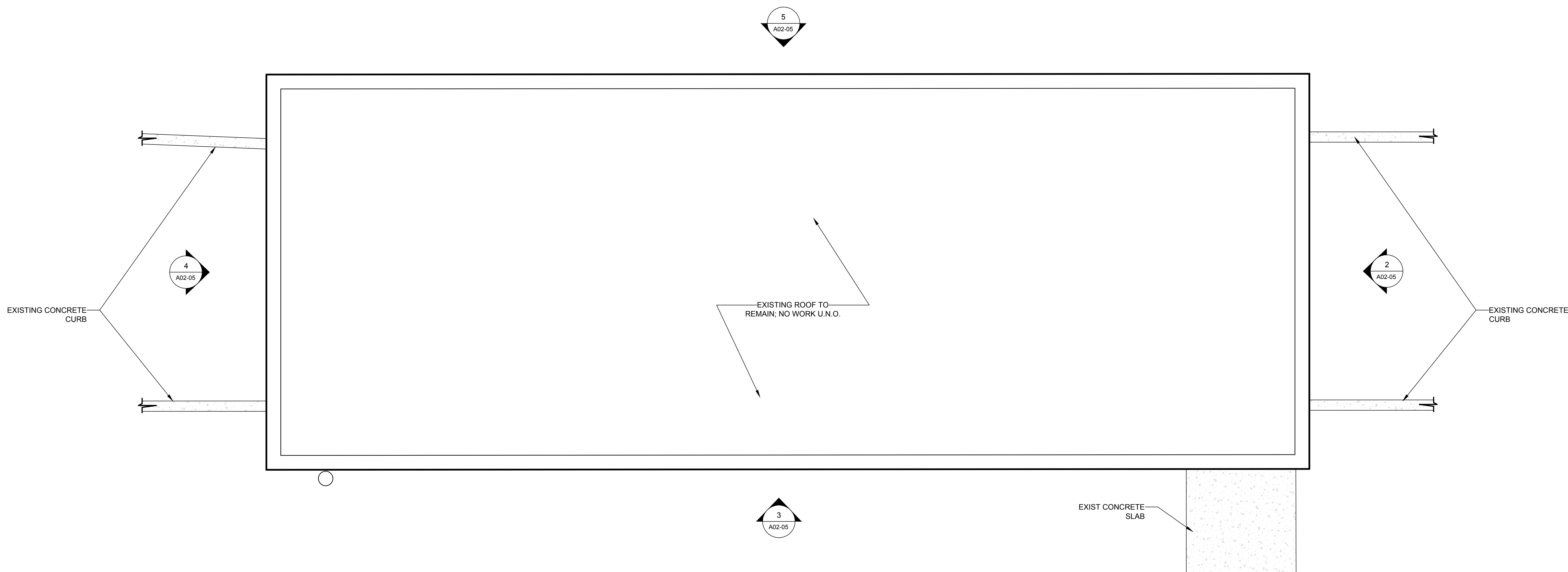
5 WEST ELEVATION - CAR WASH
SCALE: 3/8" = 1'-0"

4 NORTH ELEVATION - CAR WASH
SCALE: 3/8" = 1'-0"



3 EAST ELEVATION - CAR WASH
SCALE: 3/8" = 1'-0"

2 SOUTH ELEVATION - CAR WASH
SCALE: 3/8" = 1'-0"



1 ROOF PLAN - CAR WASH
SCALE: 3/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

SEAL
LICENSED ARCHITECT
STEVEN A. KOLBER
001-018028
STATE OF ILLINOIS
06/07/2019
Architect

kolbrook design
828 DAVIS ST. SUITE 300
EVANSTON, IL 60201
OFFICE: 847.492.1992 - FAX: 312.453.0699

Civil Engineer
Structural Engineer
Landscape Architect
Interior Architect
MEP Engineer

PROJECT:
MOBILE MART - WHEELING #439
1516 E. Lake Cook Rd.
Wheeling, IL 60195

Developer

DRAWING ISSUE
ID Description Date
FOR PERMIT 06/07/2019

Drawing Title
PROPOSED
EXTERIOR ELEVATIONS

Drawing No.
A02-05

Kolbrook Job No. 1465.012 Consult. Job No. -



STOREFRONT REMODEL
SCALE: 1/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

DRAWING # : 117670
PROJECT ID: 18157

SALES PERSON: Troy Panagiotis

DRAWN BY: Sean Cornett

DATE: 12.18.18 INSPECTED BY:

Revised:



Store #439
1515 Lake Cook Rd.
Wheeling, IL 60090

Omaha Neon
Sign Co., Inc.

1120 N 18th Street • Omaha 68102
402.341.6077 • 402.341.7654 fax

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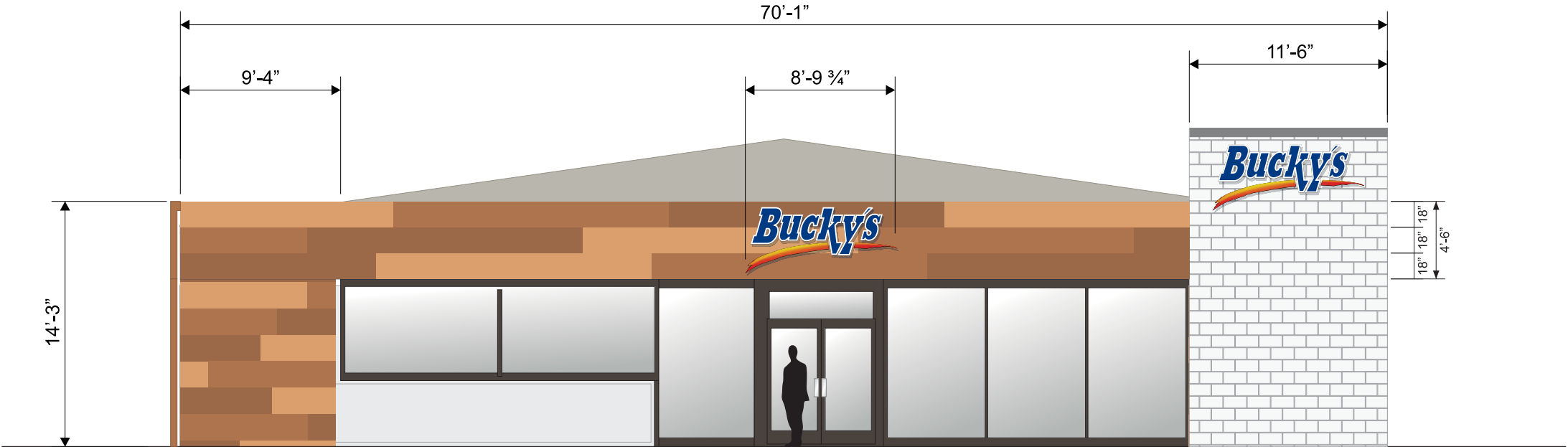
Notes:

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Signed _____ Date _____
Sales Rep. _____ Date _____

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electric Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



NOTE:
FIELD SURVEY REQUIRED PRIOR
TO FABRICATION OF SIGN.

PROPOSED

Front - North Elevation



EXISTING





STOREFRONT REMODEL
SCALE: 1/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

DRAWING # : 117671
PROJECT ID: 18157

SALES PERSON: Troy Panagiotis

DRAWN BY: Sean Cornett

DATE: 12.18.18
INSPECTED BY:

Revised:



Store #439
1515 Lake Cook Rd.
Wheeling, IL 60090

Omaha Neon
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1120 N 18th Street • Omaha 68102
402.341.6077 • 402.341.7654 fax

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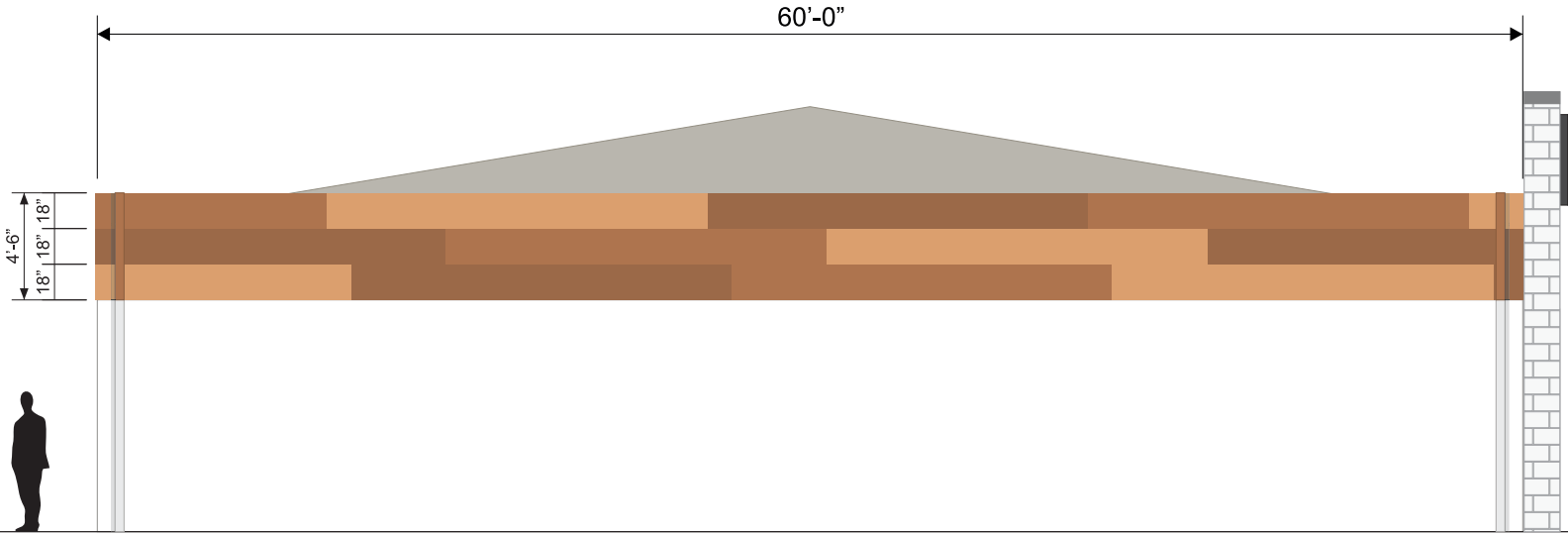
Notes:

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Signed _____ Date _____
Sales Rep. _____ Date _____

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electric Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



NOTE:
FIELD SURVEY REQUIRED PRIOR
TO FABRICATION OF SIGN.

PROPOSED

Side - East Elevation

EXISTING





STOREFRONT REMODEL
SCALE: 1/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

DRAWING # : 117672
PROJECT ID: 18157

SALES PERSON: Troy Panagiotis

DRAWN BY: Sean Cornett

DATE: 12.18.18
INSPECTED BY:

Revised:



Store #439
1515 Lake Cook Rd.
Wheeling, IL 60090

Omaha Neon
Sign Co., Inc.

1120 N 18th Street • Omaha 68102
402.341.6077 • 402.341.7654 fax

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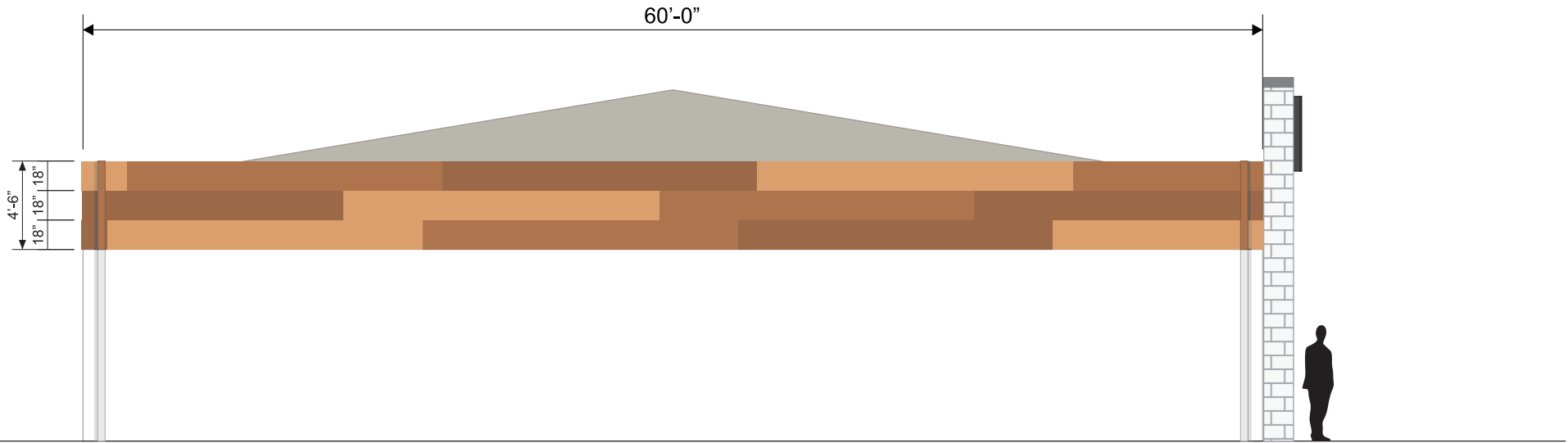
Notes:

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Signed _____ Date _____
Sales Rep. _____ Date _____

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electric Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

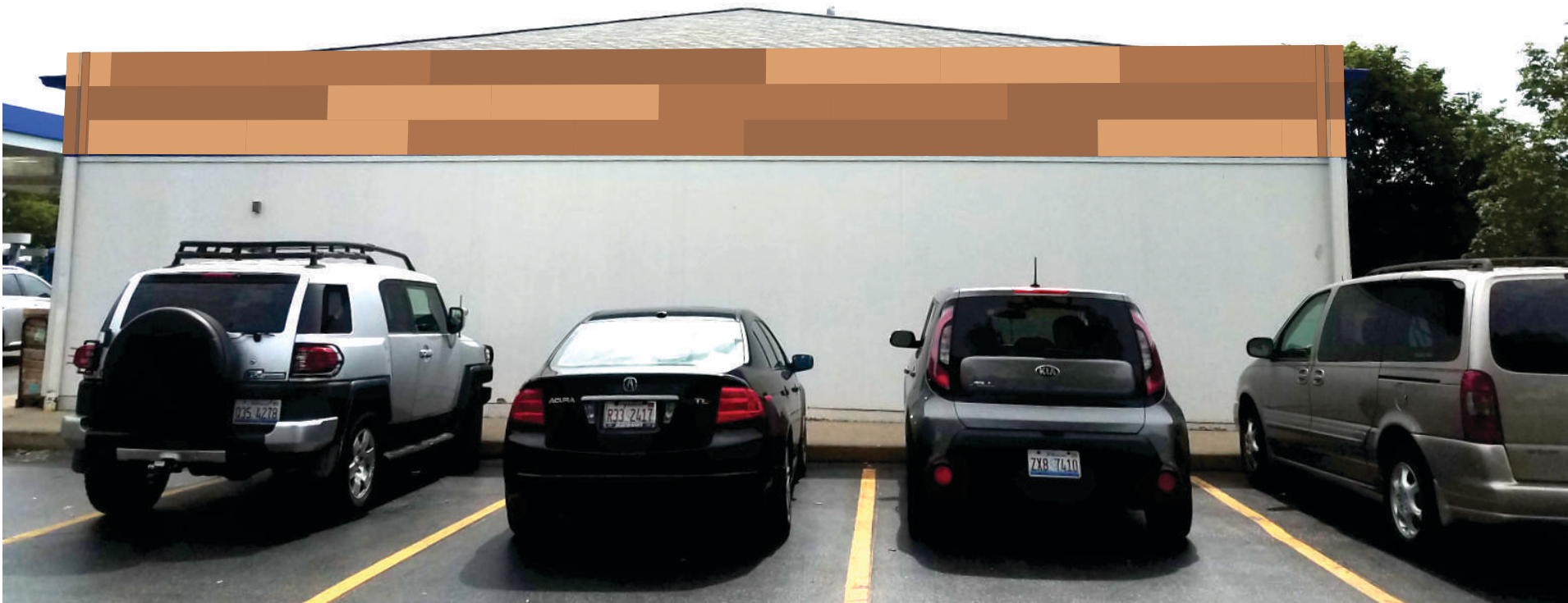


NOTE:
FIELD SURVEY REQUIRED PRIOR
TO FABRICATION OF SIGN.

PROPOSED

Side - West Elevation

EXISTING





STOREFRONT REMODEL
SCALE: 1/8" = 1'-0"

PC 19-14 & SCBA 19-20, Bucky's Mobile Mart

DRAWING # : 117673
PROJECT ID: 18157
SALES PERSON: Troy Panagiotis
DRAWN BY: Sean Cornett
DATE: 12.18.18
INSPECTED BY:

Revised:



Store #439
1515 Lake Cook Rd.
Wheeling, IL 60090

Omaha Neon
Sign Co., Inc.

1120 N 18th Street • Omaha 68102
402.341.6077 • 402.341.7654 fax

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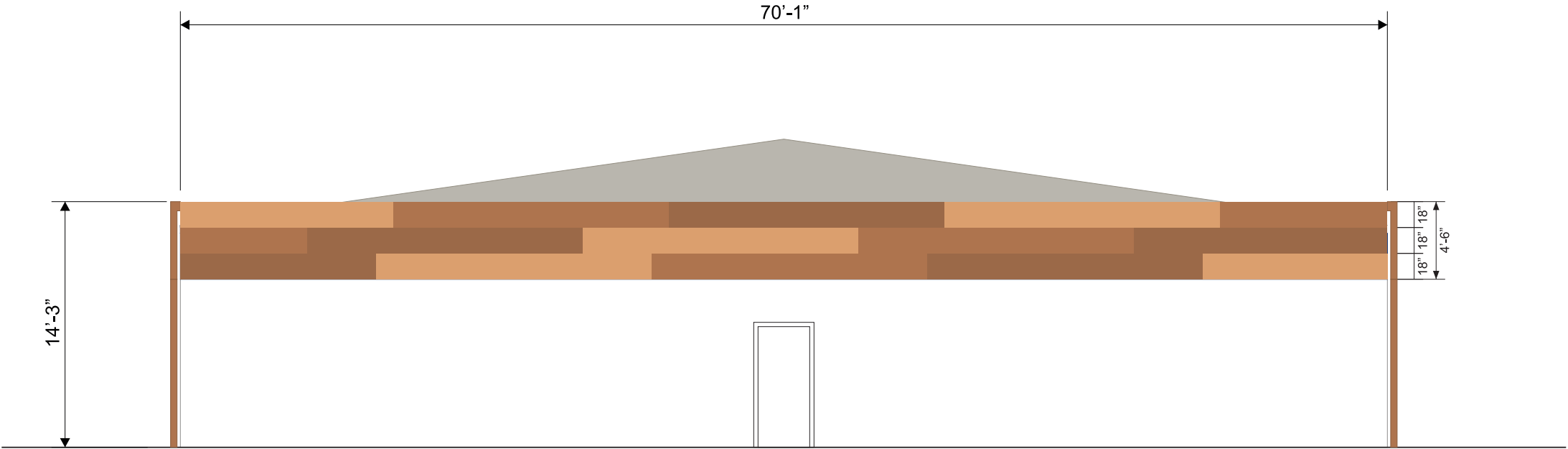
Notes:

NOTICE:

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Signed _____ Date _____
Sales Rep. _____ Date _____

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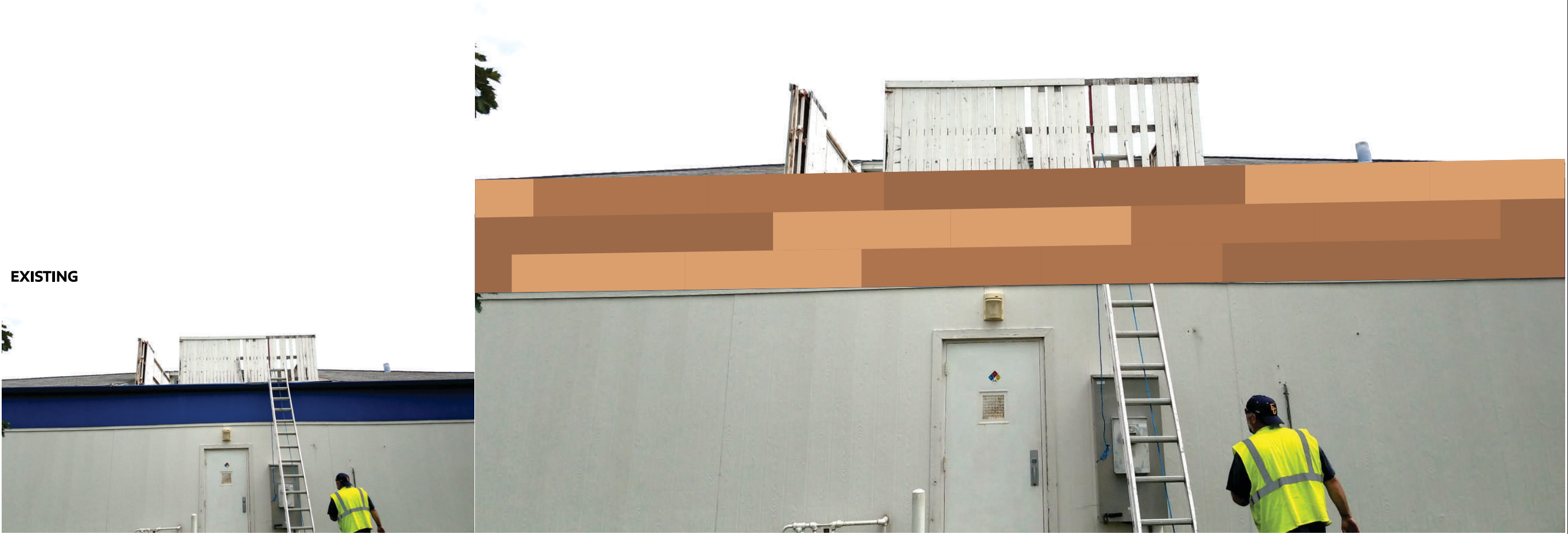


PROPOSED

NOTE:
FIELD SURVEY REQUIRED PRIOR
TO FABRICATION OF SIGN.

Rear - South Elevation

EXISTING





DRAWING # : 118248
PROJECT ID: 18157

SALES PERSON: Troy Panagiotis

DRAWN BY: Sean Cornett

DATE: 01.30.19 INSPECTED BY:

Revised: 01.31.19



Store #439
1515 Lake Cook Rd.
Wheeling, IL 60090

Omaha Neon
Sign Co., Inc.

1120 N 18th Street • Omaha 68102
402.341.6077 • 402.341.7654 fax

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Notes:

NOTICE:

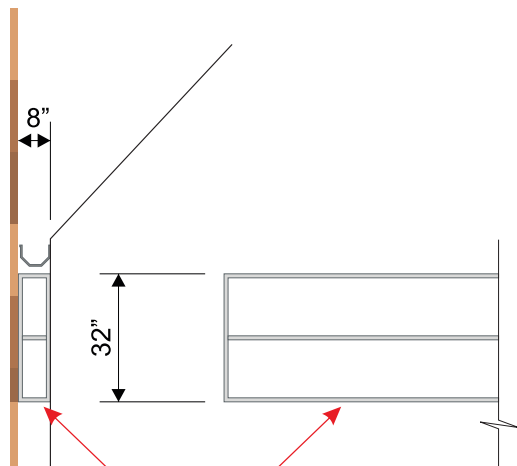
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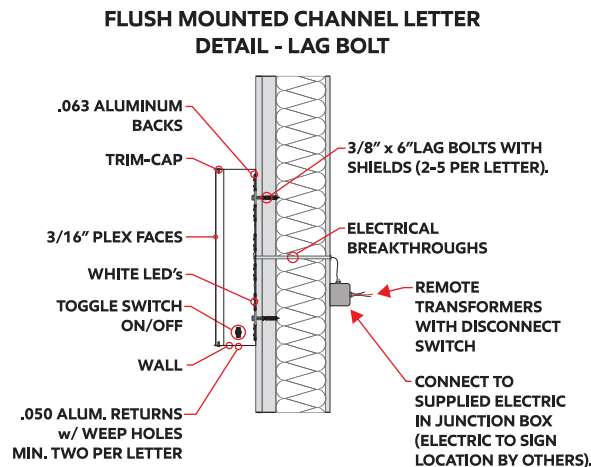
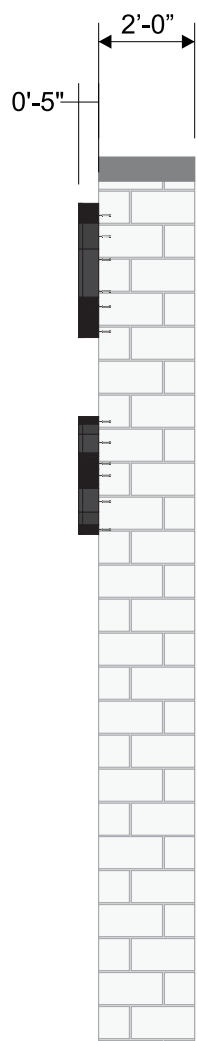


STOREFRONT PANELS SCALE: 1" = 1'-0"



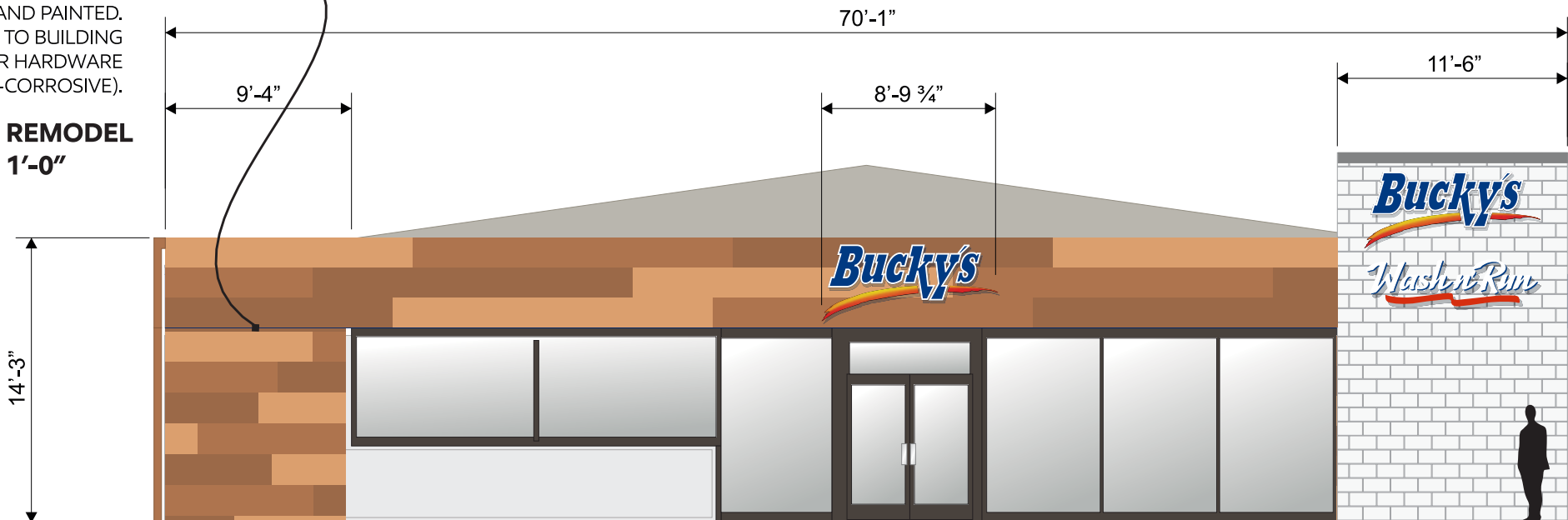
NOTE:
1"x 1" Sq. TUBE FRAME
MOUNTED TO BUILDING.

SCBA 19-20, Bucky's Mobile Mart



ALUMINUM PANELS
2" x 2" x 3/16" ANGLE ALUMINUM
WITH .063 ALUMINUM SKIN
PRIMED AND PAINTED.
ATTACHED TO BUILDING
FASCIA USING PROPER HARDWARE
AND FASTENERS (NON-CORROSIVE).

STOREFRONT REMODEL SCALE: 1/8" = 1'-0"



Front - North Elevation



Highland Park Bucky's Mobile Mart



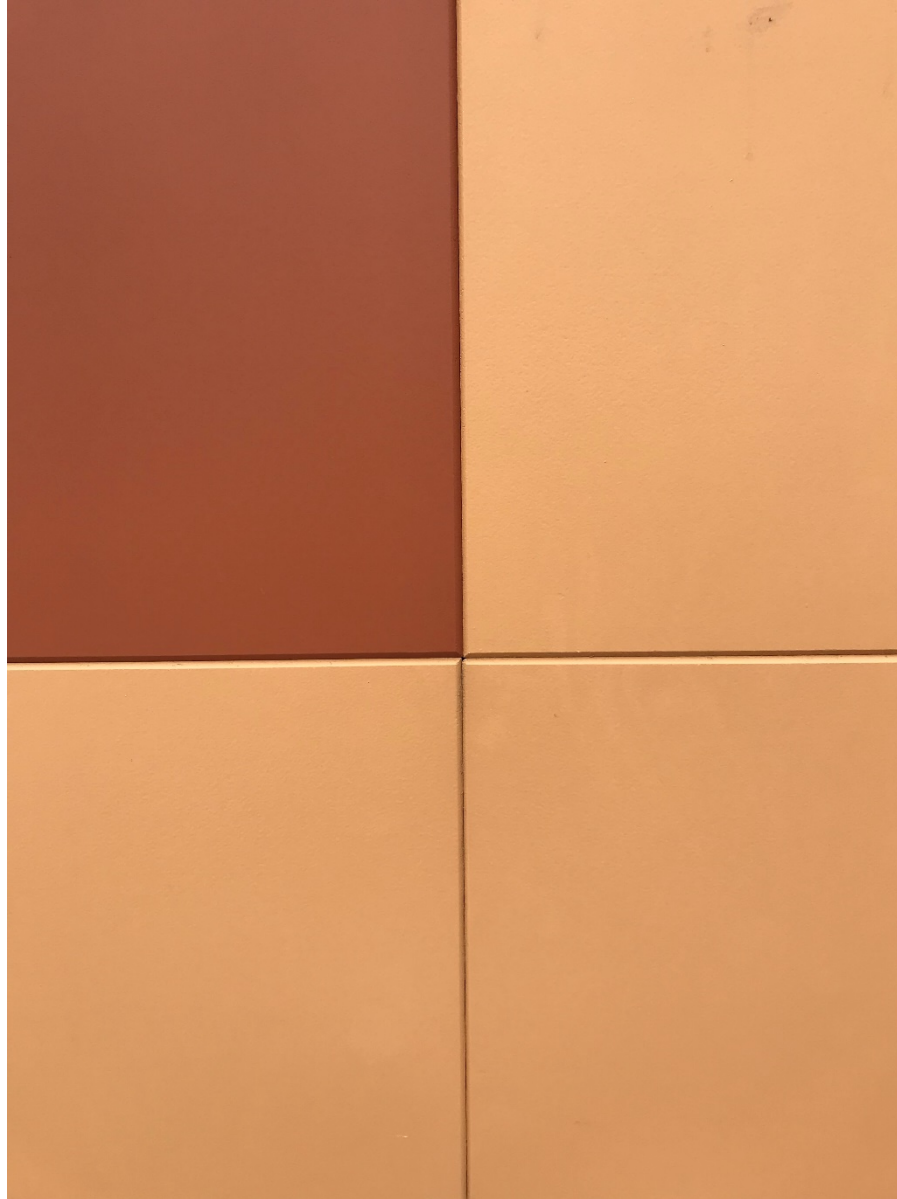
Highland Park Bucky's Mobile Mart (aluminum panels in cooper tone)



Highland Park Bucky's Mobile Mart (aluminum panels in cooper tone)



Highland Park Bucky's Mobile Mart (aluminum panels in cooper tone)



Highland Park Bucky's Mobile Mart (aluminum panels in cooper tone)



Highland Park Bucky's Mobile Mart ("tower" element)



Highland Park Bucky's Mobile Mart ("tower" element)

VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-14
242 W. Norman Fence Variance, 242 W. Norman Lane

MEETING DATE: June 27, 2019

REQUESTED ACTION: Variance to Permit a Six Foot Tall Opaque Fence within the Front Yard Setback Area

LOCATION MAP:



GENERAL PROPERTY INFORMATION

Applicant:	Marcin Czech, property owner
Property size:	0.18 acres (7,876 sq. ft.)
Neighboring Property Land Use(s):	North: Residential West: Residential South: Residential East: Residential
Existing Use of Property:	Single-family residential
Existing Zoning:	R-3A Single-Family Residential District
Comprehensive Plan Designation:	Residential
Zoning History:	None

SUMMARY OF REQUEST

This item was originally scheduled for a public hearing at the June 13th Plan Commission meeting. However, public notice was not provided in accordance with the Wheeling Municipal Code and the Plan Commission continued the hearing to June 27th. Compliant notification was provided for the June 27th meeting.

The petitioner requests a variation in order to install a 6-foot tall opaque fence located within the front yard setback along Fletcher Drive. For residential fences, the zoning code permits fences in the front yard setback area at a height not to exceed 4' feet and be located a minimum of 1' behind the front property line.

VARIANCE ANALYSIS

The subject property is a corner lot; W. Norman Lane serves as the "main" frontage with the driveway located off this street. The property also fronts Fletcher Drive, which is located along the side of the house. Due to two street frontages, the building setback requirements for corner lots typically cause the house to be located further into the middle of the lot resulting in a smaller backyard with the side yards often functioning as the backyard.

The fence requirements of the zoning code restrict the height of fences within the front yard setback area to 4', regardless if the fence is an open style or opaque. The subject property currently has a 4' tall chain link fence along both street frontages, in compliance with the fence regulations. The petitioner seeks to install a 6' tall solid wood fence within the front setback of Fletcher Drive for added security and privacy. The front yard setback of the R-3A District is 25'. Therefore, any fence installed from the front property line and extending 25' into the property can be no taller than 4', unless a variance is granted to allow for a height increase.

Standards for Variation: Following are the petitioner's responses (*in italics*) to the standards for variation. (Any staff comments follow the petitioner's response)

- 1. State how the particular physical surroundings, shape, or topographical condition of the specific property involved would result in a practical difficulty or particular hardship upon or for the owner, lessee or occupant, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.**

"The submitted plot of survey identifies the fence location."

Since the subject property is a corner lot with two street frontages, the owner's ability to install a standard 6' tall fence is limited compared to standard lots with a single street frontage.

- 2. Indicate how the hardship is due to unique circumstances that do not generally apply to the other properties or uses**

"6' tall fence won't distract the view and vision abilities for the traffic on Fletcher Drive and on Norman Lane."

There are vision clearance requirements, similar to street intersections, where fences are not permitted to obstruct the line of sight of neighboring driveways. While the intersection of Norman Lane and Fletcher Drive will not be affected, the neighbor's driveway is adjacent to the back of the fence and may be obstructed. The fence permit will have to demonstrate compliance with the line of sight requirements.

3. Describe how the alleged difficulty or hardship has not been created by any person presently having an interest in the property.

"The request is motivated with care of child security and safety."

The subject lot was not created by the present owner.

4. State how the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.

"Concerns for child safety and traffic accidents."

Due to the layout of the home on the lot, the side yard along Fletcher Drive is serving in a similar function as the rear yard, and is limited in the height of the fence permitted to be installed within the front yard setback.

5. State how the granting of the variation will not alter the essential character of the locality.

"It will not affect the neighborhood."

The fence will not have an impact on the character of the area.

6. Describe how the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

"The variation will not have a negative impact on the property and will not create any of the above situations, as far as traffic, noise, order, light, or smoke."

The variation would not impair the adjacent property or neighborhood.

STAFF REVIEW

Fire Department Review: There are no review comments related to the variance request.

Engineering Division Review: There are no review comments related to the variance request.

Staff Recommended Action: Staff recognizes that the subject property is unique from conventional residential lots, by having two street frontages that creates added challenges in being able to have privacy fencing that is available to many other Village

residents with traditional lots (having a single street frontage and standard rear yard). Staff recommends approval of the variance, subject to the following condition:

1. Prior to the issuance of a fence permit, the fence must demonstrate compliance with the vision clearance requirements of Section 19.11.030 of the Wheeling Zoning Code.

* * * * *

If the Plan Commission finds that the petitioner has satisfied the requirements for the granting of a variation, an appropriate motion would be to:

Recommend approval of Docket No. 2019-14, granting variation from Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-10 Use Regulations, and associated sections, to permit a six foot tall opaque fence within the front yard setback area, which restricts opaque fencing to a maximum height of four feet, for the property located at 242 W. Norman Lane, in accordance with the following exhibits:

- Site plan
- Fence photographs

And with the following condition of approval:

1. Prior to the issuance of a fence permit, the fence must demonstrate compliance with the vision clearance requirements of Section 19.11.030 of the Wheeling Zoning Code.

ATTACHMENTS:

[Photos of existing conditions \(staff\)](#)

[Site plan](#)

[Fence photos \(petitioner\)](#)



Existing conditions of subject property (looking southwest)



Existing conditions of subject property (looking south – along Fletcher Dr)



Existing conditions of subject property (looking south – along Fletcher Dr)



Existing conditions of subject property (looking north – along Fletcher Dr)

PLAT OF SURVEY

of

LOT 14 IN BLOCK 2 IN DUNHURST SUBDIVISION UNIT NUMBER 4, PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO PART OF THE SOUTHWEST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED 4/24/1956 AS DOCUMENT NUMBER 16559719, IN COOK COUNTY, ILLINOIS

ADDRESS: 242 W. NORMAN LANE, WHEELING, ILLINOIS



SCALE: 1"=20'

GENERAL NOTES:

- 1) THE LEGAL DESCRIPTION HAS BEEN PROVIDED BY THE CLIENT OR THEIR AGENT.
- 2) THIS SURVEY SHOWS THE BUILDING LINES AND EASEMENTS AS INDICATED BY THE RECORDED PLAT. THIS PLAT DOES NOT SHOW ANY RESTRICTIONS ESTABLISHED BY LOCAL ORDINANCES UNLESS SUPPLIED BY THE CLIENT.
- 3) BASIS OF BEARING FOR THIS SURVEY IS AS ASSUMED NORTH.
- 4) MONUMENTS, IF SET, DURING THIS SURVEY, REPRESENT THE TRUE CORNERS OF THIS DESCRIPTION AS SURVEYED.
- 5) LOCATION OF SOME FEATURES MAY BE EXAGGERATED FOR CLARITY. NO INTERPOLATIONS MAY BE MADE FROM THE INFORMATION SHOWN HEREON.
- 6) ONLY COPIES WITH AN ORIGINAL SIGNATURE AND SEAL ARE OFFICIAL LEGAL DOCUMENTS. ALL SURVEYS ARE COPYRIGHTED MATERIALS WITH ALL RIGHTS RESERVED.

STATE OF ILLINOIS)
COUNTY OF COOK)



SURVEY ORDERED BY: JAMES ATHANASOPOULOS
I, MICHAEL J. LOPEZ, AS AN EMPLOYEE OF PREFERRED SURVEY INC., DO HEREBY STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARD FOR A BOUNDARY SURVEY. PROPERTY CORNERS HAVE BEEN SET OR NOT IN ACCORDANCE WITH CLIENT AGREEMENT. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

GIVEN UNDER MY HAND AND SEAL THIS 28TH DAY OF JULY A.D. 2016

MY LICENSE EXPIRES ON 11/30/16

P.S.I. NO. 16113251

Professional Design Registration #184-002795			
PREFERRED SURVEY, INC.			
7845 W. 79TH STREET, BRIDGEVIEW, IL, 60455			
Phone 708-458-7845 / Fax 708-458-7855			
www.psisurvey.com			
Field Work Completed	07/08/2016	FLD CREW.	CD/TT
Land Area Surveyed	7,875.1 Sq. Ft.	CAD:	GNI
Drawing Revised			





2019-14, 242 W. Norman Fence Variance – Fence Photos (petitioner)

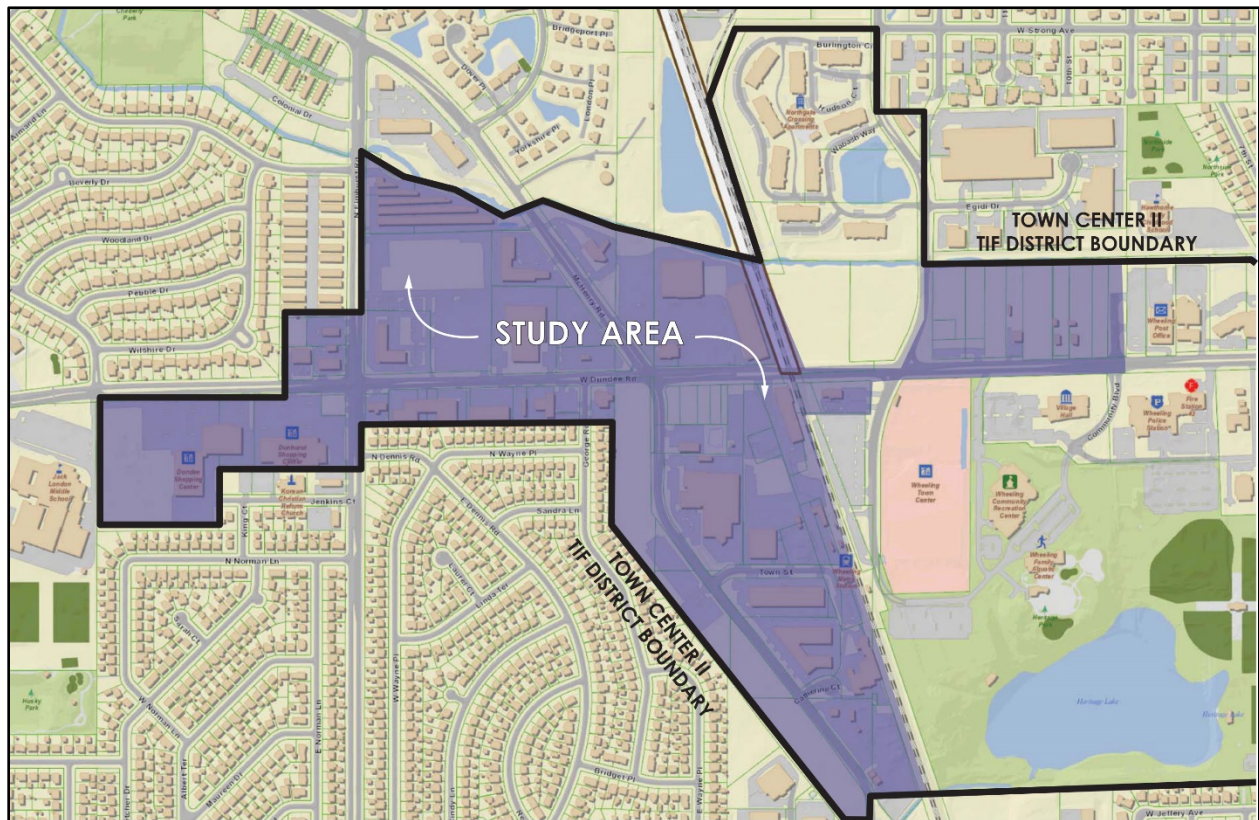
VILLAGE OF WHEELING PLAN COMMISSION - STAFF PROJECT REVIEW

SUBJECT: Docket No. 2019-18
Village of Wheeling, Station Area Plan Update

MEETING DATE: June 27, 2019

REQUESTED ACTION: Amendment to the Comprehensive Plan for the Station Area Plan Update

LOCATION MAP:



SUMMARY OF REQUEST – June 27, 2019 Plan Commission Meeting

At the June 13th Commission meeting, staff provided an update on the progress of the Station Area Plan update, including the results of the survey and key points of the Draft Plan. Staff also sought input and feedback from the Commission on the Draft Plan in order to refine the update into a Final Draft for recommendation.

Staff has provided a summary of the Commission's feedback to the consultant team for further refinement of the draft plan, which will be presented at the June 27th meeting by the consultant team.

SUMMARY OF REQUEST – June 13, 2019 Plan Commission Meeting

The Village of Wheeling is seeking to update the Station Area Plan, a subarea of plan within the Comprehensive Plan of the Village of Wheeling.

BACKGROUND

In 2004, the Village prepared the Station Area Plan, a transit oriented development plan to guide development around the Metra station. Since that time, several projects completed by the Village and other entities have advanced the goals of the plan:

- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;
- Acquiring strategic properties in the Study Area, and working to attract a developer to the Wheeling Town Center project that is currently under construction;
- Redevelopment of Heritage Park, including regional storm water management facilities.

There are other factors that have had an influence on the demand for certain land uses in the area:

- Changes in the retail market, such as decreased demand for large retail stores
- Relocation of the Orange Crush asphalt plant
- Residential construction in and around the town center area

As a result, the 2004 plan is no longer a relevant tool for guiding the growth of the area, and needs to be updated to serve a valuable function of guiding land use policy for the Village in the area going forward. The updates to the plan are intended to help clarify and document policy direction, such as preferred land uses, locations, densities, and design expectations.

PLAN UPDATE SUMMARY

The Village has partnered with consultants from Farr Associates, Business Districts Inc., and Sam Schwartz Engineering to produce the attached draft update to the Downtown Station Area Plan.

The consultant team conducted a 3-day “charrette” to advance conceptual plans for the study area. The National Charrette Institute (NCI) Charrette model is the national standard for structuring a multiple feedback loop interactive process that helps arrive at critical decisions quickly and efficiently. This intense 3-day workshop was held in Village Hall and included interviews with important stakeholders and regular check-ins with the Steering committee.

The Draft Plan is comprised of the following sections:

- Background/Intro
- Existing Conditions – The Station Area features many assets. This chapter brings to light some of those assets and identifies weaknesses that may become opportunities to address through design solutions and public or private investment.

- **Market Position** - Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans.
- **Strategies and Tools** - The challenges facing the Station Area call for a particular set of planning strategies. This section highlights several key recommendations.
- **3 Planning Scenarios** - Conceptual planning scenarios are organized around three basic additive levels of development support which the Village of Wheeling could provide.

In order to help shape the direction of the draft plan, the Village sought public input and feedback on the draft plan and the planning scenarios through an online survey. The following is a summary of the survey results (see next page):

Feedback on Planning Study			
Question		Key Take-aways	
1	The conceptual plans illustrated in the accompanying document are all fundamentally aimed at creating a pedestrian-oriented Village center. Do you agree that a Village center with walk-to destinations should be the preferred vision for the area around the Metra station? If not, what is your preferred vision for the area?	13 yes	1 no
2	What are the aspects of these conceptual plans that you like or dislike? Please be as specific as possible	Wide support for proposed bike trails. Mostly support for increased density and economic development, particularly with focus on entertainment uses, but some concern over existing vacancies and potential traffic impact	
3	What is missing from the area around the train station /Village of Wheeling that you'd like to see? Are there any types of businesses, features/amenities, attractions, or infrastructure improvements that you think would enhance the quality of this area? Please be as specific as possible.	Several mentions of open space amenity and more dining & shopping options, including grocery. One mention of desire for more homes, specifically senior housing.	
4	What/where are your favorite places to go for dining, shopping, or entertainment? What do you like about it?	Most respondents named places in surrounding municipalities, like Glenview, Mt. Prospect, Arlington Heights and Long Grove. Restaurants, entertainment and dog park were most popular answers.	
5	Any additional comments?		
Please look at how Village of Wheeling can provide additional value to homes in the area around Hintz and Elmhurst by improving the infrastructure or by bringing additional curb appeal.			
Keep the people who live in Wheeling in mind as types of businesses are considered. While it's great to get tax money from non-residents coming in, you need to remain affordable to those who live here. If your new movie theater or restaurants or shopping are too expensive, people will continue to cross over the Lake County line if for nothing else to save on tax.			
For Wheeling to be desirable there should be weekend train service to/from Chicago			

It's cool to see this area grow and develop. (I've lived here for near 20 years.)
Would like to see these plans come to fruition while I still live in Wheeling. I hope it doesn't take dozens of years. Can we move faster and aggressively promote to make it all happen now!?
We don't need no more housing or other shopping places because of this we will pay more in taxes

3 Planning Scenarios: Based on the analysis of existing conditions, input from the steering committee and interviews with key stakeholders, the consultant team prepared 3 conceptual scenarios for the study area illustrating different redevelopment strategies. Rather than being mild variations on a single idea, the three scenarios were crafted to test an expansive set of development scenarios. While all three schemes represent viable scenarios for walkable, bikeable, sustainable, urban development, it was expected that the schemes would test variations of the following planning elements: street grids, allocations of open space, allocation of land use, development density, urban design, parking typologies (surface or decked) and the inclusion or exclusion of key development parcels.

The 3 Planning Scenarios are based on the following principles:

- 1. Regulate** - What is likely to happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?
- 2. Coordinate** - What is likely to happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?
- 3. Participate** - What is likely to happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code, facilitates the assembly of parcels into larger development sites?

Each of these scenarios assumes that the Village adopts a form-based code to guide the redevelopment of the study area. Conventional zoning codes traditionally focus on the division of land-use types and the control of development intensity through simple parameters (e.g., floor area ratio, dwellings per acre, height limits, setbacks, parking ratios, etc.). A form-based code, on the other hand, is a land development regulation that uses the physical form (rather than separation of uses) as the organizing principle for the code. To achieve this, a form-based code is a regulation, rather than a guideline, that would be adopted by the Village. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale; and therefore, character of development, rather than only distinctions in land-use types.

These scenarios identify a variety of approaches for key areas of the plan area and propose scenarios in which these area could develop in the future. These plans are intended to spark conversation and thought about the way these areas could develop. The visual representations in these scenarios are not intended to provide specifics on

building locations, massing, scale, or architectural themes, but are provided to serve as visual examples.

STAFF REVIEW

The 3 Planning Scenarios are the critical component of the draft plan, where the conceptual plans represent a step before the final version of the plan, which is intended to test a range of planning scenarios and recommended improvements to physical infrastructure, policies, and programs to develop a final version of the plan update. Before the final draft is prepared by the consultant team, staff is seeking feedback from the Plan Commission regarding the three scenarios to assist in the preparation of the final draft.

The Commission's input and feedback will be used to prepare the final draft plan and will return to the Commission at a future date that will be determined at the June 27, 2019 meeting.

ATTACHMENTS:

[Village of Wheeling Downtown Station Area Plan Update \(Draft\)](#)

village of **WHEELING**

DOWNTOWN STATION AREA PLAN UPDATE



The Village of Wheeling partnered with consultants from Farr Associates, Business Districts Inc, and Sam Schwartz Engineering to produce this draft update to the Downtown Station Area Plan.

The conceptual plans presented in this document represent a mid-point in the process; their aim is to test a range of planning scenarios and recommended improvements to physical infrastructure, policies, and programs.

In order to further refine these plans **we seek your input**. After reviewing this document, please consider taking a few minutes to take a **survey** where you can provide feedback at:

Wheelingil.gov

BACKGROUND

2004 STATION AREA PLAN

In 2004, the Village of Wheeling prepared a transit oriented development plan to guide development around the Metra station (the Station Area Plan, approved as a subarea plan in the Comprehensive Plan). Since that time, several projects completed by the Village and other entities have advanced the goals of the plan:

- Working with the Federal Emergency Management Agency (FEMA) to modify the flood plain map for the area;
- Developing a zoning framework to encourage transit-oriented development;
- Investing in the construction of Village Hall on land near the train station;
- Acquiring strategic properties in the Study Area, and working to attract a developer to the Wheeling Town Center project that is currently under construction;
- Redevelopment of Heritage Park, including regional storm water management facilities.

There are other factors that have had an influence on the demand for certain land uses in the area:

- Changes in the retail market, such as decreased demand for large retail stores;
- Relocation of the Orange Crush asphalt plant;
- Residential construction in and around the town center area.

The 2004 plan is no longer a relevant tool for guiding the growth of the area, and needs to be updated to serve a valuable function of guiding land use policy for the Village in the area going forward. This planning effort takes on special urgency given the continued market interest in redevelopment in this portion of the Village.

The updated sub-area plan is expected to help clarify and document policy direction, such as preferred land uses, locations, densities, and design expectations. The plan should prioritize development sites and in turn prioritize public investment to support development of those sites. The plan should help streamline the development process by focusing public investments of time and money, based on the feasibility of development, and giving clearer direction to the development community based on technical analyses and community input.



STUDY AREA

Wheeling is located within Cook County with adjacent communities of Prospect Heights, Northbrook, Riverwoods and Buffalo Grove. It is roughly 30 miles to the northwest of the downtown Chicago Loop. Interstate 294, State Highway 45 and Route 83 run north/south through or adjacent to Wheeling. Just to the south of Wheeling, the Chicago Executive Airport, PWK, connects corporate travelers and recreational pilots to the northern suburbs.

The Study Area extends just beyond Elmhurst Road to the west and Community Blvd. to the east. It is approximately one mile along Dundee, the major east/west arterial. It contains the North Central Service (NCS) Metra Station and adjacent properties to the north and west.

PROCESS

EXISTING CONDITIONS ANALYSIS

The initial phase of the project served to familiarize the consultant team with the study area, key planning documents, and existing zoning. This included a detailed review of existing documents and previous planning efforts. The analysis of existing conditions is recorded through a series of analytical maps and diagrams, along with text and charts, to help inform later planning decisions. The analysis covered the following topics:

- Existing land-uses
- Existing buildings
- Parks, open spaces, and amenities
- Construction trends
- Community character
- Transportation network
- Infrastructure capacity
- Market trend analysis

A steering committee of Village representatives, trustees, business owners, and residents was formed to help guide the design process between community engagement opportunities. The feedback and direction provided was critical to the creation of the plan. Their insight helped to identify potential concerns.

CHARRETTE

The consultant team conducted a 3-day “Charrette” to advance 3 preliminary conceptual plans for the Study Area. The National Charrette Institute (NCI) Charrette model is the national standard for a structuring multiple feedback loop interactive process that helps arrive a critical decisions quickly and efficiently. This intense 3-day workshop was based out of Village Hall and included interviews with important stakeholders and regular check-ins with the Steering committee.

THREE PRELIMINARY CONCEPTS

Based on the analysis of existing conditions, input from the steering committee and interviews with key stakeholders, the team prepared three conceptual approaches for the study area illustrating different redevelopment strategies. Rather than being mild

variations on a single idea, the three schemes were crafted to test an expansive set of development scenarios. While all three schemes represent viable scenarios for walkable, bikeable, sustainable, urban development, it was expected that the schemes would test variations of the following planning elements: street grids, allocations of open space, allocation of land use, development density, urban design, parking typologies (surface or decked) and the inclusion or exclusion of key development parcels. The charrette concluded with a public presentation to the Plan Commission.

NEXT STEPS

Based on feedback received from the presentation of the three concept plans, the team will draft the preferred vision for the study area. This draft will focus on a single preferred vision and be supported by diagrams, program tabulations, recommended phasing, action items, transportation related improvements, and market strategy among other recommendations. The final preferred plan will include a “TLC” strategy outlining tactical, lean, and climax phases of redevelopment. This highlights near-term strategy to make relatively quick, cost-effective improvements to build momentum for the plans full implementation. This draft will be reviewed by the Village Board, Plan Commission, and Village Staff.

After comments and feedback are received, the final plan will be developed based on the feedback and further refined to include implementation recommendations including, but not limited to the following:

- Proposed land-uses
- Proposed zoning
- Conceptual site layouts and development schemes
- Parcel assembly opportunities
- Transportation network improvements
- Public space investments

The team will present the final plan at a future public Plan Commission meeting.



EXISTING CONDITIONS

Downtown Wheeling features many assets. This chapter brings to light some of those assets and identifies weaknesses that may become opportunities to address through design solutions and public or private investment.

012 Mobility & Connectivity

018 Parks, Open Space & Amenities

020 Zoning

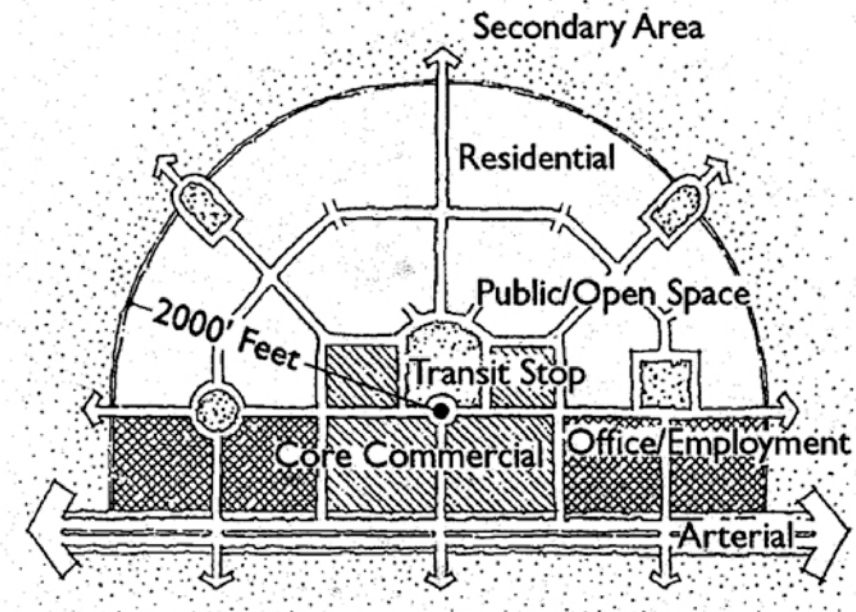
MOBILITY & CONNECTIVITY

WHAT IS TOD?

The land around the Metra Station has the potential to grow into what is referred to as a “Transit-oriented development” (TOD). TOD typically refers to compact, walkable development with a range of uses within half a mile of quality public transportation such as a light rail stop, commuter train stop, or Bus Rapid Transit stop. Housing, jobs, shopping, restaurants, and entertainment are a few of the uses appropriate for TOD.

There are a range of benefits to TOD such as:

- Walkable communities that accommodate more healthy and active lifestyles
- Potential for added value created through increased and/or sustained property values where transit investments have occurred
- Improved access to jobs and economic opportunity for low-income people and working families
- Expanded mobility choices that reduce dependence on the automobile and reduce transportation costs
- Reduced household driving, which lowers regional congestion, air pollution, and greenhouse gas emissions
- Increased transit ridership and fare revenue



TOD is a **mixture of housing, office, and retail** in a **walkable neighborhood**, located within a half-mile of **quality public transportation**.

MOBILITY & CONNECTIVITY

WALKABILITY

National traffic engineering guidelines are beginning to recognize the need for an approach to street design that balances automobile flow with other modes of transportation, including pedestrians and cyclists.

The image below, featured in the report Dangerous by Design 2019, illustrates a condition prevalent in the Station Area: a street with low “walk-ability” due to a preponderance of driveways.

There may be opportunities to improve this condition by consolidating driveways and otherwise re-thinking access to properties; particular attention should be given to the Dundee Road corridor within the pedestrian shed of the Station Area.



MOBILITY & CONNECTIVITY

WALKABILITY

ANALYZING STREETS

Providing a sidewalk is a minimum to achieve walkability. The Village should prioritize creating an environment in which people not only **can** walk but also where they **want** to walk. "Ped-zone" analysis examines and categorizes streets into three categories of walk-ability. Green indicates a safe and rewarding experience; yellow indicates an unsafe or unrewarding experience; and red indicates an unsafe condition. According to this analysis, Downtown Wheeling provides mostly unrewarding pedestrian experiences.

REWARDING EXPERIENCES: 4.6%

Rewarding streets entice pedestrians, sheltering them from cars and offering an engaging experience by either the built or natural environment.

- Building setbacks are close to the sidewalk
- Buildings have an entrance or storefront facing the sidewalk
- Pedestrian connection from sidewalk to entrances
- Engaging landscapes

POOR EXPERIENCES: 74.5%

Poor street experiences indicate poor performing frontages. In these areas, pedestrian have little to no engagement with the built or natural world and/or are unsheltered from traffic.

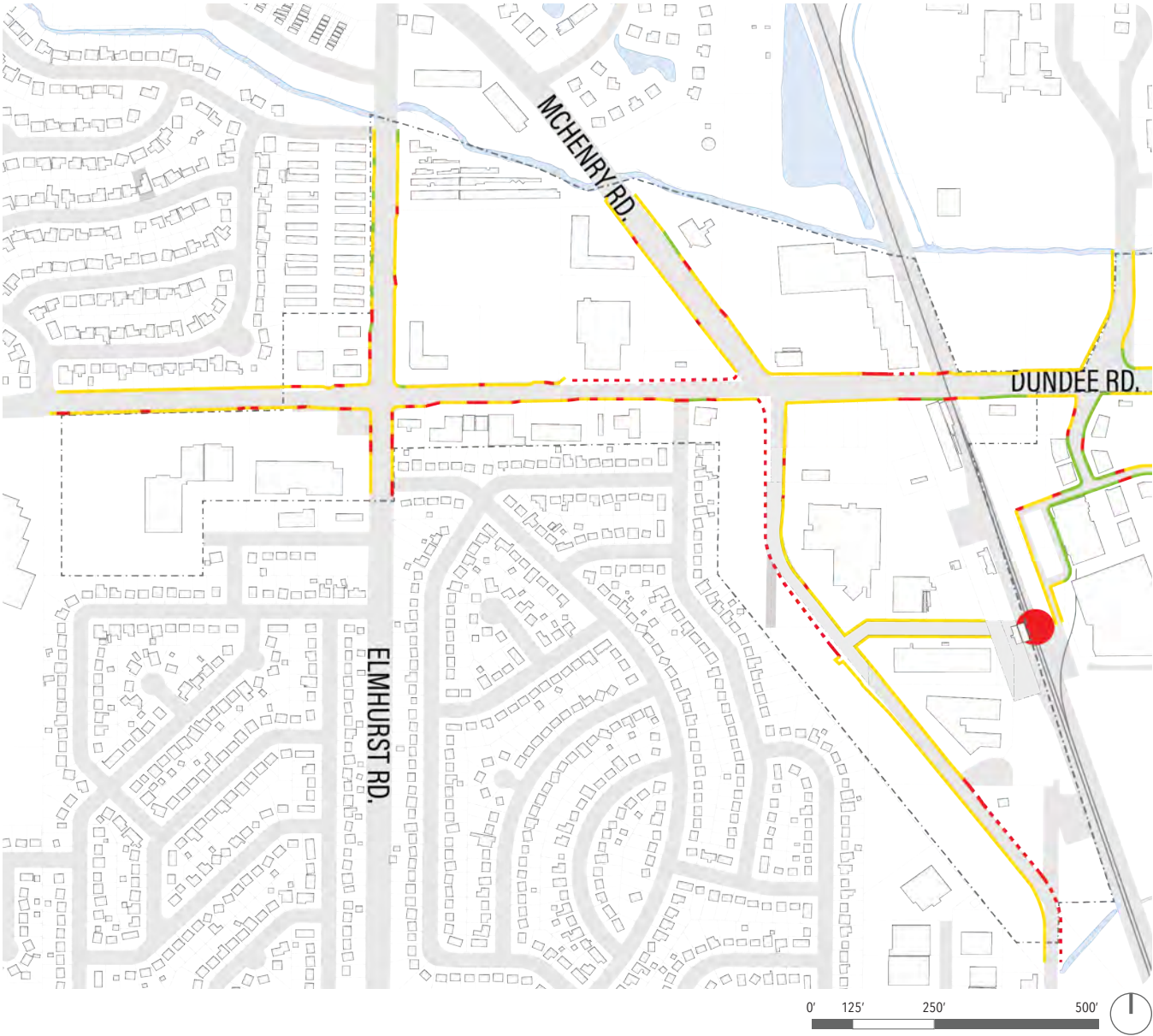
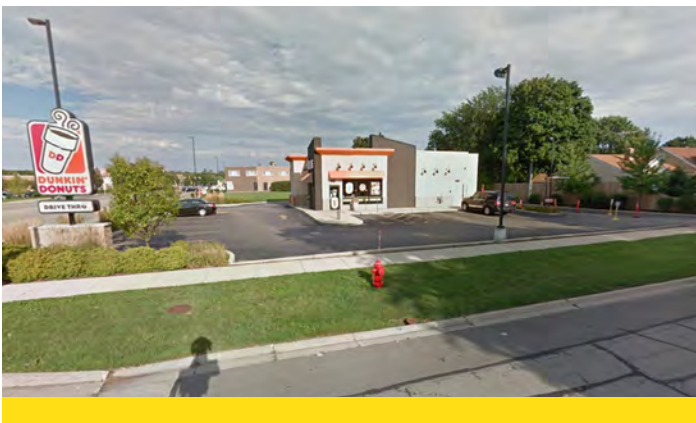
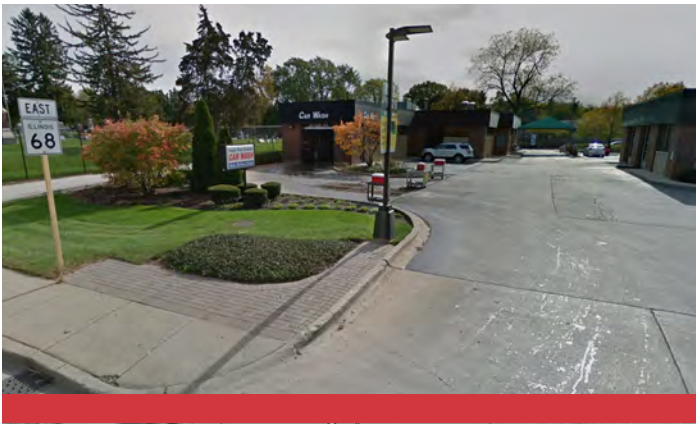
- Little to no pedestrian protection from traffic by buildings or trees
- Building setbacks are far from the sidewalk
- No pedestrian connection to entrances
- Blank walls or tall fences
- Adjacent to parking lots

CONFLICT ZONES: 9%

Conflict zones show areas where pedestrians and vehicle infrastructure overlaps. Conflict zones interfere with the flow of pedestrian travel and could lead to dangerous interactions between pedestrians and vehicles.

SIDEWALK ABSENT: 11.9%

Areas without a sidewalk provide no safe space for walking, interrupting the connective street network completely for pedestrians. Most people will not choose to make trips by foot if a continuous sidewalk is not present.



"PED ZONE" ANALYSIS

EXPERIENCE TYPE	LENGTH	PERCENT OF TOTAL
REWARDING	1,000'	4.6%
POOR	16,250'	74.5%
CONFLICT	1,950'	9%
SIDEWALKS ABSENT	2,600'	11.9%
TOTAL	21,800'	100%

- REWARDING EXPERIENCE
- POOR EXPERIENCE
- PEDESTRIAN & VEHICLE CONFLICT
- SIDEWALK ABSENT

MOBILITY & CONNECTIVITY
STREETS AND TRANSIT OVERVIEW

STREET NETWORK

From pedestrians to freight trucks, the Village of Wheeling's street network provides access to a variety of users. Assessing the average daily traffic (ADT) and ownership of Wheeling's roadways will provide valuable insight into how the street network is used today and how it can be improved in the future.

Figure 2-1 summarizes the ADT and jurisdiction of the Wheeling Station Area site and surrounding roadways. With an ADT of 22,900 to 22,700, Dundee Road has the highest traffic volume at the site. Dundee Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and classified truck route. For these reasons, Dundee Road is considered to be a major thoroughfare and connection to the broader region. The remaining roadways within a ½ mile of the Metra Station are locally owned with an ADT ranging from 9,850 to 16,200.

METRA STATION

To better understand how residents, visitors, and commuters interact with a TOD site and gauge potential improvements for the future, the parking utilization, frequency of trains, and ridership of the Wheeling Metra Station was evaluated and discussed below.

PARKING UTILIZATION

As of 2016, Metra owns 481 spaces between three parking surface lots adjacent to the Metra Station: one lot to the west of the tracks with permit and daily parking, one lot to the east of the tracks that offers permit and daily parking, and one to the west of the tracks that only offers ADA (American's with Disabilities Act) and 15-minute parking. Figure 2-2 shows the location of these lots, with the blue lots representing permit and daily parking, and the yellow lot representing ADA and 15-minute parking.

MOBILITY & CONNECTIVITY
PARKING AND TRANSIT SERVICE

PARKING REGULATIONS

Parking regulations and policies in place today affect long-term land use patterns in Wheeling. Accordingly, an on- and off-street parking analysis was completed to determine opportunities to create more dense, walkable development patterns in Wheeling. Currently, overnight on-street parking is not permitted within the Station Area.

For single-family detached housing, the Villages zoning code requires two garaged spaces per unit plus two additional spaces. For multi-family housing, the code requires 2.75 spaces per unit, of which 1 must be covered and 10% must be unassigned visitor parking.

National standards for single-family housing is two spaces per dwelling unit and 1.2 to 1.7 spaces per dwelling unit for multi-family . Based on these standards, the Village's existing minimum requirements would be considered excessive and could lead to sprawled development patterns.

METRA SHARED PARKING FACILITIES

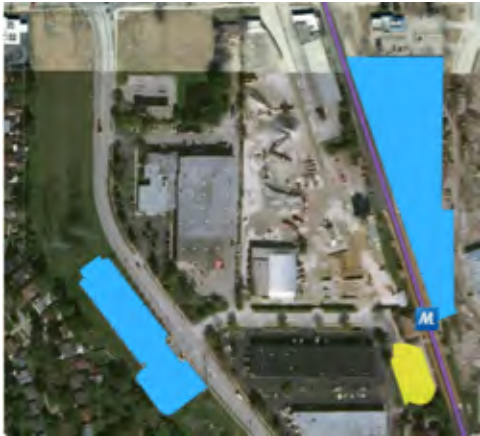


Figure 2-2

Figure 2-3 shows that the overall utilization did not exceed 39% between 1997 and 2016. The effective and efficient utilization of convenient parking spaces is most successful when the facility reaches an 90% occupancy rate, meaning that 5% to 10% of spaces are not occupied at any given time and are available for incoming parkers or commuters. Accordingly, the utilization at these facilities would be considered underutilized. In addition to this utilization data, Metra reported that generally, more people are coming from the western side of the tracks, making the demand for the eastern lot is lower.

Due to this low utilization rate, Metra entered into a shared parking agreement with One Wheeling in 2017 at the surface lot east of the tracks. With the exception of 150 reserved for commuter parking until noon, the spaces in this lot are shared with One Wheeling residents and visitors.

METRA SERVICE FREQUENCY

The Wheeling Metra Station is currently served by nine inbound trains towards downtown Chicago and ten outbound trains towards Antioch on weekdays, with no weekend service. Inbound service operates between 6:00am and 6:00pm, while outbound service operates between 8:00am and 9:30pm. The hours and frequency of trains at this station are shown below.

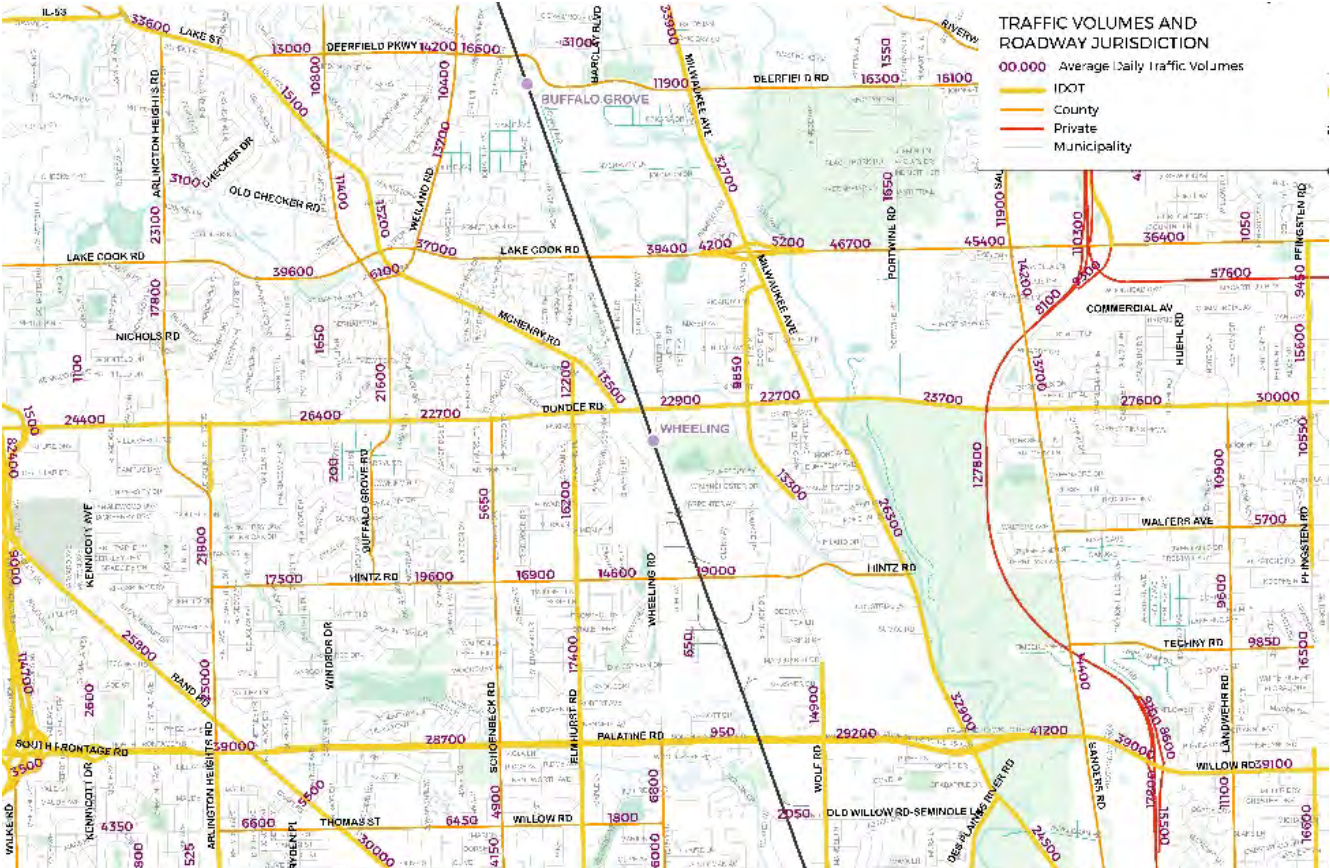


Figure 3-1

HISTORIC (COMBINED) UTILIZATION

Year	Capacity	Observed Parking Use	% Effective Use
1997	488	140	29%
1999	488	136	28%
2001	488	258	53%
2004	507	87	17%
2007	485	161	33%
2008	485	175	36%
2011	485	195	40%
2012	482	153	32%
2013	482	167	35%
2014	482	180	37%
2015	481	180	37%
2016	481	187	39%

Figure 2-3

Inbound	6:01 AM	6:36 AM	6:50 AM	7:18 AM	7:32 AM	9:46 AM	11:41 AM	3:41 PM	5:48 PM	
Outbound	8:00 AM	9:47 AM	1:47 PM	3:47 PM	5:16 PM	5:49 PM	6:19 PM	6:49 PM	7:47 PM	9:17 PM

Figure 2-4

MOBILITY & CONNECTIVITY
TRANSIT SERVICE

Year	2016	2014	2006	2002	1999	1997
NCS Wheeling Station						
Weekday Boardings	353	333	306	235	282	245
Weekday Alightings	398	334	303	228	247	217
NCS Buffalo Grove Station						
Weekday Boardings	590	621	545	547	599	534
Weekday Alightings	555	618	560	520	562	488
NCS Prairie View Station						
Weekday Boardings	388	345	299	255	232	217
Weekday Alightings	376	362	258	239	238	210

Figure 2-5

STATION RIDERSHIP COMPARISON

Figure 2-5 shows that Wheeling's ridership has grown by approximately 44% since 1997, and will likely continue to increase with the upcoming developments surrounding the Wheeling Metra station. One way to leverage this growth in ridership would be to increase the frequency of Metra service. However, there are three primary constraints and issues that would need to be resolved before increased frequency could be pursued:

The NCS rail in Wheeling is owned by Canadian National (CN), which gives Metra limited control and access over the frequency and reliability of passenger trains at this station.

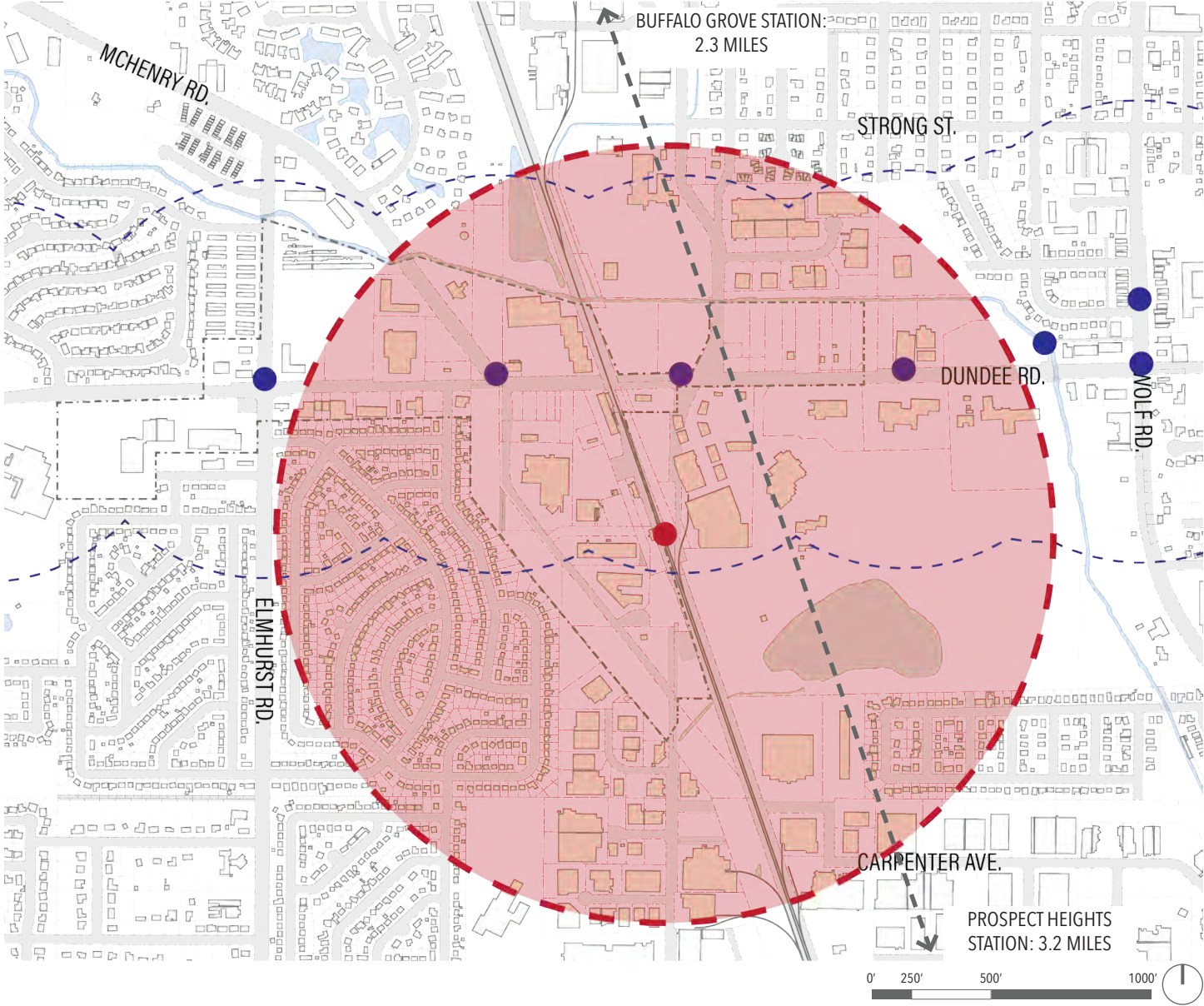
1. The railway gates block traffic on Dundee Road when Metra trains are stopped to pick up or drop off customers. This exacerbates the traffic experienced on Dundee Road during peak periods and increased frequency could further congestion issues.
2. Metra has limited funding which reduces their ability to expand or improve services without cutting or eliminating others.
3. Metra is evaluating this issue through the completion of the North Central Service Analysis and Implementation Study. This study—funded through the Regional Transportation Authority (RTA)—will prioritize service modifications along the NCS line, determine strategies to increase ridership, and enhance rider experience overall. This project is expected to begin in January or February of 2019.

PACE ROUTE 234

Pace Suburban Bus offers service along Route 234, which provides an opportunity to make first/last-mile connections between the Wheeling Metra station and the surrounding community and provide residents and visitors with access to the greater Chicago region. The average daily weekday ridership for key stops surrounding the Wheeling Metra Station are presented below. While there are some bus stops that do not have any riders per day, the total activity of .25 riders per day at the Metra Station stop would indicate that it is not a major destination for riders of this route.

		EB Dundee at Northgate, northbound	WB Dundee at Northgate, southbound	Metra Station, southbound
Fall 2014	AVG ON	0.26	0.61	
	AVG OFF	4.44	0.06	
	TOT ACTIVITY	4.70	0.67	
Fall 2015	AVG ON	0.34	1.19	
	AVG OFF	2.94	0.21	
	TOT ACTIVITY	3.28	1.40	
Fall 2016	AVG ON	0.84	1.26	
	AVG OFF	3.52	0.89	
	TOT ACTIVITY	4.36	2.15	
Fall 2017	AVG ON	0.75	5.03	0.01
	AVG OFF	3.44	2.19	0.01
	TOT ACTIVITY	4.19	7.22	0.03
Summer 2018	AVG ON	0.96	3.10	0.13
	AVG OFF	3.56	0.84	0.13
	TOT ACTIVITY	4.52	3.94	0.25

Figure 2-6



EXISTING PUBLIC TRANSPORTATION

Transit Score comes from Walkscore, a company which measures services and jobs within a rider-ship distance. Walkscore gives Wheeling a score of 23/100. The Metra stop makes places in Prospect Heights and Buffalo Grove closer, in time traveled, than some places in Wheeling.



TRANSIT
SCORE:
MINIMAL
TRANSIT

- BUS STOP
- 5-MINUTE WALK RADIUS
- METRA STOP
- 10-MINUTE WALK RADIUS

PARKS, OPEN SPACE & AMENITIES

GAPS IN COVERAGE

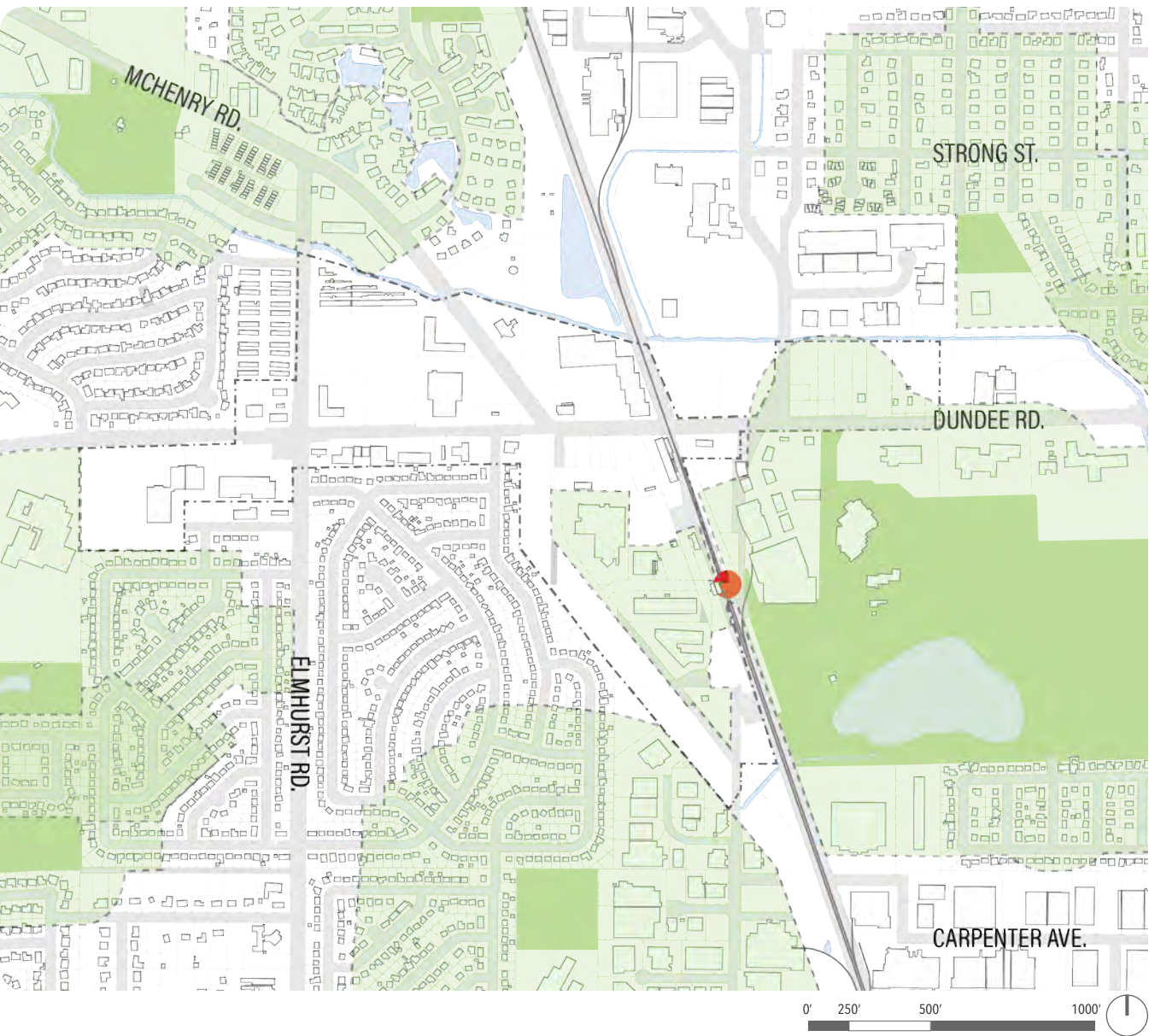
The Study Area is well-served by existing public park facilities. Heritage Park, in particular, is recognized throughout the region as a state of the art facility. It offers year-round programming, including the ability to host regional tournaments, and includes a passive park area with bandshell.

According to community-wide surveys conducted over an extended period of time, the Wheeling community views the Wheeling Park District as a positive asset and a good value. Recreation, fitness, programming, and athletics play a significant role in the quality of life in Wheeling.

While the Community Recreation Center (CRC) has served the community well, the needs of the community are changing. With the construction of Town Center, Northgate Crossing and other new developments, and the relocation of Village of Wheeling senior services full-time to the CRC beginning January 2018, the Park District is experiencing a growing demand for fitness and programming space at the CRC. In response, a major expansion project is underway at Heritage Park which includes an enlarged fitness center and second gymnasium.

The updated Station Area Plan should strengthen pedestrian connections to Heritage Park, particularly from the neighborhoods to the west and north. Connections in the following locations should be considered:

- West through the ComEd right-of-way into the residential neighborhood
- West, across the tracks, to potential developments in the industrial zones
- South into the residential neighborhood
- North, across Dundee, to the post office, elementary school, and residential neighborhoods



CONNECTION TO OPEN SPACE

- PUBLIC PARK
- 5 - MINUTE WALK

ZONING EXISTING CLASSIFICATIONS

STUDY AREA

Most of the study plan area is categorized by the zoning designated MXT: Transit-oriented mixed use district. MXT is the highest density zoning classification by the Village of Wheeling and encourages retail, service and residential uses. Other mixed use zoning, like the MXC designation for “commercial-residential mixed use area” appear adjacent to the study area and are meant to be less dense than the MXT zones.

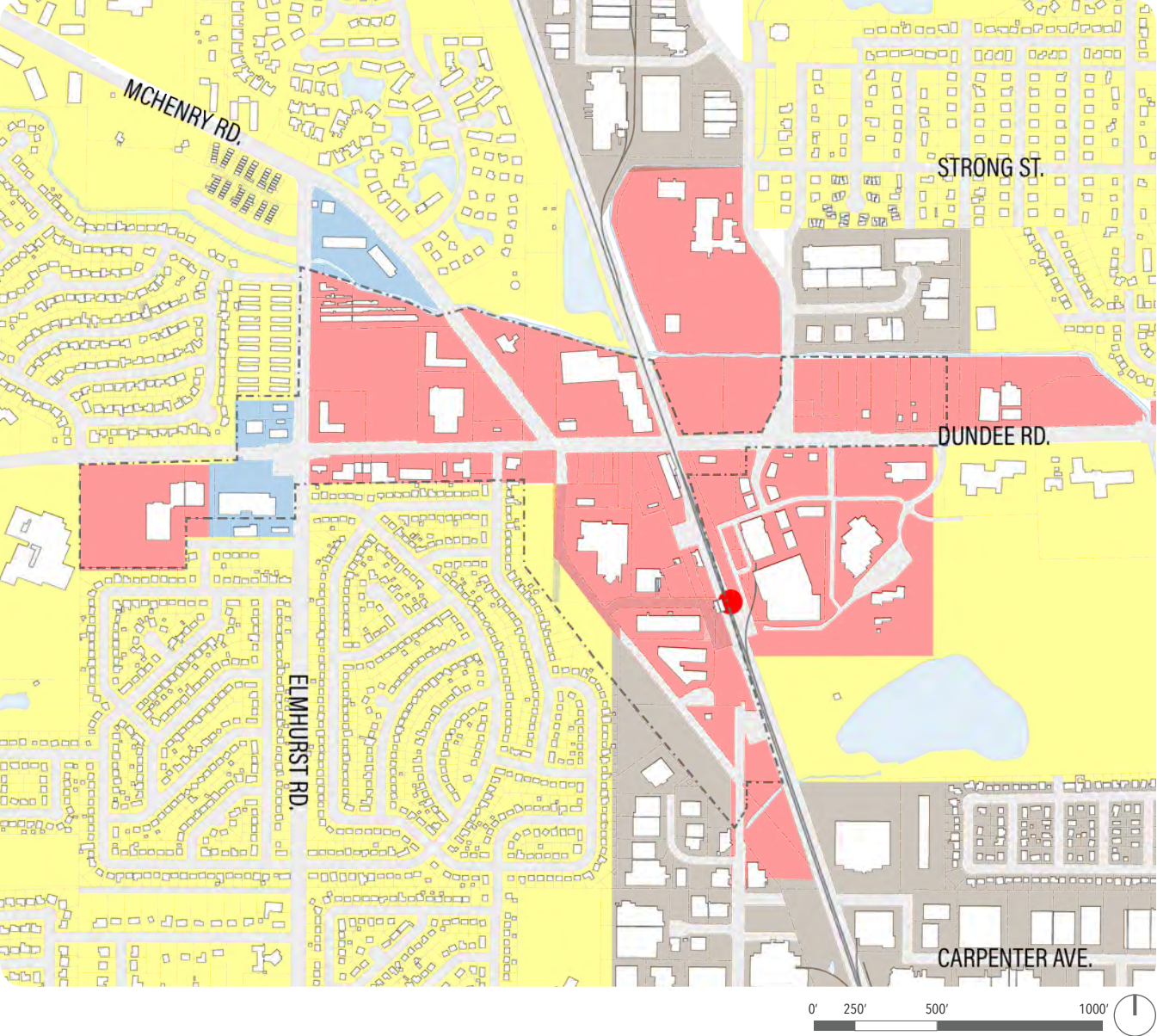
A few B-1 and B-2 zones in the study area allow for shopping centers and neighborhood commercial. Specific uses may include service oriented businesses, small and large retail tenants or offices.

ADJACENT ZONING

Adjacent to the study area lies a mixture of residential and industrial classifications. Residential zoning classifications include: R-4 which allows for multifamily units and R-1 through R-3 which designate single-family homes on a minimum lot size.

The industrial zoning classifications are I-1, I-2 and I-3 which allow for light to general industrial. I-1 might be back-of-house office and industrial free of hazardous chemicals, odors and noise. I-3 uses allow for warehouses, heavy motor vehicle lots and distribution facilities.

PERMITTED USES	MXC	MXT	MXI
RESIDENTIAL & EDUCATIONAL USES			
Multi-family	P	P	P
Home Occupations	P	P	P
COMMERCIAL, OFFICE & MEDICAL USES			
Artist Studio	P	P	P
Bank/Financial Institution (with drive-through)	P (S)	P (S)	P (S)
Ground Transportation Service, Dispatch	P	P	P
Office, General (Government)	P	P	P (S)
Retail, <20,000 SF (>20,000 SF)	P (S)	P (S)	P (S)
Secondhand Store	P	P	P
Sidewalk Sales	P	P	P
Medical Office	P	P	P
SERVICE, PARKING & UTILITIES USES			
Building Maintenance	P	P	S
Business Service	P	P	S
Dry Cleaning, no plant (with plant)	P (S)	P (S)	P (S)
Household Maintenance & Repair	P	P	S
Laundromat	P	P	P
Personal Services	P	P	P
Tool/Equipment Rental, Indoor (Outdoor)	P (S)	P (S)	P (S)
Parking Lot, Accessory Use (Principle Use)	P (S)	P (S)	P (S)
Parking Structure, Accessory (Principle)	P (S)	P (S)	P (S)
Recreation & Instruction Facility (Small)	S (P)	S (P)	S (P)
Broadcast/Recording Studio	P	P	S



EXISTING ZONING

- SHOPPING DEVELOPMENT & NEIGHBORHOOD COMMERCIAL (B-1/B-2)
- TRANSIT-ORIENTED MIXED-USE DEVELOPMENT (MXT)
- I-1/2/3 INDUSTRIAL
- SINGLE-FAMILY RESIDENTIAL (R-1/2/3) & MULTIFAMILY RESIDENTIAL (R-4)

ZONING PARCELIZATION & OWNERSHIP

PARCELIZATION

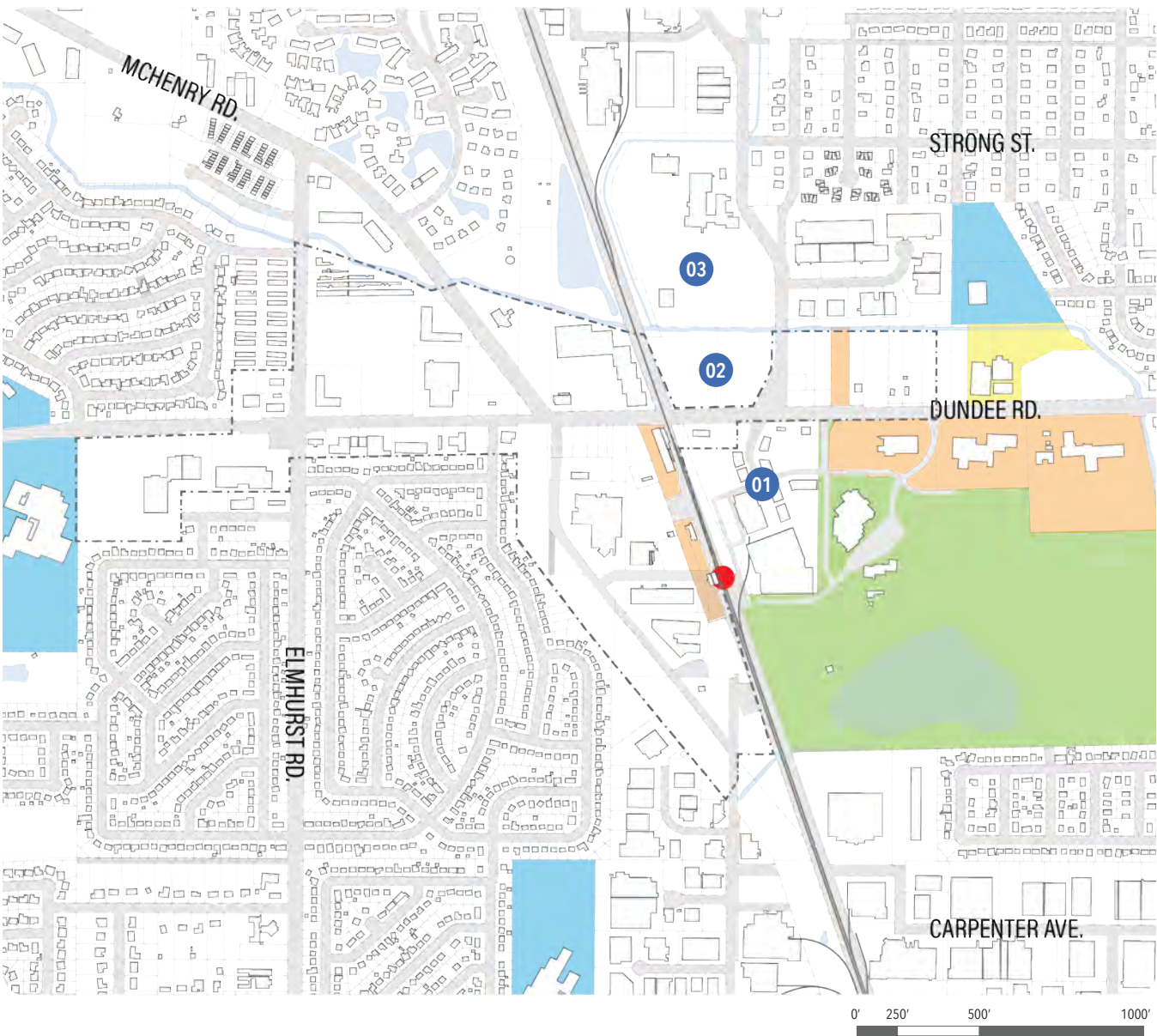
The Station Area does not contain any consistent or coherent block structure. There is little to no connectivity / intersection alignment across Dundee and no connectivity whatsoever between east and west across the train tracks. With the exception of the industrial parcels south of Dundee, between Wheeling Road and the train tracks, most parcels within the Station Area are auto-oriented commercial uses and have frontage onto Dundee Road. The Station Area is surrounded by subdivisions that developed over time with little to no inter-connectivity.

KEY PARCELS & OWNERS

Several key parcels in the study area will most likely have a major influence on the long-term development of the downtown. The industrial site(s) west of the railroad tracks appear to have the greatest potential to accommodate a future expansion of the downtown. Some sites lie vacant and represent immediate opportunities for redevelopment. Others, which are currently in use, may be willing to relocate should the plan advocate for such.

Other key properties within the study area include the 13 acre former K Mart site and the adjacent auto dealership, the strip of commercial properties directly south across Dundee Road, Dundee Commons and the property to the west (which may soon be redeveloped as horizontal mixed-use project containing townhomes and commercial buildings), Lynn Plaza, and the group of properties on the north side of Dundee Road east of Northgate Pkwy.

The 2004 Station Area Plan recommended that Village absorb 900 new dwelling units by 2030. Thanks to several new large scale residential developments surrounding the core of the Station Area, including One Wheeling Town Center, Uptown 500, and Northgate Crossing, this number has already been approved and are in the pipeline for development. The impact on the community has yet to be realized.



PUBLICLY OWNED LANDS

The Village owns several key parcels within the Station Area, a building at the corner of Dundee and the rail line, the parcel containing the Metra shelter and adjacent parking lot, and along Dundee Rd. The latter sits across from Village Hall and has been incorporated into recent development proposals. Another publicly-owned parcel, the Federal Post Office, lies just outside of the Study Area but should be taken into consideration for long-term planning of the downtown.

- COMMUNITY CONSOLIDATED SCHOOL DISTRICT 21
- PARKS DISTRICT
- VILLAGE OF WHEELING
- UNITED STATES

MARKET POSITION

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans.

026 Real Estate Trends

029 Economic & Demographic Data

030 Strategic Opportunities

03

REAL ESTATE TRENDS
MARKET FRAMEWORK

OVERVIEW

Market positioning applies market, demographic, and financial analysis with an understanding of trends to provide a context for the decisions associated with study area plans. The dramatic shifts caused by baby boomer retirement and millenials forming families require new housing types. Internet shopping has reduced the need for retail space and increased the demand for warehousing and delivery outlets.

The result is a very competitive regional market that extends beyond community boundaries into a regional market where communities and projects are changing existing development patterns. To succeed in this market, plans must devise a development strategy to carve out a market niche that incorporates both this changing market and community aspirations. The plan must also respect the study area’s development history and strengthen existing businesses.

APPROACHES FOR WHEELING

Concepts that guide Wheeling to the right market position include:

- Providing move-up housing for residents who live in Wheeling’s starter homes and apartments
- Adding missing middle housing to existing neighborhoods
- Repurposing affordable commercial space to accommodate entrepreneurs
- Building to suit the needs of identified tenants rather than building speculatively
- Increasing building and land value by connecting study area amenities such as entertainment and recreation to commercial development
- Making it easy for consumers to grab and go both goods and meals ordered online

This approach differs from conventional market analysis because it relies less on documenting existing conditions and extending historic trends to project the future. Instead, the focus is on potential user behaviors and development innovation opportunities as plan guidance.

By respecting the current conditions while understanding that planning decisions often dramatically shift future opportunities, market positioning directs market interventions that move

from immediate tactics, through lean development to climax development.

RETAIL

Retailers are changing dramatically as their customers browse and place orders online with a quick-in-store, same day pickup option. Preparing for this new shopping behavior requires changes in physical space and occupancy policies. The new possibilities include:

- Shorter leases
- Smaller stores because buying online or in stores allows better inventory management
- Services and experiences replacing stores and restaurants in empty space
- Grab-and-go food options, increasing restaurant sales (GrubHub, Door Dash, UberEats)

TYPE	LOCAL EXAMPLES	ANNUAL MUNICIPAL SALES TAX REVENUE
FITNESS	OrangeTheory, Anytime Fitness	Minimal
FOOD: GROCERY	Buffalo Grove Woodman’s, Aldi Vernon Hills	\$150,000+
FOOD: RESTAURANT	Independent	\$5,000 - \$15,000
	Quick Service with drive thru	\$20,000 - \$90,000
FUN	Urban Air, Top Golf	Minimal without restaurant
FASHION	Discount cluster	\$20,000+ per business
FURNITURE	Low Price	\$50,000+

Table 3-1

REAL ESTATE TRENDS
MARKET FRAMEWORK

RESIDENTIAL

Apartments are the dominate new development in the study area market. Although 900 apartments recently were completed or are under construction, single-family homes remain the most common residential type in the nearby market. In the future, there could be an opportunity to add well managed accessory dwelling units that bring employees closer to town center jobs and allow seniors to age in place by adding rental income . Alternatively, smaller sites already surrounded by residential could offer the rowhomes and townhomes that attract today’s young families.

- Emergence of permanent renters by choice
- Mismatch between equity products construction costs and entry level price points for equity housing
- Multi-generational living/proximity
- Affordability crisis

INDUSTRIAL

E-commerce has completely changed industrial logistics and warehouse design. Changes include:

- Industrial parks’ manufacturing replaced by logistics with more traffic

SUBMARKET	RENTABLE BUILDING AREA (SQ. FT.)	AVAILABILITY RATE (%)	VACANCY RATE (%)	USER SALES (SQ. FT.)	LEASING ACTIVITY	NET ABSORPTION YTD (SQ. FT.)	UNDER CONSTRU- TION (SQ. FT.)	AV. NET ASKING LEASE RANGE (\$/SQ. FT./YR)
NE COOK COUNTY (3)	61,971,498	4.8	2.6	467,565	761,645	-298,090	0	4.00 to 7.25
NE COOK COUNTY (4)	30,965,689	4.0	2.8	319,549	1,073,662	483,320	112,505	4.90 to 5.20
CHICAGO METRO AREA SUBTOTAL	1,170,241,970	5.3	3.5	12,068,115	26,032,532	15,287,281	11,432,666	5.01

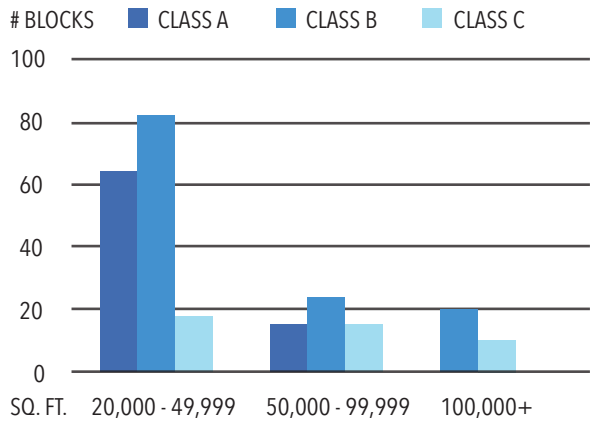
Table 3-2

REAL ESTATE TRENDS
MARKET FRAMEWORK

OFFICE

For 10 years, there has been little new Chicago suburban office built, as companies moved to the Loop in search of young technology savvy employees and the space needed per employee declined due to open offices and telecommuting. As the table illustrates, there currently is no office space under construction in Wheeling's competitive markets. Office development is a weak opportunity that will be driven by special considerations such as a company owner wanting to locate closer to home or to be near a distribution or manufacturing business.

- New normal is 100 square feet per employee
- Tech requirements not affordably accommodated in aging buildings can lead to new construction
- Co-working and telecommuting supporting local amenities



SUBMARKET	RENTABLE BUILDING AREA (SQ. FT.)	DIRECT VACANT (SQ. FT.)	DIRECT VACANCY RATE (%)	SUBLEASE VACANCY RATE (%)	TOTAL VACANCY RATE (%)	Q3 2018 NET ABSORPTION (SQ. FT.)	2018 NET ABSORPTION (SQ. FT.)	GROSS ASKING LEASE RATES (\$/SQ. FT./YR)
NORTHWEST SUBURBS	26,827,473	5,887,768	21.9	0.5	22.5	112,750	133,842	22.15
CLASS A	12,012,378	2,469,628	20.6	0.5	21.1	17,426	(247,585)	26.67
CLASS B	8,062,981	1,746,135	21.7	0.7	22.3	29,941	168,166	20.88
CLASS C	6,752,144	1,672,005	24.8	0.4	25.1	67,383	213,261	16.29
TOTAL SUBURBAN	102,909,660	18,289,267	17.8	1.0	18.8	42,403	404,141	23.29
CLASS A	39,323,068	5,582,310	14.2	1.2	15.4	(37,285)	(37,237)	28.45
CLASS B	40,824,915	8,334,738	20.4	1.2	21.6	(58,850)	84,266	22.38
CLASS C	22,761,677	4,372,219	19.2	0.5	19.7	138,538	357,112	17.19

Table 3-3 Chicago Suburban Office Statistics
*Total vacancy rate may not add up due to rounding.
Source: CBRE Research, Q3 2018.



REAL ESTATE TRENDS
CURRENT WHEELING MARKET OPPORTUNITIES

	WHEELING TOWN CENTER TODAY	WHEELING TOWN CENTER + 900 UNITS	PARK RIDGE	ARLINGTON HEIGHTS	PALATINE	MOUNT PROSPECT
POPULATION	2,460	3,810	4,843	5,702	4,534	4,688
JOBS	1,205	1,205	6,013	3,615	4,288	2,121
COMBINED	3,665	5,015	10,856	9,317	8,822	6,809
PLANNING GUIDANCE						
ADDITIONAL UNITS	-	-	329	484	689	585
ADDITIONAL JOBS	-	-	1,225	3,083	4,808	916

Table 3-4 Northwest Chicagoland suburban TOD comparisons

COMPARISON TO NEARBY SUBURBS THAT ARE CREATING MORE PEDESTRIAN ORIENTED TOD AREAS REVEALS THAT, EVEN AFTER ABSORBING APPROVED DEVELOPMENT, WHEELING WITH STILL HAVE FEWER RESIDENTS AND DAYTIME CUSTOMERS.

The study area is a diverse collection of land uses that developed in a regional economy much different from today's ecommerce and logistics dominated environment. With three projects that include nearly 900 new apartments and XX square feet of commercial, completed or under construction, the combined Wheeling TOD development is the largest mixed-use project in the Northwest suburbs. Although flexibility is vital in this economy, which is being transformed by business and life style changes, there are opportunities to guide new uses in a manner that enhances the region and supports the success of the emerging projects.

As this study advances, it will examine uses on specific parcels to create a collective vision for use transitions. Issues that impact the transition include:

- Retail
 - Today's tough market means a single site will host multiple businesses over its economic life.
 - Temporary and event retailing is frequently bridging the transition to a new market
- Table 3.2 lists today's expanding retailers

- Industrial
 - Low rents only support low construction and site costs
 - Regional competition makes it is difficult to keep tenants
 - Odd or 24-hour operations can impact adjacent residential
- Office
 - Preserving "authentic, vintage" space is very desirable for young businesses
 - Under 50,000 square feet new buildings are unlikely
 - New development requires large sites and visibility
 - Adding "Gathering Space" is desired in office clusters as well as for community use
 - The Town Center Project and park are significant amenities that could be a catalyst
- Residential
 - Even with full absorption of approved projects, Wheeling's ½ mile pedestrian market will fall short of the urban pedestrian density experienced in

STRATEGIC OPPORTUNITIES

LARGE REGIONAL MARKET

- 30-Minute Drive Time
 - Population: 1.4 million
 - Jobs: 1.1 million
- Community
 - Population: 38,000
 - Jobs: 20,500
- ½ Mile Pedestrian
 - Population: 2,460
 - Jobs: 1,205
 - Pedestrian market is weak even with full absorption of approved projects
 - Truly pedestrian, urban density is 10,000 residents per square mile

Nearby suburbs that offer pedestrian amenities exceed planning area approved density

APARTMENT COMPLEX RESIDENTIAL

- per-square-foot rents
- unit and building features and amenities
- parking ratios
- nature of tenancy
- Unit target by type

RESTAURANT

- Types
 - Quick Serve (McDonalds)
 - Fast Casual (Panera)
 - Casual Dining (Buffalo Wild Wings)
 - Fine Dining (Wildfire)
 - Unit sizes and building features
 - Sales and sales tax
 - Unit target by type

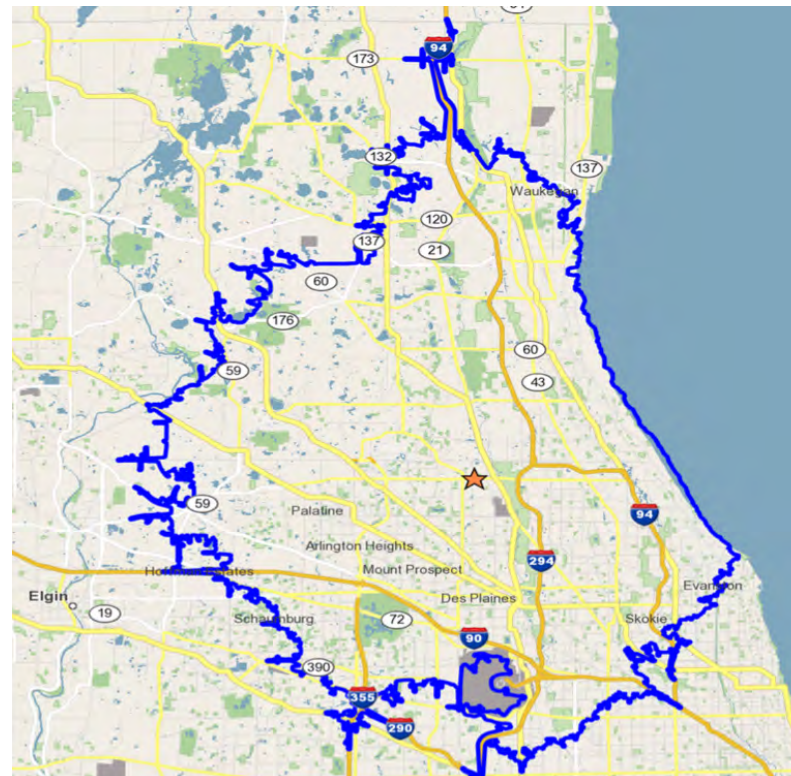
RETAIL

- Types
 - Unit sizes and building features
 - Sales and sales tax
 - Unit target by type
- Office
 - Types
 - Unit sizes and building features
 - Unit target by type
- Service uses
 - Types
 - Unit sizes and building features
 - Sales and sales tax

- Unit target by type
- Industrial/Manufacturing
 - Types
 - Unit sizes and building features
 - Unit target by type

CONCEPT FINANCIAL PROJECTIONS

- Investment
- Return
- TIF Revenue
- Gap



"GRAB AND GO" INCREASINGLY DRIVES SALES

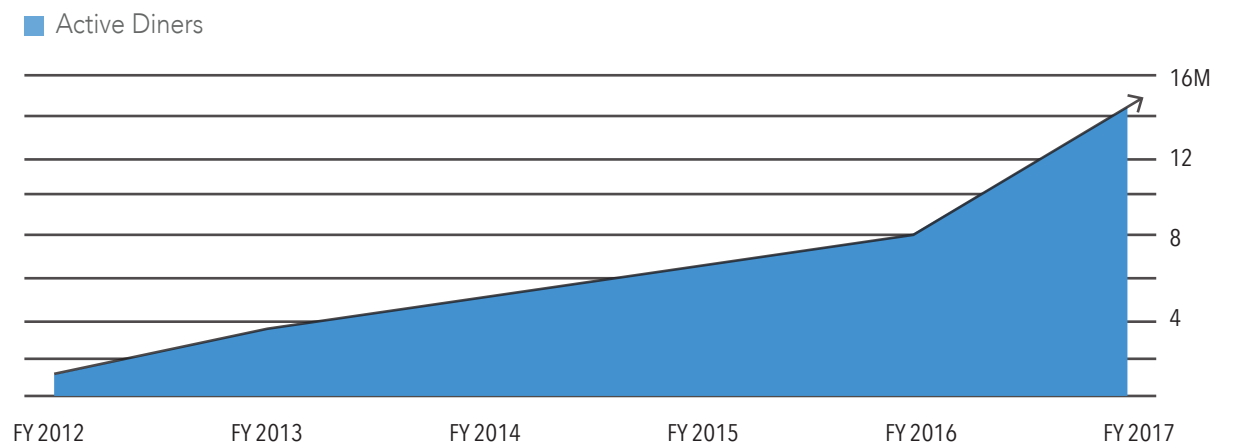
Internet purchasing on mobile devices, primarily cell phones, has transformed how consumers shop and purchase both goods and fully prepared food. With mobile apps and other tech tools providing easier access to food and merchandise than ever before—and with speed and convenience driving the purchase decision—operators are necessarily finding ways to accommodate consumer demand for food outside the restaurant and quick purchase delivery. The term BOPIS (Buy Online Pickup In Store) has emerged to describe the preferred delivery method for merchandise because it avoids shipping charges and provides quick delivery. For off premise dining, pickup and operator delivery are increasingly replaced by third party delivery options such as GrubHub, Door Dash and UberEats. The below graph shows 2017's rapid growth in GrubHub customers.

Both BOPIS and third-party delivery options require a version of curbside pickup, long a mainstay among casual-dining chains, in what has been referred to as a “park-thru.” Although traditional drive thrus are also import to restaurant sales today, their future is less certain as the use of ordering apps may end the need for speaker boxes and payment windows. Good site planning will provide drive thru lane because they currently increase sales but consider future reuse of those drive thru lanes as technology advances. Sites planning will also consider smaller stores and restaurants because fewer customers enter buildings while it provides additional space for “park thru.”



IT'S WHAT'S FOR DINNER

Grubhub has seen explosive growth in “active” diners,” the number of unique diner accounts from which an order has been placed in the past year.



STRATEGIES AND TOOLS

The challenges facing the Station Area call for a particular set of planning strategies. This section highlights several key recommendations.

- 040 Key Recommendations
- 042 Form Based Codes
- 045 Missing Middle Housing
- 048 Sprawl Repair Toolkit
- 050 Mobility & Connectivity

04

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

1. ADOPT A FORM BASED CODE TO REGULATE & PROVIDE GUIDANCE TO FUTURE DEVELOPMENTS

Wheeling’s 2004 Plan envisioned the area around the Metra Station as a transit oriented development (TOD). In addition to increased density, TODs tend to accommodate (and promote) walk-ability through the design of pedestrian-friendly streets and building frontages. However, the majority of developments within the Station Area since then have been designed in a more conventional auto-oriented manner. Dundee Road is dominated by surface parking lots and drive-thrus, with buildings set back far from the sidewalk.

The increased population contributed by the new multi-family residential projects and the additional “diverse uses” (businesses and destinations) within walking distance of the station are positive additions in terms of creating a viable TOD. But they also represent missed opportunities to shape a truly walkable urban district. This trend can be reversed incrementally over time through the adoption of a “form based code,” which would regulate developments more precisely to provide a more unified, predictable, and pedestrian-friendly streetscape..

2. COORDINATE CROSS ACCESS EASEMENTS TO CONSOLIDATE CURB CUTS & ALLEVIATE TRAFFIC CONGESTION

The development pattern within the Study Area is that of auto-oriented sprawl. Buildings are, with few exceptions, set back from the street behind unscreened surface parking lots. Each parcel tends to have its own curb cut access to Dundee Road. As a result, the sidewalk is littered with “conflict” zones where it is interrupted by curb cuts. This condition can be alleviated by creating cross-access easements that allow curb cuts to be consolidated while respecting existing property lines or by assembling parcels into larger develop-able sites with more optimal circulation.

Planning for a changing future in regards to off-street parking, drive thru service, and vehicle ownership is a critical component of this study and will be addressed in subsequent sections of the document.

STRATEGIES AND TOOLS KEY RECOMMENDATIONS

3. PARTICIPATE IN THE ASSEMBLY OF PARCELS TO CREATE HIGHER QUALITY DEVELOPMENT SITES

In the absence of dedicated service alleys or cross-access easements, developments are often constrained by the need to for direct curb-cut access to the street onto which they front. In the case of Dundee within the Station Area, access is typically limited to right-turn movements, which can compromise the viability of businesses.

Assembling smaller parcels into larger sites can create the opportunity development plans of a higher quality. Larger sites tend to afford more rational circulation flows, efficient parking layouts and, directly related to parking, increased density.

The Station Area contains several sub-areas where parcel assembly would fundamentally change what is possible in terms of developing TOD-supportive projects.

4. ADD POPULATION TO THE STATION AREA TO INCREASE THE VIABILITY OF TRANSIT AND WALKABLE BUSINESSES

Despite current limitations on train service, Wheeling’s Metra station is a relatively rare and valuable asset. Other Chicagoland suburbs that have capitalized on their Metra stations to create thriving TODs offer valuable lessons. The Village should continue to encourage higher density developments in order to increase the population of transit riders. Table 3-2 in the Market Analysis section of this report demonstrates that the current population (including approved but not-yet-built projects) is still several thousand short of neighboring examples with strong TODs.

However, leveraging the asset is a challenge under current service conditions (which may be even further limited in the short to medium term) due to what can be described as a Catch-22 conundrum: until ridership increases it is hard to justify increased service; but until service increases it is hard to justify true TOD development. In any case, in the long term, the presence of the regional passenger rail service will inevitably prove to be a valuable asset and should be embraced and supported by future planning policy.

STRATEGIES AND TOOLS FORM BASED CODES

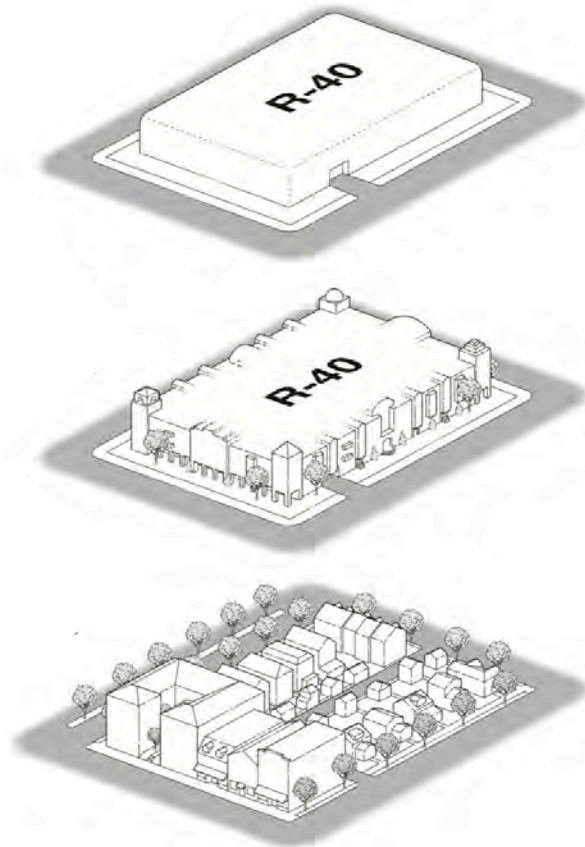
FORM OVER USE

Conventional zoning has traditionally focused on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., FAR, dwellings per acre, height limits, setbacks, parking ratios).

A form-based code, on the other hand, is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

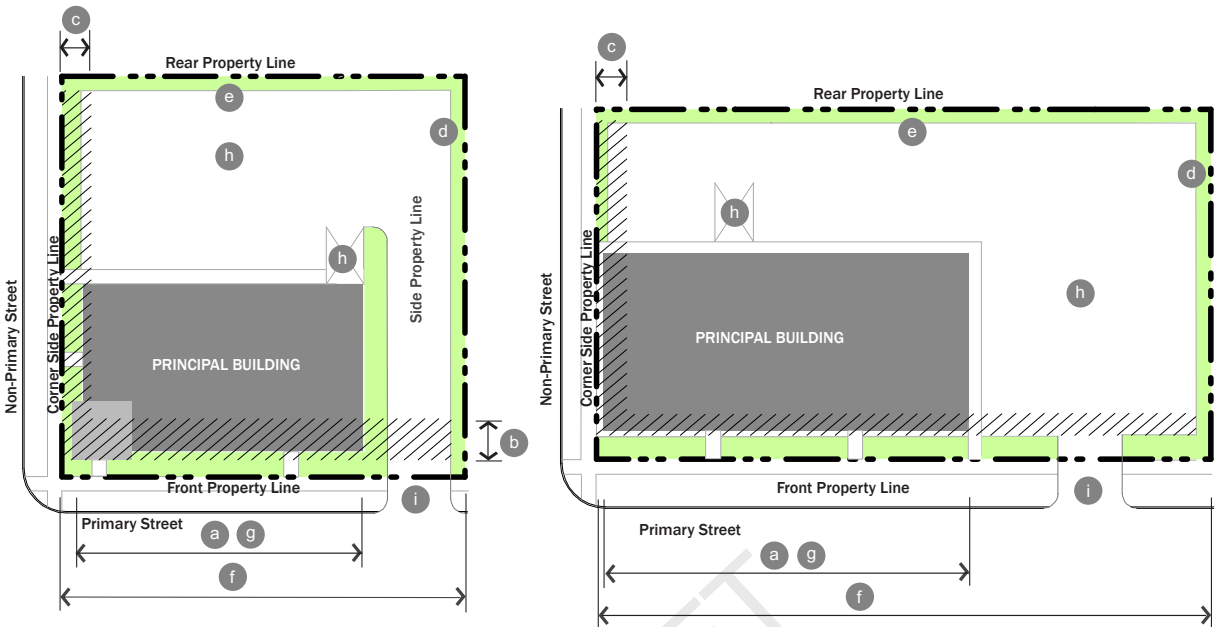
Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

This approach contrasts with conventional zoning’s focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form.



(Top) Form versus use in designing buildings; (Bottom) Specific zoning by parcels instead of general zoning for large areas; (Opposite page) Sample form based code.

STRATEGIES AND TOOLS FORM BASED CODES



Typical Site Plan.
Figure 10-21-4D (1): Building Siting.

Site Plan with side parking (S 3 and S 4 only).
Figure 10-21-4D (2): Building Siting.

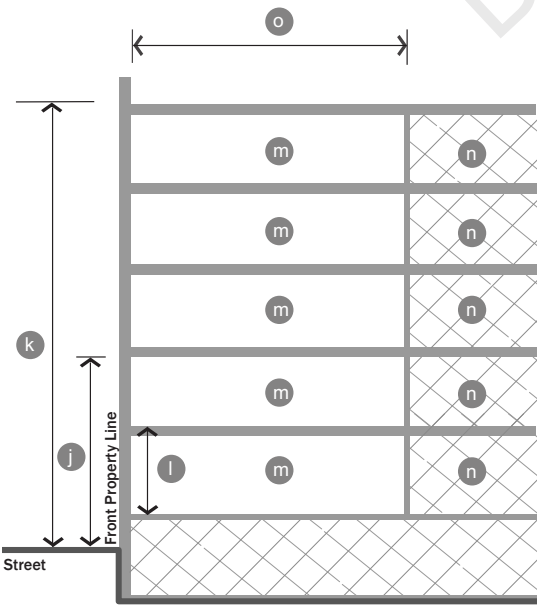


Figure 10-21-4D (3): Height & Use Requirements.

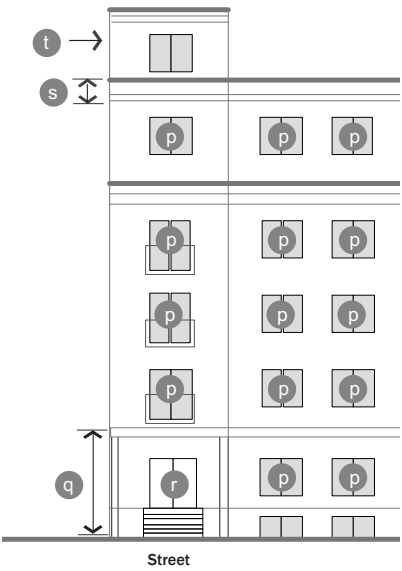
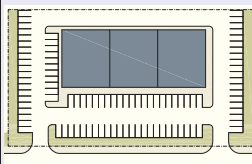
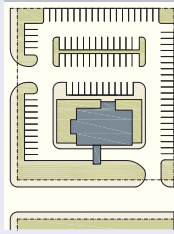
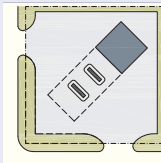


Figure 10-21-4D (4): Street Facade Requirements.

STRATEGIES AND TOOLS SPRAWL REPAIR TOOLKIT

BUILDINGS

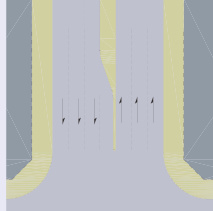
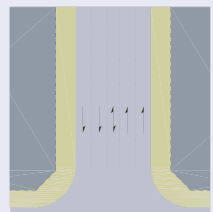
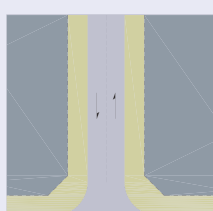
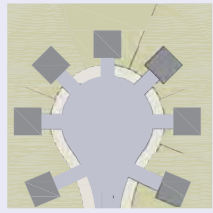
The Sprawl Repair Toolkit offers solutions for small buildings on large lots. Additional buildings can improve the street network and provide opportunities for new types of commercial and residential spaces.

SPRAWL BUILDING TYPES		TECHNIQUES	REPAIRED BUILDING TYPES	
STRIP CENTER		- Convert the strip center into a recycling center - Convert the building into Offices with incubator businesses in the front	T4 T5	T4 T5
			RECYCLING CENTER	LINERS
DRIVE-THRU		- Add liners in front of building to create a main street - Keep drive-thru - Replace buildings with perimeter block	T4 T5	T5 T6
			LINERS / MAIN STREET	NEIGHBORHOOD STORES
GAS STATION		- Keep gas station and pumps and build a corner store at the intersection - Eliminate gas station; keep the pumps and increase them, plus build a corner store on both sides of intersection	T4	T4 T5
			CORNER STORE	CORNER STORES

STREETS

The Sprawl Repair Toolkit offers solutions for roadways which are often oversized for the amount of traffic they receive. Communities should reevaluate their major roadways often to make sure they still

require as many lanes as they provide. Dundee Road is considered an “arterial” which may be reconstructed to allow for better though traffic and higher amounts of landscape.

ARTERIAL		- Reduce Curb Radii - Reduce lane widths - Introduce Access Lanes - Introduce parallel parking - Introduce medians - Introduce transit - Introduce separated bikeways - Assemble Public Frontages according to T-zones	T4 T5 T6	T5 T6
			BOULEVARD	AVENUE
COLLECTOR		- Reduce number of lanes - Reduce Curb Radii - Reduce lane width - Introduce parallel or diagonal parking - Introduce medians - Assemble Public Frontages according to T-zones	T4 T5	T5 T6
			AVENUE	COMMERCIAL STREET
LOCAL		- Reduce Curb Radii - Reduce lane widths - Introduce parallel parking - Eliminate turning lane - Assemble Public Frontages according to T-zones	T3 T4	T5
			ROAD / STREET	STREET
CUL-DE-SAC		- Introduce a green Civic Space - Introduce pedestrian and bicycle Paths - Introduce new Thoroughfare connections where possible - Assemble Public Frontages according to T-zones	T3	T3 T4
			CLOSE	ROAD / STREET

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MOBILITY RECOMMENDATIONS

Mobility recommendations for the Wheeling Station Area focus on creating opportunities to improve accessibility via nonmotorized trips, through establishing viable pedestrian connections along, across, and parallel to Dundee Road.

The first means of accomplishing this is through integrating a series of internal roadways along Dundee Road, as seen in the map to the right. Creating a local roadway network supplements local travel in the TOD area while increasing connections to residential areas and commercial/retail services.

Another important recommendation is the addition of a bike trail from Elmhurst Road to Heritage Park along the existing drainage ditch. This will create a non-motorized connection to the Heritage Park and the surrounding neighborhood.

To encourage pedestrian activity on the current and proposed roadways surrounding the Wheeling Metra station, **two pedestrian islands are proposed** along Dundee Road: the first (1) is located just west of the railroad tracks to allow pedestrians to cross Dundee Road in proximity to the Metra station, and the second (2) is located where Buffalo Creek crosses Dundee just east of St. Joseph Church, to align with the poposed creek-side trail.

PARKING RECOMMENDATIONS

Parking recommendations focus on creating policies and regulations that reduce the parking footprint surrounding the Metra station. This includes the adoption of a TOD overlay to reduce or eliminate parking minimum requirements surrounding the Metra station; establishing shared parking variances that encourage shared parking agreements with adjacent property owners; and introducing on-street parking on local roadways overnight.

CROSSWALKSS + PEDESTRIAN ISLANDS

Pedestrian refuge islands are short segments of median used at pedestrian crossings for pedestrian refuge. Medians or pedestrian refuge islands are designated places in the middle of the street for pedestrians who cross a street midblock or at intersections.

- Enhances crossing safety by allowing pedestrians to deal with only one direction of traffic at a time.
- Reduces pedestrian crossing distance, aids in decreasing vehicle speeds, and raises greater attention of drivers to the existence of a pedestrian crossing.
- Calms traffic, especially left turns and through movements, by narrowing roadway at intersection.
- This kind of facility has been demonstrated to decrease the percentage of pedestrian crashes and casualties by 57–82 percent in the U.S. (FHWA Safety 2013).

MOBILITY & CONNECTIVITY RECOMMENDATIONS

PEDESTRIAN ISLAND AT RAIL CROSSING

An example of the pedestrian island recommended for the location just west of the rail crossing at Dundee exists on another IDOT road just north of Wheeling, at Milwaukee Avenue in Libertyville.



NCS rail crossing with pedestrian island at Milwaukee Ave. Libertyville,

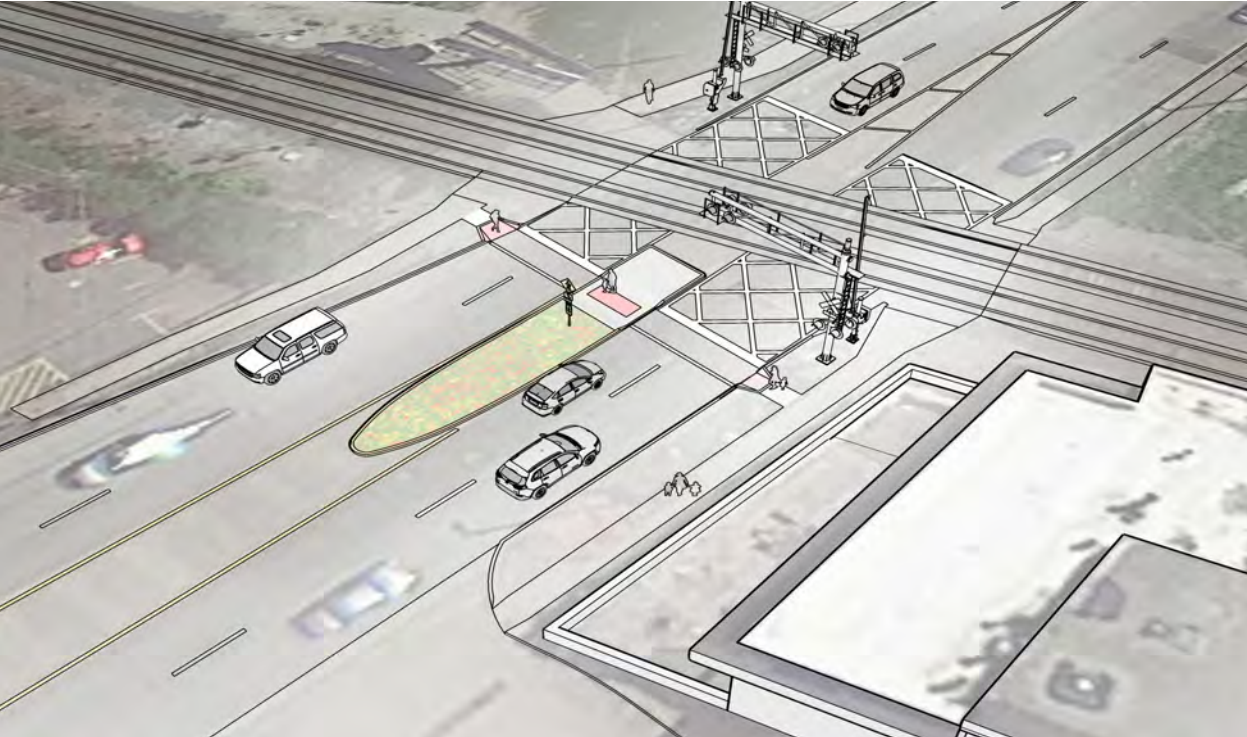
MOBILITY & CONNECTIVITY RECOMMENDATIONS



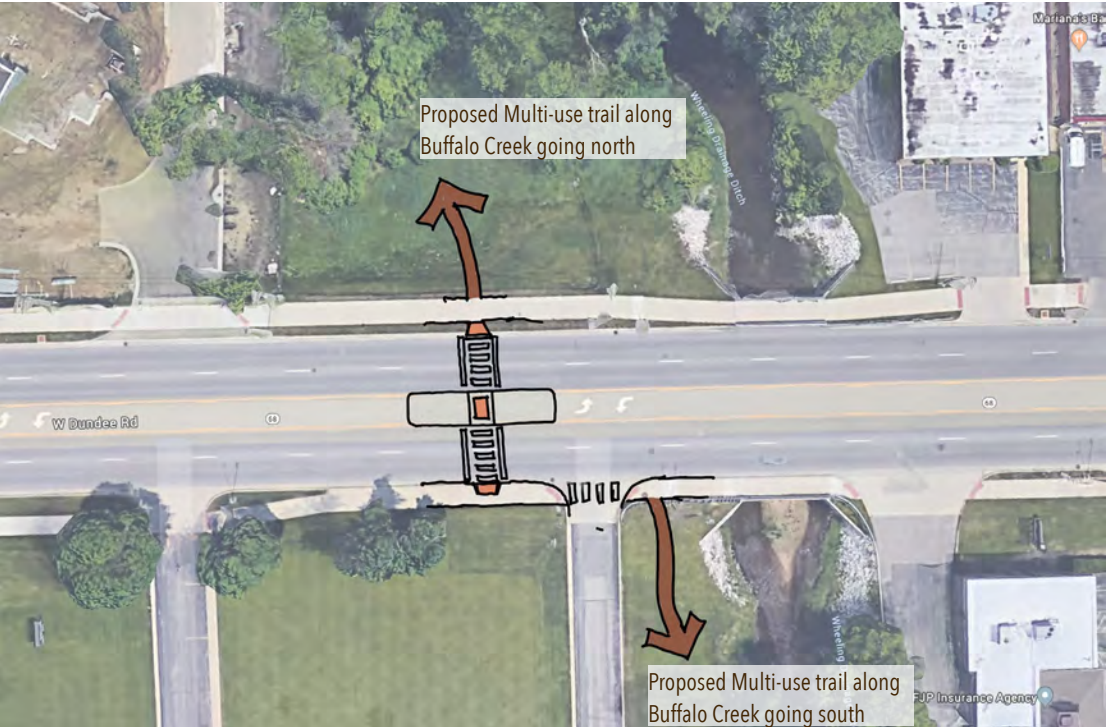
NEW (RECOMMENDED) CONNECTIONS

- WALKABLE ZONES
- MIXED ZONES
- AUTO DOMINATED ZONES
- PEDESTRIAN CONNECTIONS
- NEW ROADS
- EXISTING BIKE TRAILS
- NEW BIKE TRAILS
- NEW PEDESTRIAN CROSSING

MOBILITY & CONNECTIVITY RECOMMENDATIONS



Proposed pedestrian crossing + island at Dundee Rd and rail crossing (Location "A")



Proposed pedestrian crossing + island at Dundee Rd east of St. Joseph Church (Location "B")

MOBILITY & CONNECTIVITY
RECOMMENDATIONS

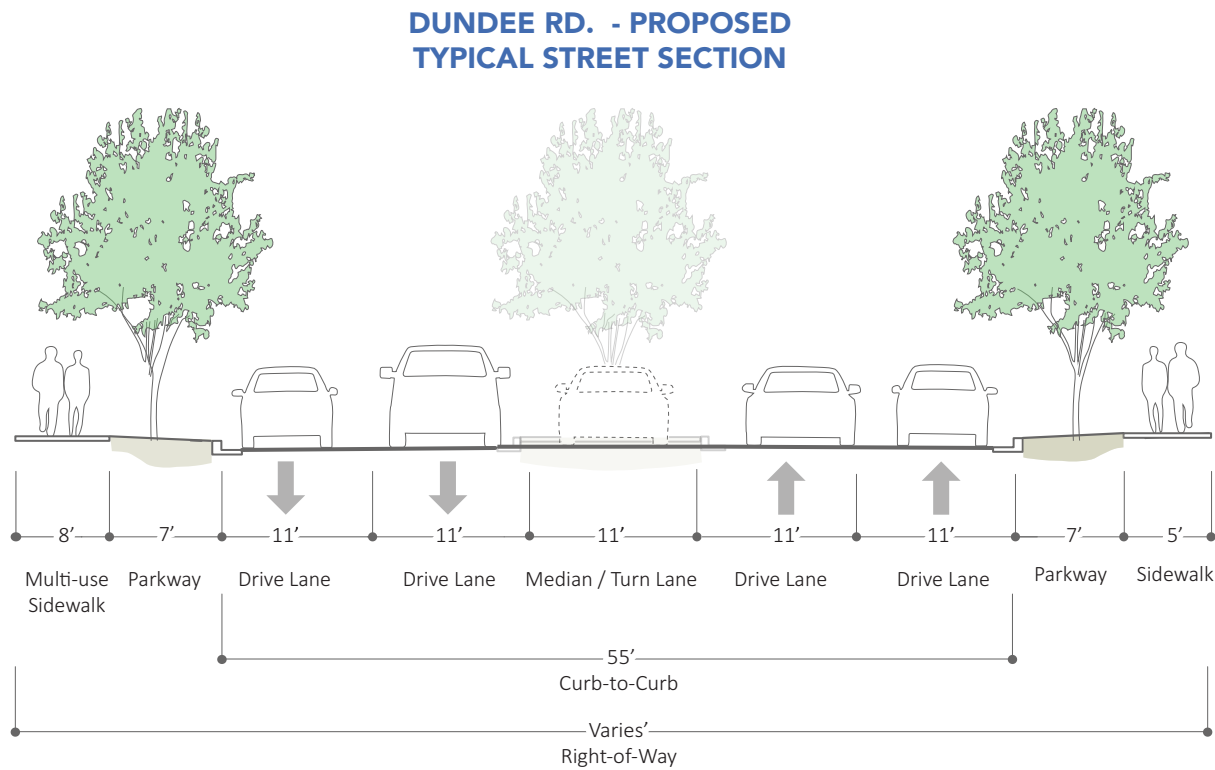
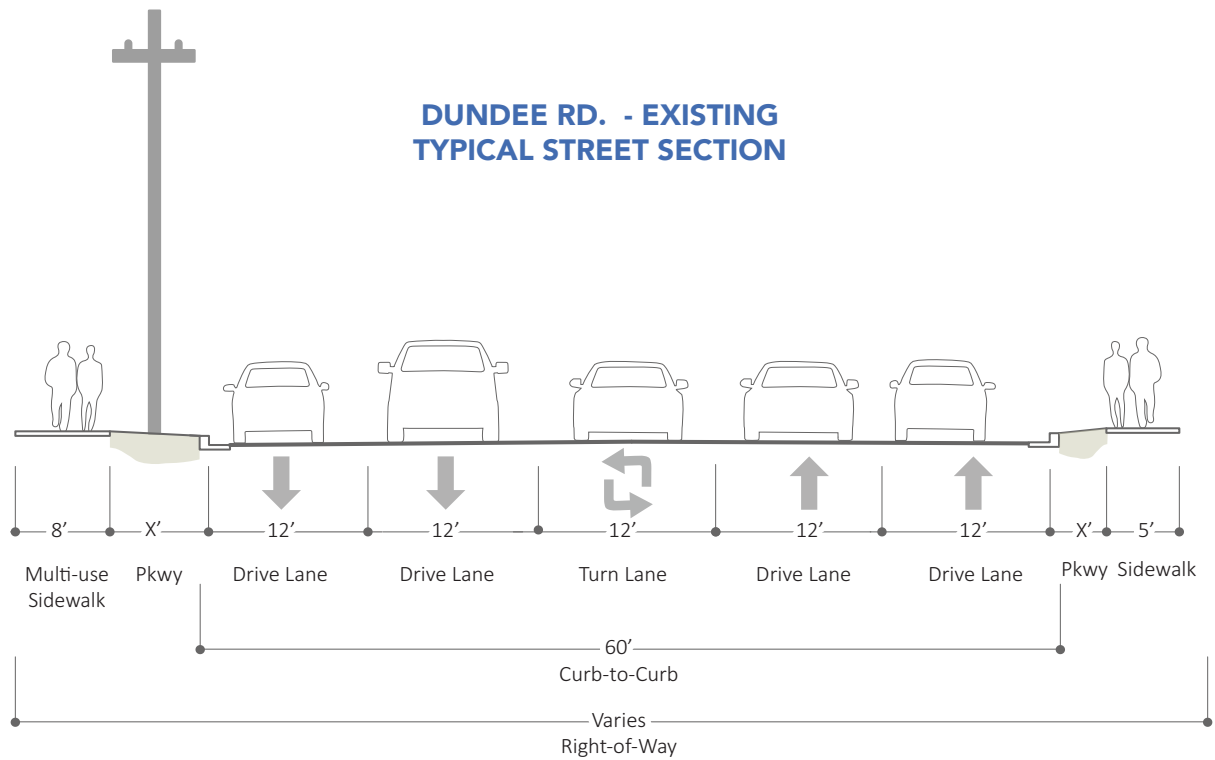


Existing condition - Dundee Rd. at Wheeling Town Center, looking east

STREETSCAPE

Infrastructure improvements to Dundee Road such as burying overhead utilities and moving curb lines as required to accomodate parkways with street trees are costly, but should be part of a long-term vision for the Wheeling Station Area to make it a more inviting pedestrian environment. The street sections on the following page illustrate the current verses proposed typical conditions.

MOBILITY & CONNECTIVITY
RECOMMENDATIONS





3 PLANNING SCENARIOS

Conceptual planning scenarios are organized around three basic additive levels of development support which the Village of Wheeling could provide:

1. Regulate

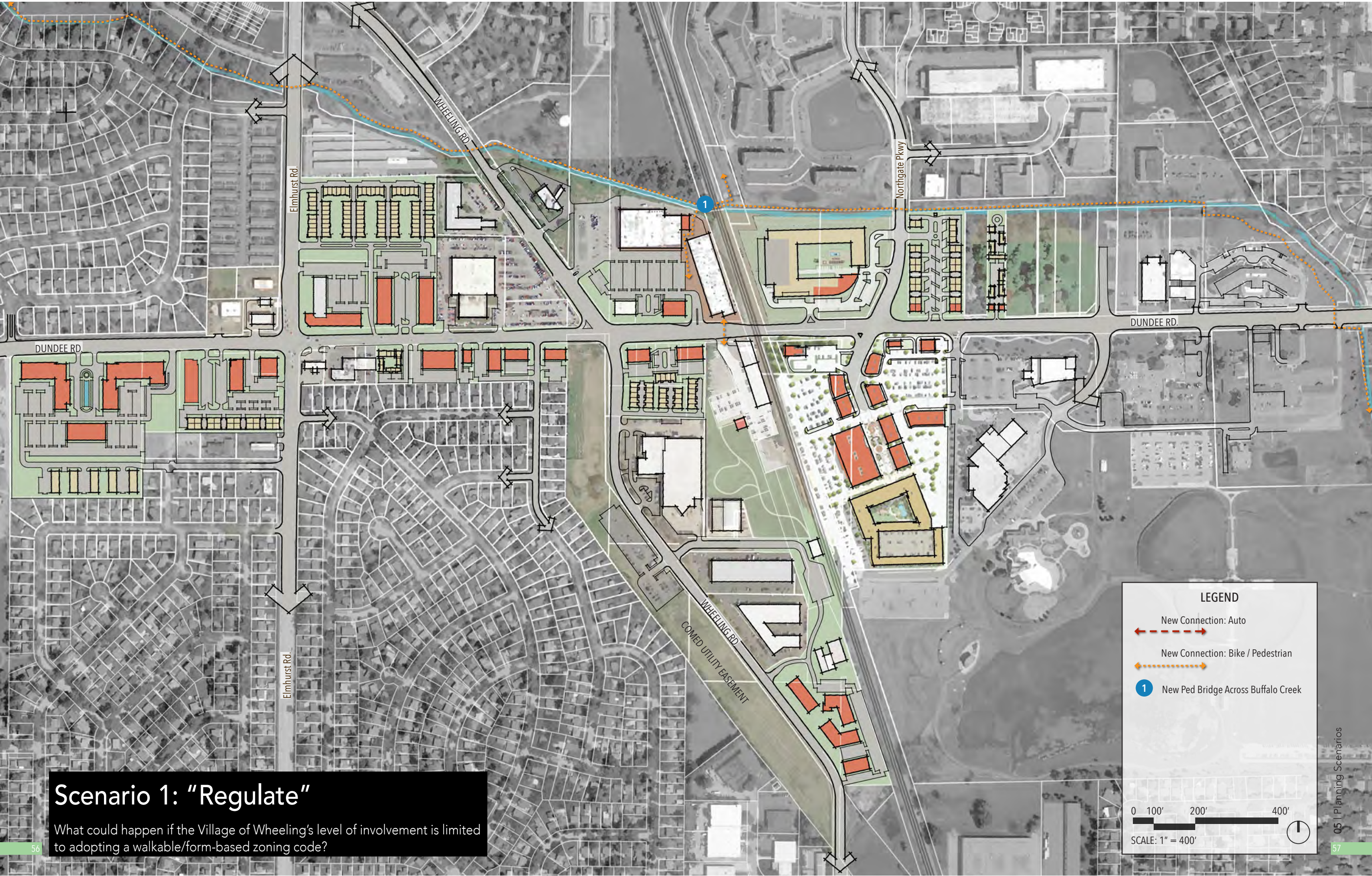
What is likely to happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?

2. Coordinate

What is likely to happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?

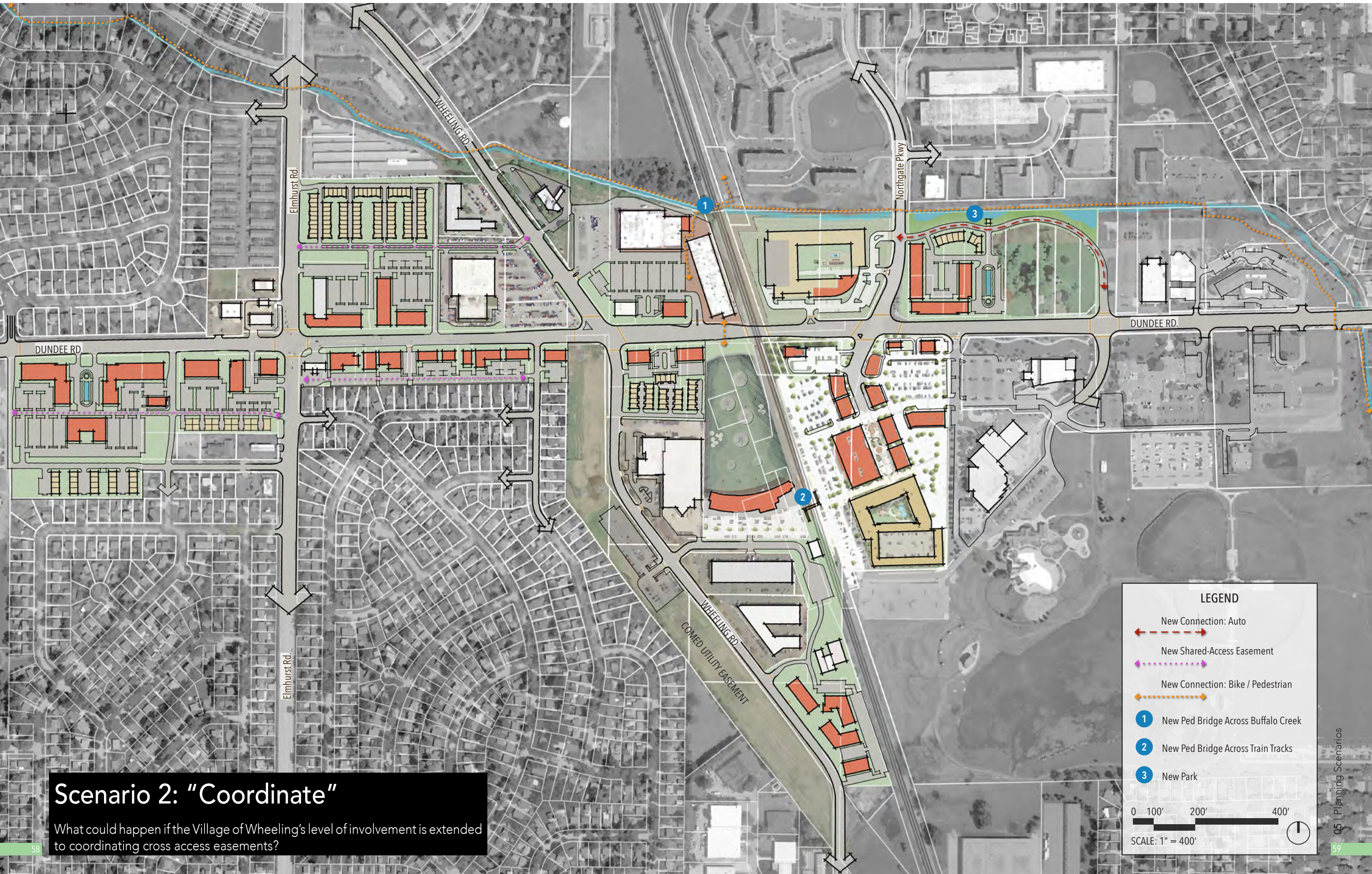
3. Participate

What is likely to happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code, facilitates the assembly of parcels into larger development sites?



Scenario 1: "Regulate"

What could happen if the Village of Wheeling's level of involvement is limited to adopting a walkable/form-based zoning code?



Scenario 2: "Coordinate"

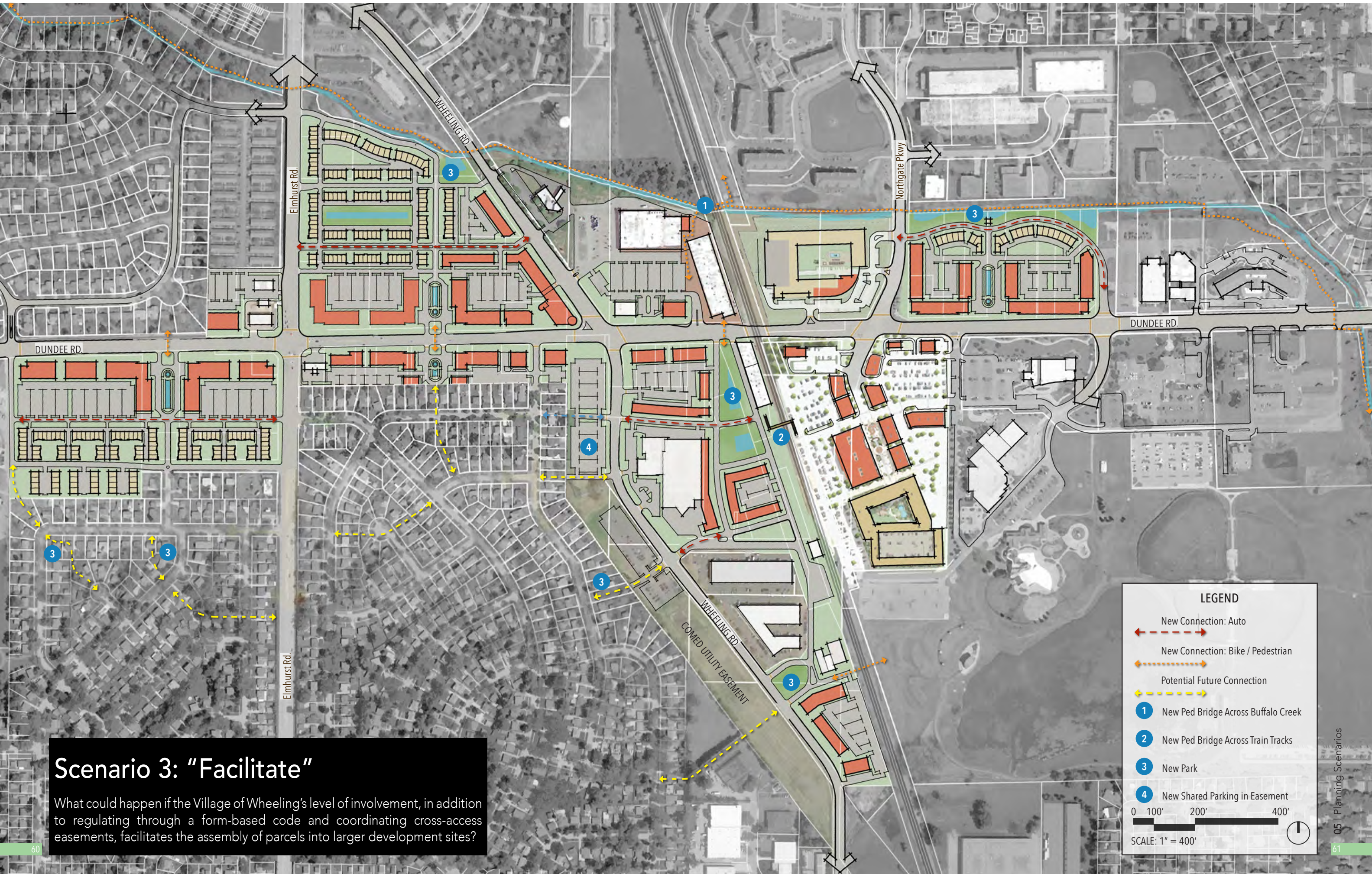
What could happen if the Village of Wheeling's level of involvement is extended to coordinating cross access easements?

LEGEND

New Connection: Auto
New Shared-Access Easement
New Connection: Bike / Pedestrian

1 New Ped Bridge Across Buffalo Creek
2 New Ped Bridge Across Train Tracks
3 New Park

0 100' 200' 400'
SCALE: 1" = 400'



Scenario 3: "Facilitate"

What could happen if the Village of Wheeling's level of involvement, in addition to regulating through a form-based code and coordinating cross-access easements, facilitates the assembly of parcels into larger development sites?

LEGEND

New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1 New Ped Bridge Across Buffalo Creek

2 New Ped Bridge Across Train Tracks

3 New Park

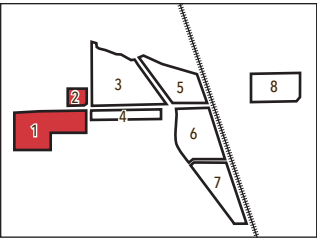
4 New Shared Parking in Easement

0 100' 200' 400'

SCALE: 1" = 400'

STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



At the time of this report the majority of the parcels within Sub-Area 1 were under common site control and plans had already been submitted for site plan approval for a horizontal mixed-use development. The plans submitted essentially follow a conventional auto-oriented development pattern, where buildings are set back from the street behind surface parking lots; this site plan would most likely be prohibited by by even a forgiving set of form based code regulations. This sketch demonstrates how, working within the same development footprint and without creating any additional access easements, a more pedestrian-friendly design could be achieved. The gas station at the corner of Sub-Area 2 will likely prove resistant to redevelopment due to the need for environmental remediation. (See Scale Comparisons #1 and #2)

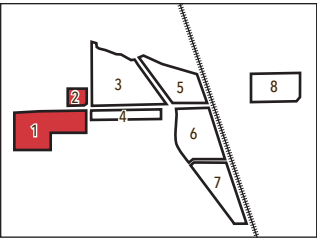


SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



Building upon the conceptual site plan layout shown under the “Regulate” strategy, the vehicular circulation could be improved through the creation of a shared access easement running parallel to Dundee Road. Like the previous plan, this sketch demonstrates how buildings could be sited close to the sidewalk with the majority of parking relocated to the rear of the site. As is the case at Lake Forest Market Square and other examples, limited “teaser parking” can be provided in a form that is more akin to an urban plaza than a field of surface parking. (See Scale Comparisons #1 and #2)

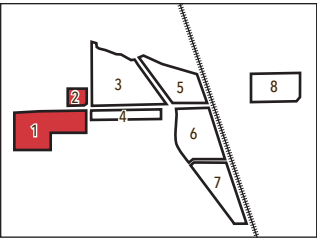


SUB-AREA 1 & 2
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



Assembling all of the parcels in Sub-Area 1 into a single development would provide further opportunities for improvements to connectivity. This sketch demonstrates how a strong north-south connection could be created across Dundee Road by aligning a two plaza spaces. This new urban axis could connect to the existing neighborhood street to the north and terminate in a new park space within the neighborhood to the south. (See Scale Comparisons #3)



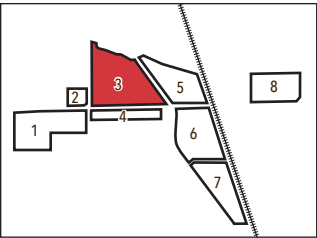
SUB-AREA 1 & 2

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



Sub-area 3, the site of the former Kmart, is the largest and likely the most immediate development opportunity within the Station Area. At the time of this report there appear to be plans for redevelopment, after many years of sitting vacant. This sketch shows how the northern portion of the site could accommodate a large residential development (typical tuck-under townhouse development model illustrated) and commercial / mixed-use buildings fronting Dundee Road. As would be required by a form-based code, the majority of the primary frontage (typically 51%) is occupied by buildings within a designated "build-to" zone. The sketch also depicts an example of "sprawl repair" at the existing one story building at the corner of Dundee and Elmhurst. (See Scale Comparisons #10).

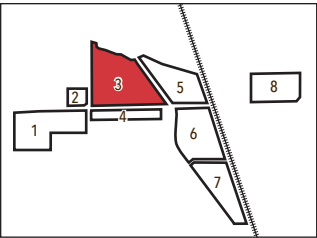


SUB-AREA 3

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



By creating a cross access easement within the existing superblock, several curb cuts along Dundee could be eliminated. The existing auto dealership building would likely adhere to future form based code (FBC) regulations, as its facade would be within the build-to zone. Furthermore, this building's frontage design, with its high ceilings and high level of transparency, would be in the spirit of design guidelines that would accompany a FBC. (See Scale Comparisons #1, #2 and #4)

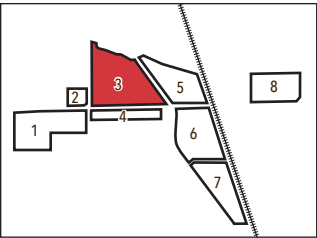


SUB-AREA 3
CONCEPTUAL SITE PLAN

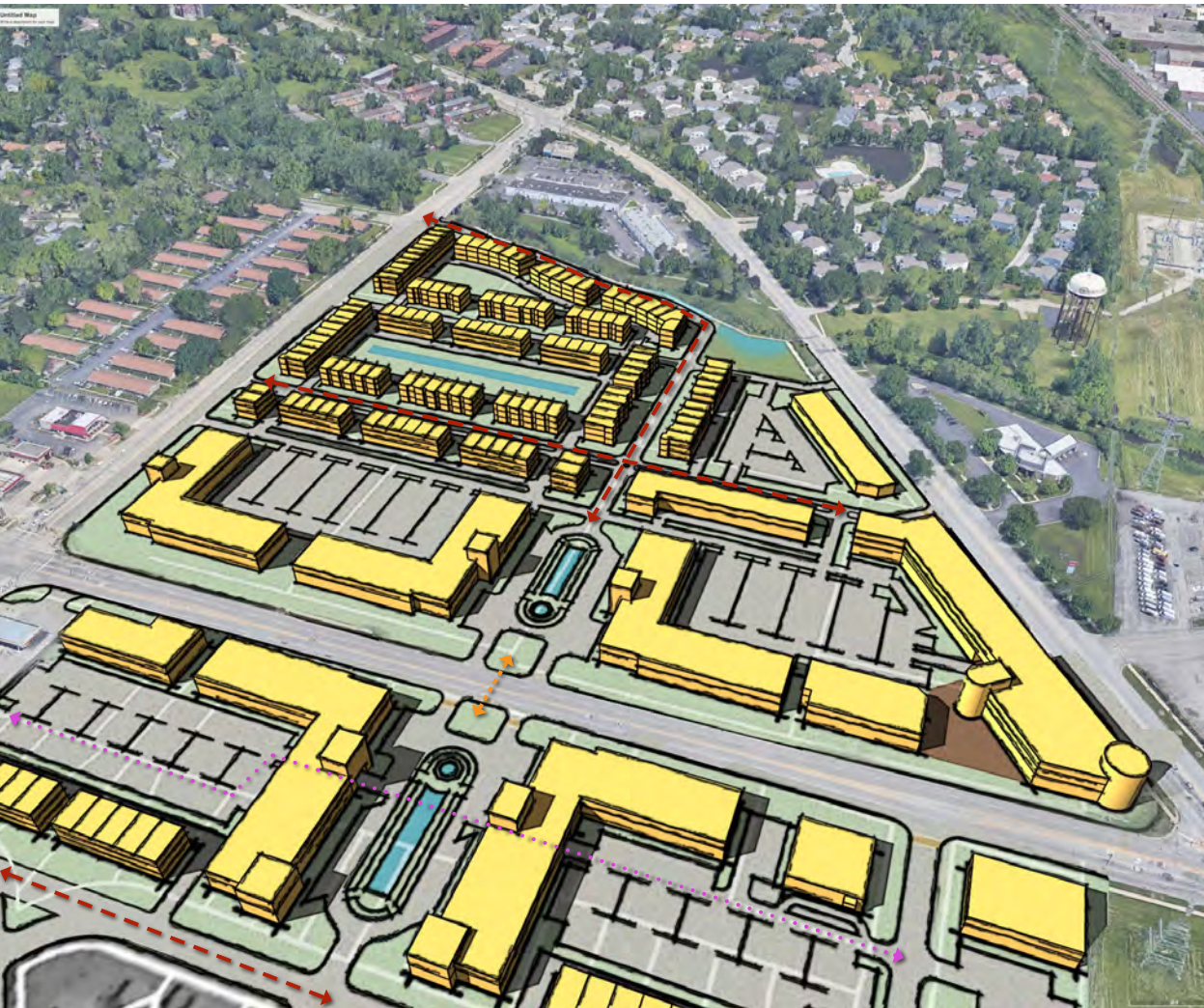


STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



With some assemblage of properties, Sub-area 3 could be transformed from a superblock to a traditionally-scaled urban block pattern. The auto dealership at the southeast corner could be redeveloped as a low rise mixed use building very similar to the nearby Uptown Park Ridge example, with architectural features that take advantage of the acute geometry of the streets. Similar to what was shown in the “Participate” scenario for Sub-area 1, new developments on either side of Dundee could be coordinated to create a strong north-south connection with a mid-block pedestrian crossing. (See Scale Comparisons #3 and #4)



SUB-AREA 3

CONCEPTUAL SITE PLAN



New Connection: Auto

New Connection: Bike / Pedestrian

Potential Future Connection

1

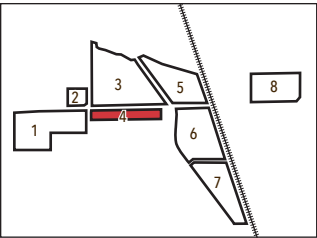
New Park

0 100' 200' 400'

SCALE: 1" = 200'

STRATEGY : REGULATE

ILLUSTRATIVE 3D SCENARIO

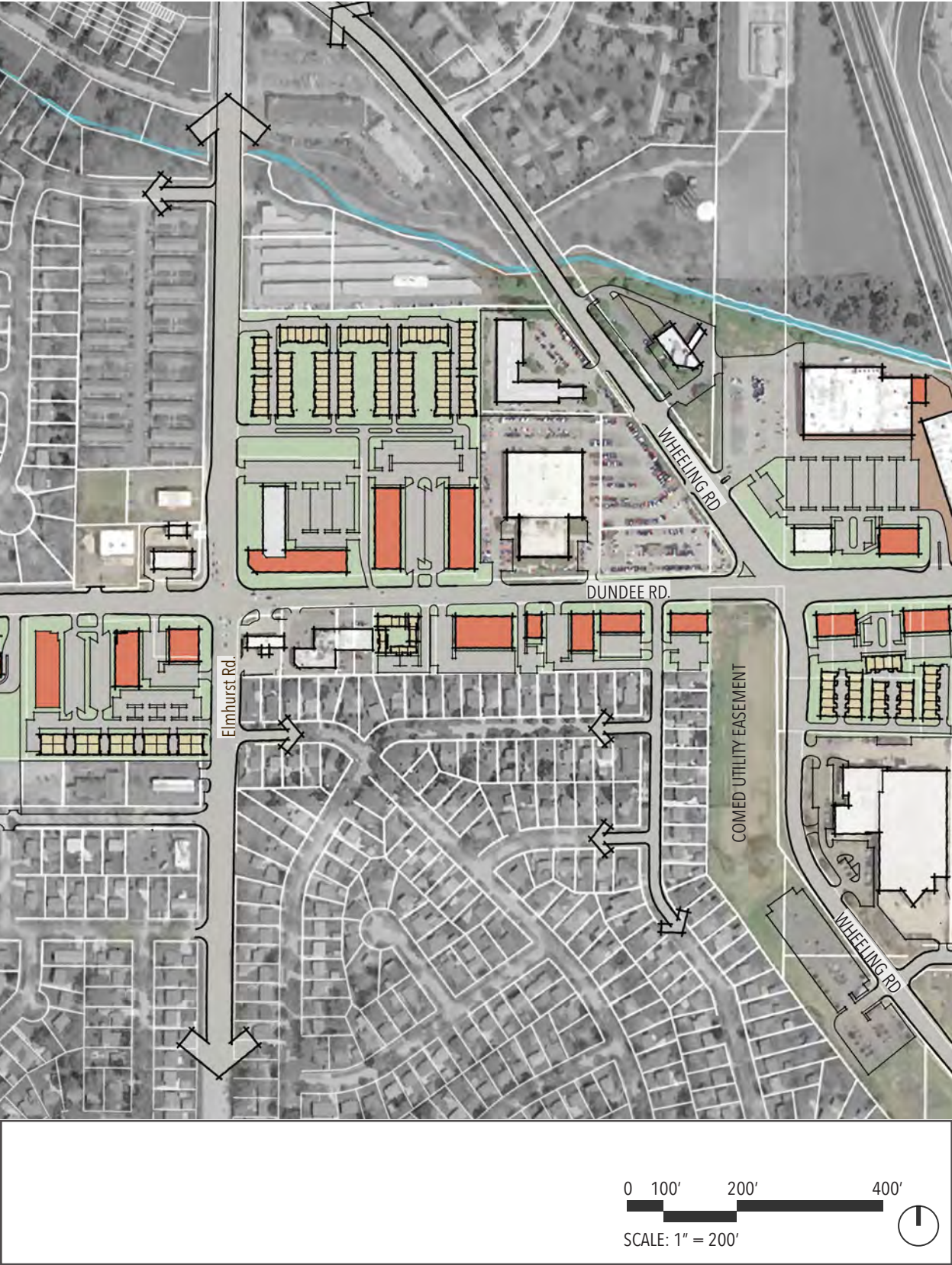


Sub-area 4, with its relatively shallow lot depth and aggregation of small parcels, would be particularly challenging to transform into a pedestrian-friendly streetscape through form based code regulations alone. Transformation could take place incrementally as properties redevelop one at a time. New buildings could be mixed-use, with ground floor commercial (or live-work) space on the ground floor close to the sidewalk, with the majority of parking located to the rear of the site. (See Scale Comparison #9)

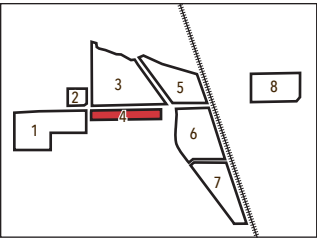


SUB-AREA 4

CONCEPTUAL SITE PLAN



STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



A shared access easement, along with shared parking agreements, would allow for the removal of several curb cuts along Sub-area 4. As in the case of the “Regulate” scenario, without parcel assembly, transformation from an auto-dominated to pedestrian-friendly streetscape would occur incrementally, most likely over a very long period of time. (See Scale Comparison #9)

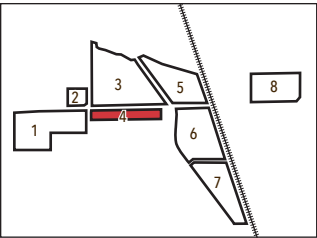


SUB-AREA 4
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO

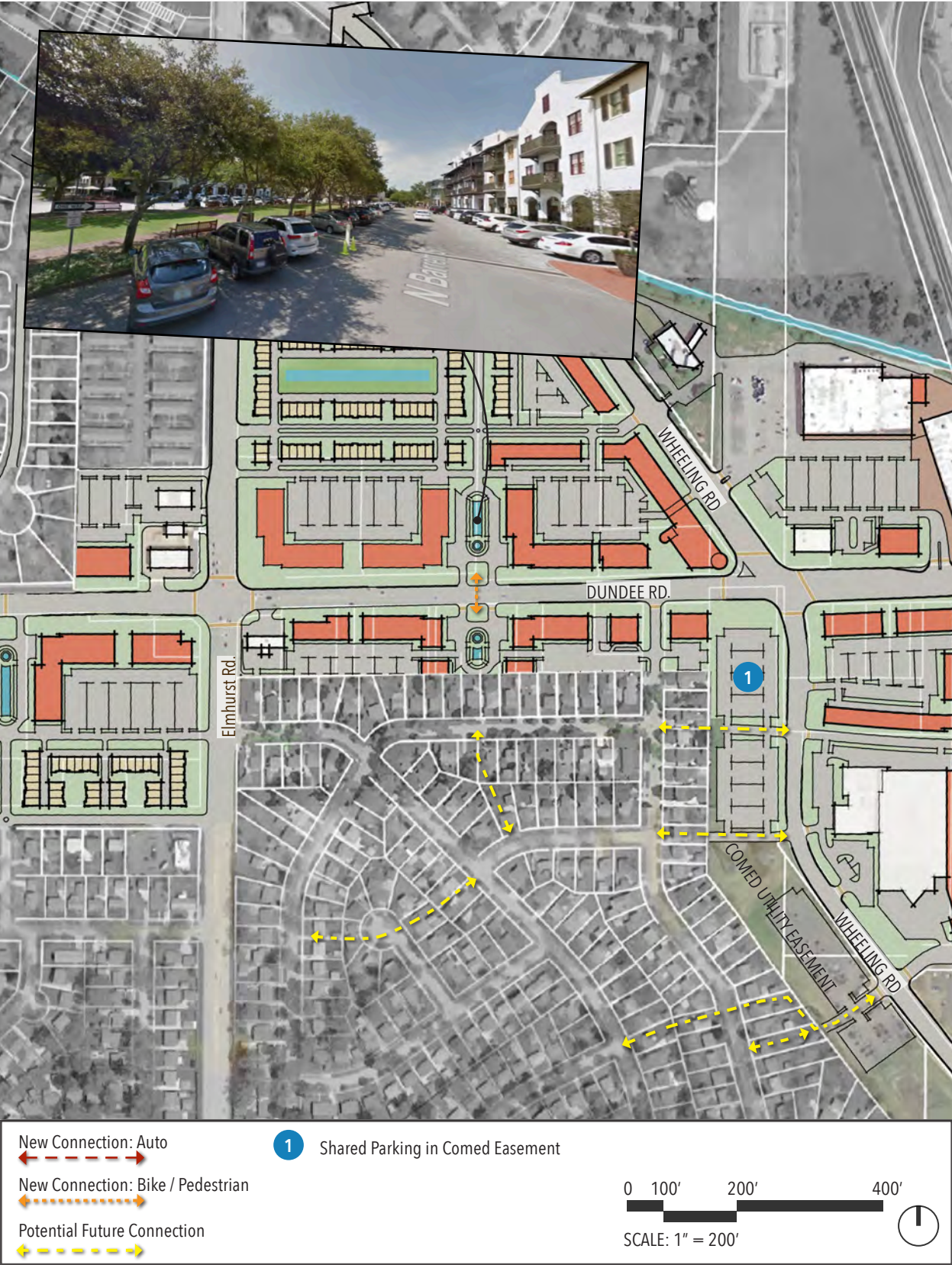


Similar to the approach depicted in the “Participate” scenario for Sub-area 1, a new development on the south side of Dundee could be paired with a corresponding development on the north side to create a strong north-south connection at the mid-block. The urban axis could extend north and south providing greater connectivity to the adjacent neighborhoods. (See Scale Comparison #3)



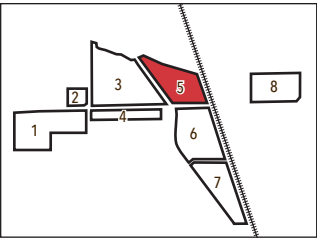
SUB-AREA 4

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

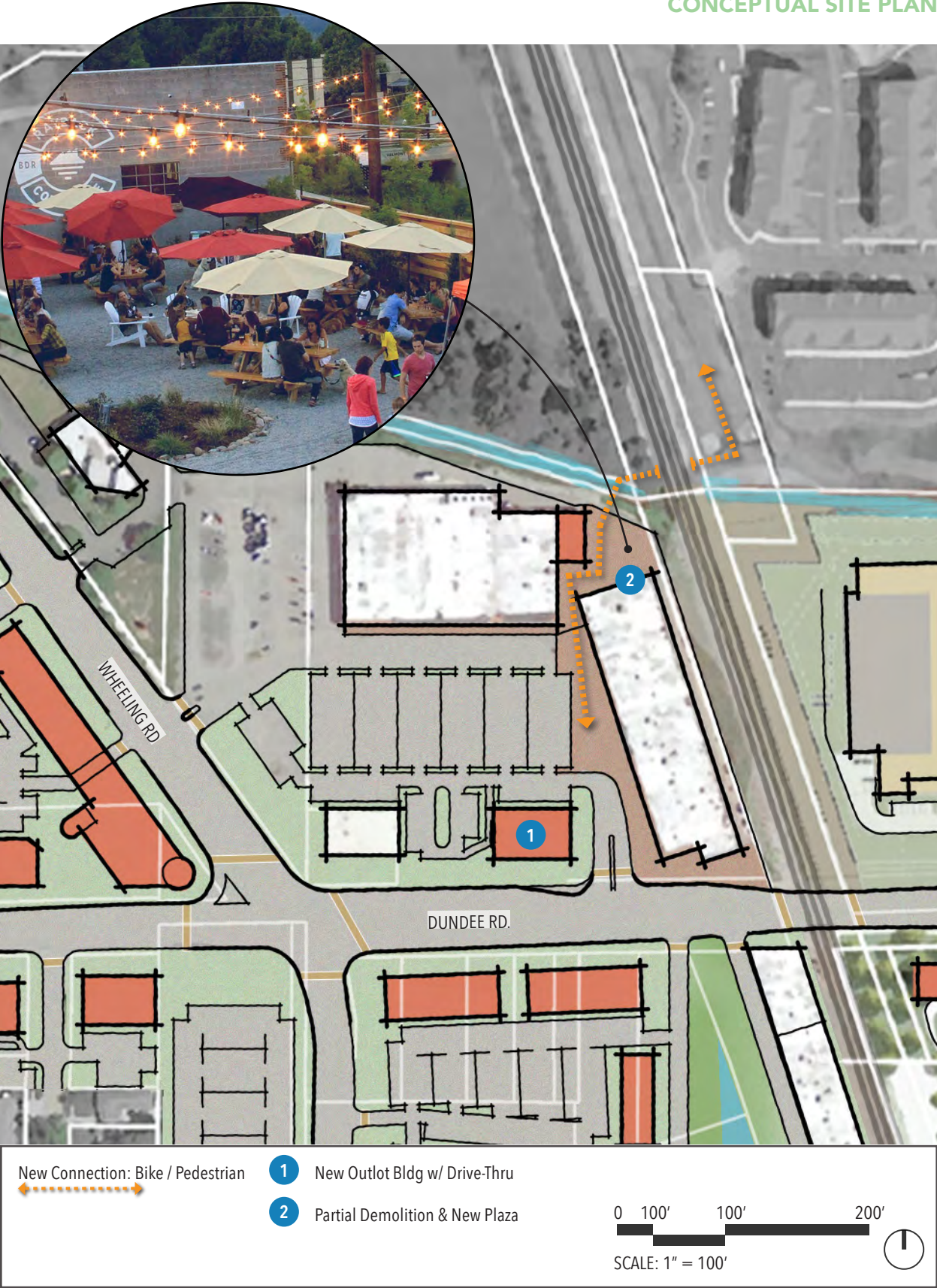


Sub-area 5 contains Lynn Plaza, MB Financial Bank, and a large swath of land within the Comed utility easement. New cross access and shared parking arrangements would not be likely to affect the development potential for the site. With the bank and shopping center properties interrupted by the utility easement, neither would land assemblage. However, this plan identified an opportunity to transform the site in a way that connects it to many hundreds of households that are within walking distance (as the crow flies) but currently cut-off by physical barriers. The rail crossing at Buffalo Creek is high enough to allow for a bike / ped crossing underneath. This, along with a simple pedestrian bridge across the creek, would create a new connection between Lynn Plaza and the neighborhoods to the north, including the 600 new units in Northgate Crossing.



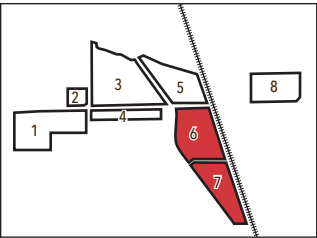
SUB-AREA 5

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO



The site of the Ozinga plant, with its immediate adjacency to the Town Center, is a natural place for the future expansion of Wheeling's TOD. Unless and until that business relocates, a larger, more unified development west of the tracks is not viable. However, there are immediate opportunities for improvement. The existing building immediately west of the tracks on Dundee, owned by the village of wheeling, currently sits vacant. it may be re-purposed in the short to medium term with program that could take advantage of its large interior spaces, like an indoor playground.

In the event that the Ozinga plant does move, the remediation requirements for residential use may prove prohibitively expensive in the short to medium term. Uses that do not require large upfront investment, like a dog park should be considered.



SUB-AREA 6 & 7

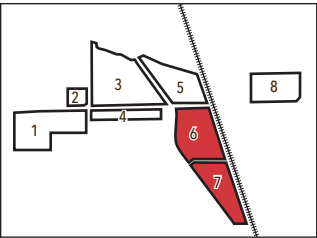
CONCEPTUAL SITE PLAN



1 Village-owned Building



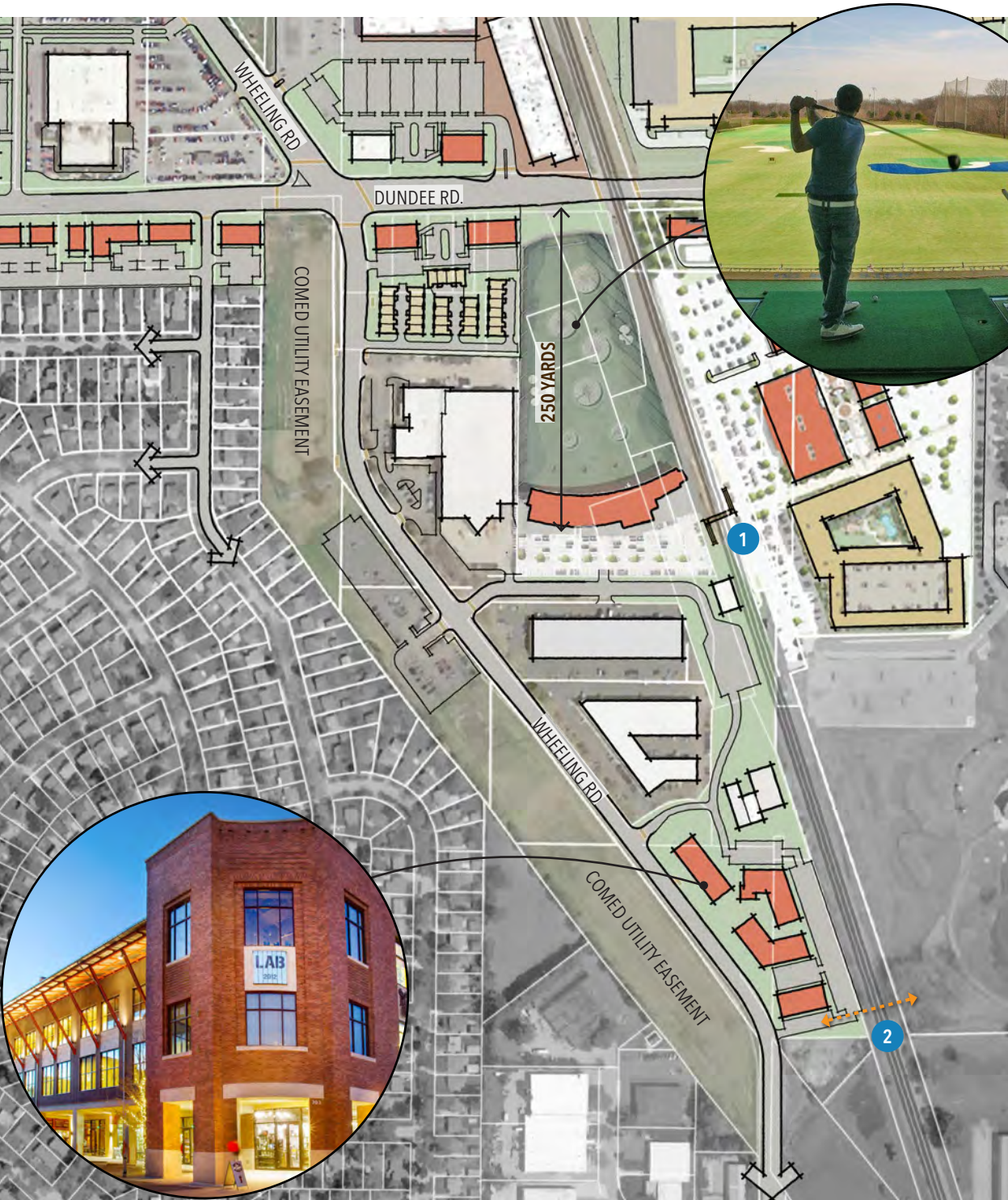
STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



The Ozinga site has the optimal size and orientation to accommodate a driving range (including the typical TopGolf model, as depicted). A use like this would likely allow the land to be used without the extensive level of environmental remediation that would be required for residential use. Furthermore, it would fill a gap in recreational programming offered by the Park District, as the WPD does not currently operate a driving range facility. New buildings on the west side of the tracks could embrace a “rail depot” architectural aesthetic as a point of differentiation from the Town Center and Uptown 500 developments. (See Scale Comparisons #5, #6 and #9)



SUB-AREA 6 & 7
CONCEPTUAL SITE PLAN



New Shared-Access Easement

New Connection: Bike / Pedestrian

1 Pedestrian Overpass

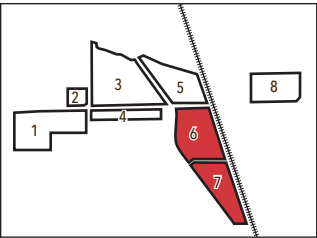
2 Pedestrian Underpass

0100'200'400'

SCALE: 1" = 200'

STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



The west side of the tracks could be developed as a campus with a distinct architectural character that embraces its industrial roots. Adopting a “rail depot” aesthetic would differentiate the campus from neighboring developments and give it a brand that could be both marketable and economical to construct. (See Scale Comparisons #5 and #6)



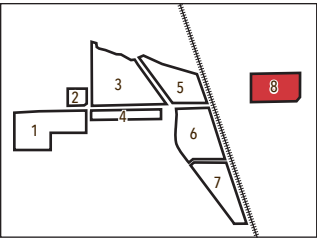
SUB-AREA 6 & 7

CONCEPTUAL SITE PLAN



STRATEGY: REGULATE

ILLUSTRATIVE 3D SCENARIO

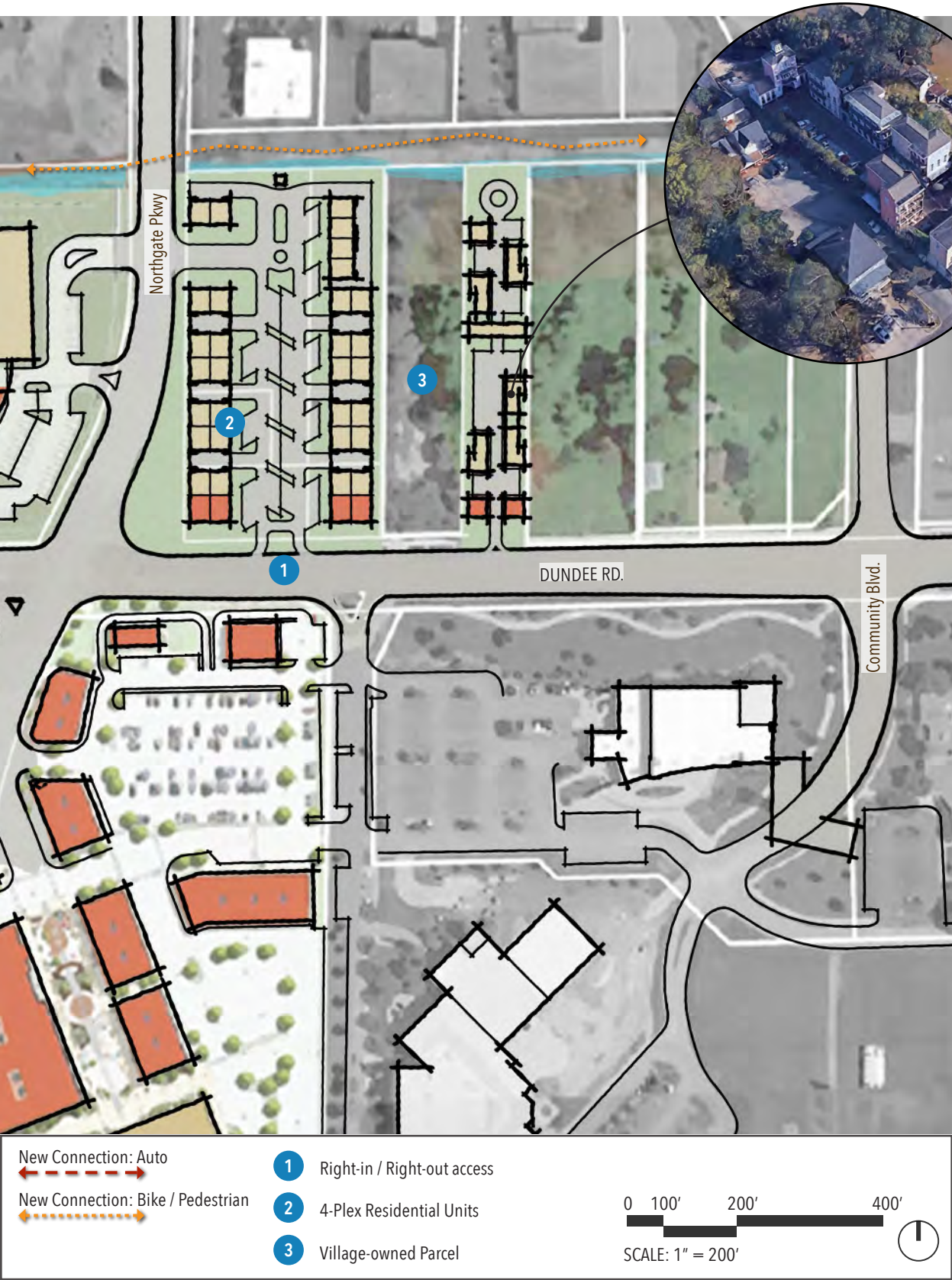


Sub-area 8 is made up of several parcels, some of which have already been assembled under common ownership. It also includes a parcel owned by the Village. The site has seen proposals in years past for mixed-use developments, which were ultimately denied site plan approval by the Village. Considering this land to be uniquely impactful in terms of its role in defining the urban core of Wheeling, the Plan Commission has expressed a desire to see the site developed as a contiguous, unified design. However, in the absence of further land assemblage or cross-access easements, development potential is constrained by left turn access at Dundee and limited building / parking footprint potential. This conceptual plan illustrates one example of how individual parcels could be developed in accordance with existing property lines.

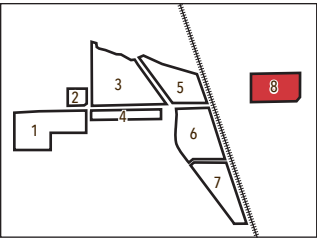


SUB-AREA 8

CONCEPTUAL SITE PLAN



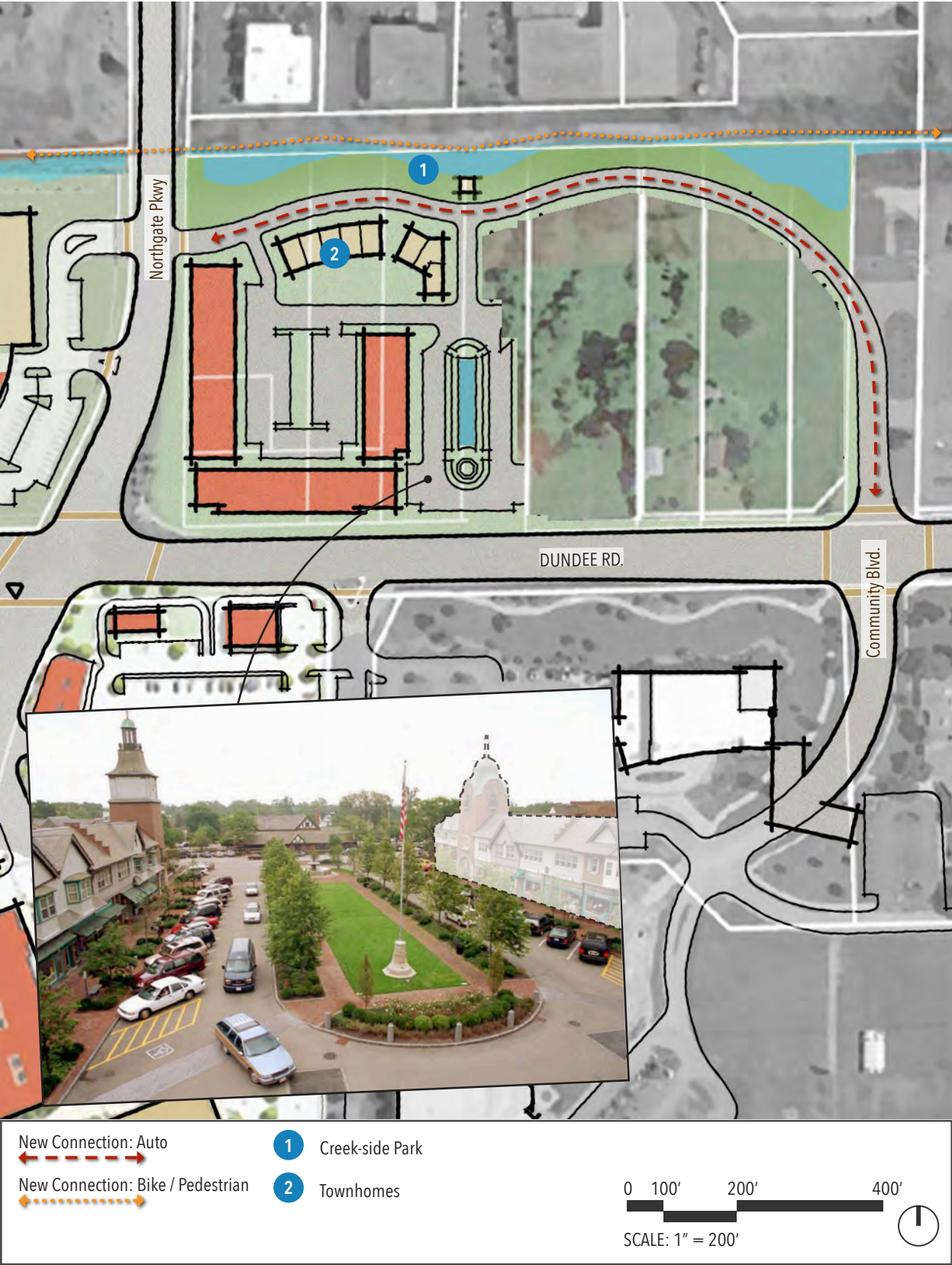
STRATEGY: COORDINATE
ILLUSTRATIVE 3D SCENARIO



One of the challenging aspects of developing the parcels in Sub-area 8 is the limited access at Dundee Road due to the westbound traffic stacking at the Northgate Pkwy intersection, which limits traffic movements to right-in / right-out only. Creating a cross-access easement connecting Community Blvd to Northgate Pkwy would provide each individual parcel with full right and left turn access at both streets, increasing the viability of commercial uses. The plan depicted here is based on the creation of new cross access road across the north edge of the Sub-area as well as the addition of the Village-owned parcel to the already-assembled properties on the west side. As illustrated here, these moves would allow for the creation of a unified design with coherent auto circulation and the potential for larger scale buildings. It also anticipates a future expansion of the development to the east once those parcels become available.

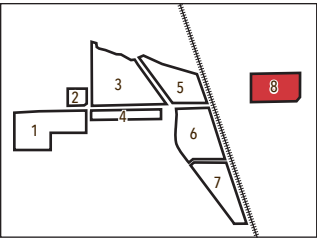


SUB-AREA 8
CONCEPTUAL SITE PLAN



STRATEGY: PARTICIPATE

ILLUSTRATIVE 3D SCENARIO



Building on the previous (Coordinate) scenario, this plan illustrates what could happen if all of the land within Sub-area 8 were assembled under common ownership. With auto connections at Dundee and Community Blvd and at Northgate Pkwy and a new internal street, the remaining frontage could be kept free of curb cuts, allowing it to be designed as highly-walkable. A development at this scale could also take advantage of more efficient parking lot layouts, allowing for increased density. (See Scale Comparisons #1, #2 and #8)



SUB-AREA 8

CONCEPTUAL SITE PLAN

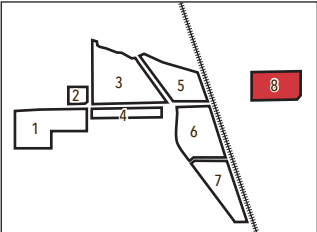


SCALE COMPARISON 1

MARKET SQUARE. LAKE FOREST, IL

Market Square was built as what we now refer to as mixed-use, transit-oriented development, with stores on the first floor and apartments on the second, across a narrow street from what is now the Lake Forest stop on the Union Pacific North Metra line. It provides a useful and often copied model for plans seeking to balance parking with traditional urban design. Unlike

conventional strip mall site plans whose buildings are set back from the street behind a field of surface parking, Market Square provides a limited amount of convenience “teaser” parking directly in front of buildings that are oriented perpendicular to the street. The effect is more of an urban plaza than a parking lot.



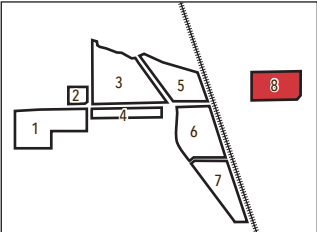
0 100' 200' 400'
SCALE: 1" = 200'

SCALE COMPARISON 2

THE GLEN TOWN CENTER. GLENVIEW, IL

As the high-density, mixed-use focus of the 1,100-acre redevelopment of an abandoned naval air station, The Glen Town Center is designed to evoke the classic, main street shopping districts of the prominent North Shore communities located nearby. Characterized by a cohesive integration of department stores, street retail, a movie theater, restaurant and parks, the

development serves as the area’s prime destination for shopping and entertainment. Key residential ingredients include luxury apartments located above the retail stores, and two collections of gabled townhouses (Tower Crossing) situated at either end of the development.

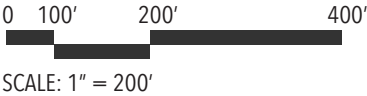
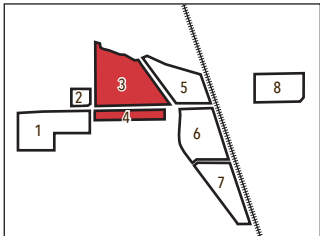


0 50' 200' 400'
SCALE: 1" = 200'

SCALE COMPARISON 3
"BUCKLE" INTERSECTION. ROSEMARY BEACH, FL

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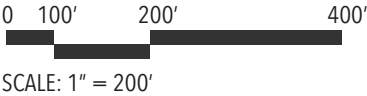
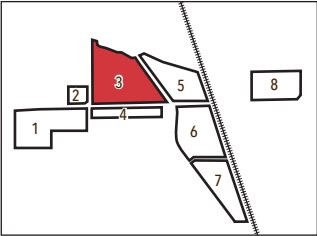
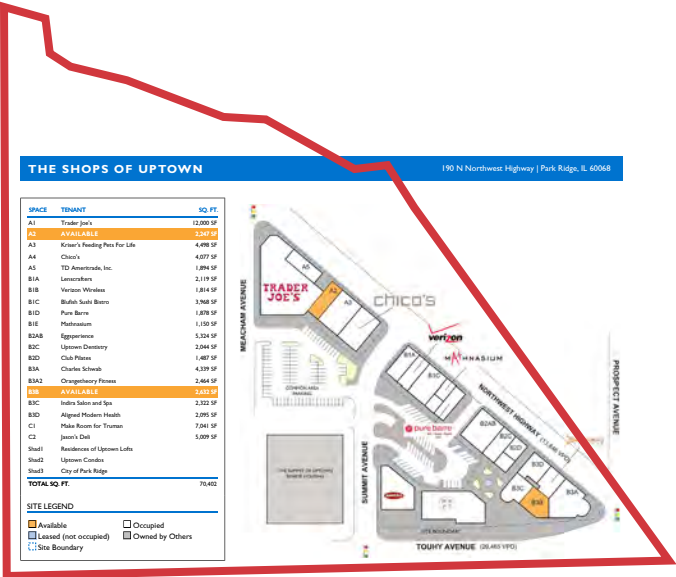
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SCALE COMPARISON 4
UPTOWN. PARK RIDGE, IL

Comprising 5.5 acres, this highly visible and important
site is located in the central core of downtown Park
Ridge. The urban plan carefully integrates pedestrian
and vehicular movement throughout the property and
is complemented by thoughtful building massing and
high quality materials which relate to the traditional
architecture of existing Uptown. The development

contains 165 condominiums, 24 row homes, 80,000 SF
of retail space and 550 below grade parking spaces.



SCALE COMPARISON 5
THE RAILYARDS, SANTA FE

The Santa Fe Railyard has over 100,000 square feet of mixed use space with one and two story shops, restaurants (with indoor and outdoor seating), anchor tenant REI (Recreational Equipment Inc.) and other retailers and office spaces. It is also home to the year-round Santa Fe Farmers’ Market, an artist market, and is used for events like wedding receptions.

PUBLIC OPEN SPACES

13 acres of open space throughout The Railyard was created by a Conservation Easement which protects its use in perpetuity for all Santa Feans’ 3 acres of a gritty and authentic environment reminiscent of the historic railroad hub and warehouse district, softened by the welcoming green spaces of the 10 acre park.

RAILYARD PLAZA

The focus of community and social activity, the Plaza is the heart of The Railyard. Its design offers opportunities for special events, temporary performance areas, community gatherings, and every day uses for individual food vendors and performing artists. Trees are carefully placed to preserve long distance views to

the Sangre de Cristo. The area is pedestrian friendly, handicapped accessible and provides drop off zones for elderly and young family members to ensure that like the downtown Plaza, people are able to engage the space in many ways.

RAILYARD PARK

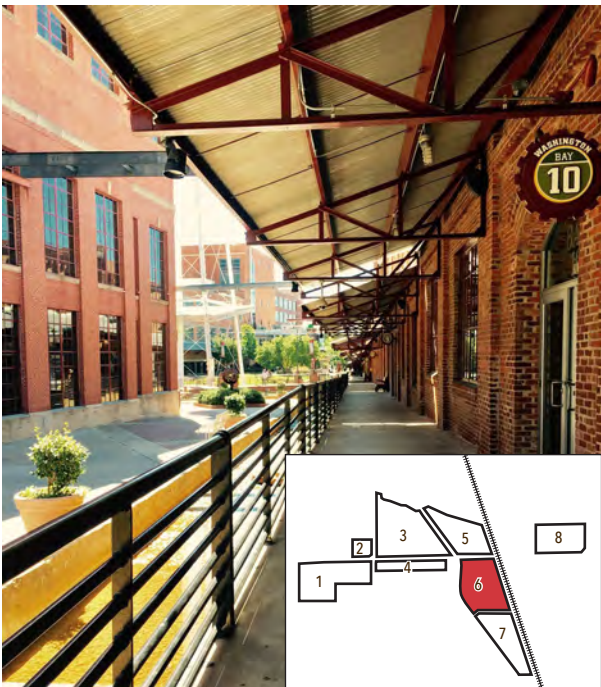
An informal Outdoor Performance Space slopes gently out of a hillside. A Children’s Play Area features creative climbing, sliding and play objects made from natural and built materials in a fun, exploratory environment for all ages. Picnic Areas are set amid shady groves and gardens. 5,000 feet of Walk-Bike Trails will link to a citywide trail network. Over 300 trees and several thousand drought-resistant plants in the Railway Gardens and elsewhere create an oasis in Santa Fe’s often thirsty environment. An innovative Water Harvesting System ensures a sustainable, water-wise park.



SCALE COMPARISON 6
AMERICAN TOBACCO CAMPUS. RALEIGH, NC

In 2002 the site of the The American Tobacco Company was restored and reopened as an active, mixed use development featuring offices, shops, and restaurants, as well as a 2,500-seat outdoor amphitheater and public park. The approach to its renovation included an embrace of the historic character of the site.

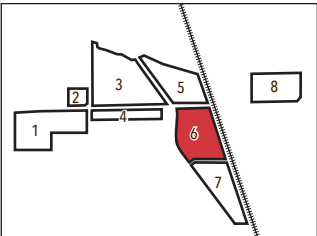
Spanning the length of the development, “Bull River” runs along old docks where trains were once loaded with tobacco. At the center campus, Bull River spills into a large, multi-level pool which provides the setting for outdoor dining, an amphitheater and rubber duck races.



SCALE COMPARISON 7 TOPGOLF DRIVING RANGE PROTOTYPE

Indoor driving ranges, like Texas-based Topgolf, combine elements of traditional driving ranges and miniature golf with corporate events, food service and other amenities. The number of TopGolf locations is expected to double in the next year to 20. The company recently broke ground on its third Chicagoland location, in Schaumburg, following Wood Dale and

Naperville. The existing venues employ more than 800 people and the Schaumburg location is expected to create an additional 500 full- and part-time jobs. The model has particular site requirements in terms of size and solar orientation, with a preference for hitting towards the north or east and having a distance of approximately 200 yards.

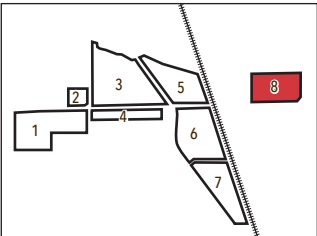


0 100' 200' 400'
 SCALE: 1" = 200'

SCALE COMPARISON 8 THE GLEN TOWNHOMES. GLENVIEW, IL

The Tower Crossing town homes were constructed between 2002 and 2006, with 6 basic floor plans comprising the 154 homes. All homes are brick construction and offer four floors of living space and two-car garages. Some have major variations such as "end units" which increase space and light, and "bridge units" which provide an additional room.

"the townhomes are intended to suggest the character of traditional nineteenth century row housing. At four stories tall, each townhouse is differentiated through subtle shifts in brick color or slight changes in the elaborate brick detailing. Projected bays and canopies add rhythm and dimension to the long facades." -George Pappageorge, architect



0 50' 100' 200'
 SCALE: 1" = 100'

SCALE COMPARISON 9 ONE-STAIR WALK-UP BUILDING

A three story apartment building or mixed use building meets the fire/life safety requirements of the International Building Code (IBC) and the accessibility requirements of the Fair Housing Act:

1. All ground floor units are accessible/adaptable (minimum one unit).
2. TYPE V wood frame construction with fire sprinklers.
3. When built with a single stair, upper stories are limited to four units each. (more than 4 units on a floor and two stair will be required separated by a rated corridor at least 1/2 the diagonal of the building floor plate in length –1/3 for buildings with fire sprinklers.)
4. 2nd floor units are limited in size to 125’ max. exiting distance from the furthest point inside the unit to the entry door.
5. 3rd floor units are limited in size to 125’ max. exiting distance from the furthest point inside the unit to the entry door. (3rd floor units can be two story units with internal stairs as long as the max. exiting distance of 125’ is observed).

Code research and design by David Kim



SCALE COMPARISON 10 TUCK-UNDER TOWNHOMES. CHICAGO SUBURBS

A two-story townhouse raised a full or, more often, a half a level above the street, with a rear-accessed garage. With a density of 25-30 dwellings per acre and the potential to create attractive street frontages, (since garages are accessed by service alleys in the rear) they are a desirable form of TOD development.

